

Appendix C

Transportation

Supporting Information

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APPENDIX C

Transportation Analysis Supporting Information

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1. Transportation Scope of Work

Scope of Work

Transportation Analysis for the Potrero Power Station Mixed-Use Development Project EIR

Final: November 9, 2017

Adavant Consulting, Fehr & Peers, and LCW Consulting (the transportation consultants) are pleased to submit this scope of work to prepare the transportation section of the Environmental Impact Report (EIR) for the proposed mixed-use development at the Potrero Power Station site in San Francisco. This scope of work follows the San Francisco Planning Department's "Transportation Impact Analysis Guidelines for Environmental Review, October 2002" (*SF Guidelines*), as applicable.

Task 1 – Conduct Project Scoping

The San Francisco Planning Department requires that the scope of work for the transportation analysis be reviewed and approved by the designated transportation planner and environmental staff coordinator prior to commencement of any work by the transportation consultants. The transportation consultants will meet and consult with Environmental Planning staff, and other City agencies, as determined by Environmental Planning to review, discuss and modify the draft scope of work and define the required level of detail for the transportation analysis. The discussions will focus on items such as:

- Project definition and components;
- Data collection (vehicle/pedestrian/bicycle counts, locations, day of week, and time of day);
- Assumptions (transportation study area, land use types, cumulative growth, etc.);
- Methodology (trip generation methodology and appropriate sources, travel forecasts, etc.);
- Analysis scenarios (analysis years, transportation network and transit service assumptions);
- Extent of analysis of the alternatives to the proposed project; and,
- Transportation section of the Draft EIR schedule and deliverables.

Task 2 – Develop Project Description and Analysis Methodology

Project Description – The transportation consultants will review the project definition, land use, and transportation circulation assumptions prepared by the project sponsor, and will provide written request for clarification and additional data needs that might be necessary to conduct the transportation analysis. It is anticipated that the proposed project will include a TDM Plan, consistent with requirements of the TDM ordinance. The TDM Plan will be incorporated into the project analysis.

Transportation Study Area - The transportation study area is bounded by 18th Street to the north, Pennsylvania Street to the west, Cesar Chavez Street to the south, and San Francisco Bay to the east.

Analysis Methodology - The transportation consultants will meet with Environmental Planning staff to confirm the definition of analysis scenarios and direction on the analysis methodologies proposed for the transportation impact assessment. The travel demand analysis of the land use program of the proposed project (e.g., retail, office/PDR, restaurant, residential, hotel, child care) will be conducted using the *SF Guidelines*. Environmental Planning will keep the transportation consultants informed as to the updates to the *SF Guidelines*, and the updates will be discussed at project team meetings to review implications and possible need for revisions to the analysis (e.g., trip generation rates, passenger loading/unloading demand estimates).

Adjusted Existing Conditions – For purposes of the impact analysis, the existing conditions will be modified to include transportation network improvements that are approved, funded, and currently underway. Specifically, these include operation of the Central Subway and service improvements on the T Third that are associated with Central Subway operation, implementation of the 22 Fillmore Transit Priority Project (including the transit-only lane on 16th Street, extension of the 22 Fillmore into Mission Bay, and frequency changes), new traffic signal at the intersection of Owens/Mariposa, and the extension of Owens Street between 16th and Mariposa Streets. The transportation consultants will work with the Planning Department and SFMTA to define how the transportation network improvements will be incorporated into the adjusted existing conditions.

Existing transportation conditions associated with ballgames at AT&T Park will be described qualitatively.

Impact Analysis Scenarios – The proposed project envisions transportation network interconnections with the proposed Pier 70 Mixed-use District Project (Pier 70 Project) located directly to the north of the project site (see attached figure). However, because the Pier 70 Project's environmental review and entitlement process is still underway and the implementation of the planned infrastructure improvements is uncertain, the analysis of the proposed project would be conducted for two existing plus project analysis scenarios:

- Existing plus project without the Pier 70 Project (i.e., without the transportation network connections and other roadway improvements, the Pier 70 Project shuttle service, and travel demand associated with proposed development);
- Existing plus project with the Pier 70 Project (i.e., with the transportation network connections and other roadway improvements, the Pier 70 Project shuttle service, and travel demand associated with proposed development);

In addition to the two existing plus project scenarios, project impacts will also be assessed for 2040 cumulative conditions. This work will be based on the 2040 cumulative analysis conducted for the Pier 70 Project EIR, updated to include the proposed project.

The inclusion of an extension of a Muni bus route (e.g., as an extension of the approved Muni Forward service improvements for the 33 Ashbury-18th) into the Pier 70 and proposed project sites as a separate City project will be defined with SFMTA and the Planning Department, and will be incorporated into the 2040 cumulative conditions.

Existing plus project and 2040 cumulative conditions during ballgames at AT&T Park and/or events at the GS Warriors event center will be assessed qualitatively.

Development of Alternatives – Following preliminary project impact analysis review, the transportation consultants will work with ESA, Environmental Planning and the project sponsor to develop the definition of the project alternatives. The level of effort for the transportation analysis of the alternatives will be defined at that time.

Task 3 – Data Collection

Pedestrian, Bicycle, Traffic: The transportation consultants will conduct new traffic, bicycle, and pedestrian counts at the following 18 intersections for the weekday morning (7 to 9 a.m.) and evening (4 to 6 p.m.) peak periods.

Table 1 - Intersection Analysis Locations

Location	Location
1 Illinois St/20th St	10 Third St/22nd St
2 Illinois St/22nd St	11 Third St/23rd St
3 Illinois St/Humboldt St	12 Third St/25th St
4 Illinois St/23rd St	13 Third St/Cesar Chavez St
5 Illinois St/24th St	14 Indiana St/23rd St
6 Illinois St/25th St	15 Indiana St/25th St
7 Illinois St/Cesar Chavez St	16 Pennsylvania St/23rd St
8 Third St/16th St	17 Pennsylvania St/25th St
9 Third St/20th St	18 Pennsylvania St/Cesar Chavez St

Transit: Transit data will be obtained from SFMTA and regional transit operators for the weekday p.m. peak hour conditions. The transportation consultants will compile data on all Muni bus routes and rail lines (including motor coach, trolley coach, and light rail service) and stop locations within the transportation study area. This will include a description of Muni's transit route service hours, peak periods, stops and headways on weekdays for the bus routes and rail lines within the study area. The transportation consultants will request from SFMTA weekday a.m. and p.m. peak hour ridership and capacity at the maximum load points (MLP) for the Muni routes and lines serving the transportation study area for existing conditions.

Because Muni service in the area is limited to a few routes, and because downtown screenlines are not applicable to the project site (i.e., the downtown screenline analysis assesses conditions for trips leaving the downtown core during the p.m. peak hour), ridership and capacity utilization information for the Muni bus routes and rail lines will instead be provided individually. The approach to the transit capacity utilization analysis will be refined with SFMTA, however, will focus on the following bus routes and light rail lines:

- T Third (Central Subway connection open to riders in late 2019)
- 10 Townsend (Muni Forward changes to route alignment, and AM, midday, and PM peak frequency increases approved)
- 19 Polk (Muni Forward changes to route alignment approved)

- 22 Fillmore (Muni Forward changes to route alignment, midday frequency increases, and 22 Fillmore Transit Priority Project [i.e., transit-only lanes on 16th Street] approved)
- 33 Ashbury-18th Street (Muni Forward changes to route alignment and AM and PM peak period frequency increases approved)
- 48 Quintara-24th (Muni Forward changes to route alignment proposed)
- 55 16th Street (shuttle service modified or eliminated with implementation of Muni Forward 22 Fillmore service improvements)

The transportation consultants will meet with SFMTA staff to determine anticipated timing for implementation of the Muni Forward or other transit improvements, and whether they should be included in 2040 cumulative conditions. The transportation consultants will also determine with the SFMTA how the modified existing ridership will be established.

The transportation consultants will also compile data on regional transit operators (BART, AC Transit, Golden Gate Transit bus and ferry service, SamTrans and Caltrain) including the nearest transit stop location within the study area and the latest scheduled operations on weekdays. Existing regional screenlines for p.m. peak hour conditions will be obtained from the Planning Department.

The transportation consultants will conduct a.m. and p.m. peak period driveway counts by vehicle type (i.e., auto, bus, truck, light rail) at three Muni facilities in the vicinity of the project site, including the Muni Metro East (MME), Islais Creek, and Woods facilities. In addition, based on field observations, the transportation consultants will qualitatively assess transit operations at these facilities during the p.m. peak period.

Loading: The transportation consultants will document existing on-street loading supply on 23rd Street between Third Street and the San Francisco Bay, and on Illinois Street between 22nd and 23rd Streets. In addition, utilization of the on-street loading spaces will be surveyed during the late morning period (i.e., 10:00 to 11:30 a.m.) and late afternoon (i.e., 4:00 to 5:30 p.m.). The surveys will note any loading activities that occur via double-parking.

Parking: The parking study area is generally bounded by 20th Street, Indiana Street, 25th Street, and San Francisco Bay. The transportation consultants will collect on-street public parking supply and occupancy for the weekday midday (1:30 to 3:00 p.m.) and evening (6:30 – 8:00 p.m.) periods. The transportation consultants will also document current on-street parking regulations and illegal parking on the blocks adjacent to the project site, and generally describe the on-street parking regulations and parking occupancy within the parking study area. Any existing off-street public parking facilities within the study area will be identified, including parking supply, current hours of operation and facility type.

Task 4 – Document Existing Setting

Using the data collected in Task 3, the transportation consultants will document existing traffic, transit, parking, pedestrian, bicycle, loading, and emergency vehicle access conditions within the transportation study area. The setting will include:

- A base map, including the study intersections, and text for the transportation study area, describing the street designations, street names, number of lanes and traffic flow directions;
- A description of uses and vehicular, pedestrian, and bicycle access to the project site;

- An assessment of parking conditions within the parking study area;
- Graphics indicating the existing p.m. peak hour traffic volumes at the study intersections;
- A map and discussion of Muni and regional transit services within the transportation study area, including bus routes and bus stop locations, as well as conditions at each route's maximum load point. A quantitative description of weekday p.m. peak hour conditions will be provided for Muni and the regional transit service as available. Planned changes to Muni service as part of Muni Forward or other transit service improvements will also be described. Identification of any operational conflicts between buses or streetcars and other vehicles will be described;
- Discussion of the pedestrian network, pedestrian volumes and a qualitative assessment of pedestrian conditions (access, conflicts, safety and operational issues) in the transportation study area;
- Discussion of bicycle volumes in the project vicinity, and a qualitative discussion of general bicycle circulation conditions and the identification of any safety and right-of-way issues in the vicinity of the project site, including the description and mapping of bicycle routes. A description of changes to the bicycle network within the transportation study area being considered by the San Francisco Bicycle Plan and other City proposals;
- A qualitative assessment of weekday on-street commercial loading conditions within the transportation study area;
- A description of the existing emergency vehicle access routes to the project site;
- Passenger loading, including disabled loading and parking;
- Quantitative assessment of off-street parking supply and utilization within the parking study area, and qualitative discussion of on-street parking regulations and utilization; and,
- Graphics of the existing transit, pedestrian, and bicycle network.

Task 5 – Determine Project and Project Alternatives Travel Demand

The future travel demand estimates will be developed by the transportation consultants, and reviewed and approved by Planning Department staff prior to use in the transportation impact assessment. Travel demand estimates will be provided for vehicular, transit, pedestrian, and bicycle modes, and will include an estimate of internal and external trips, as appropriate. The transportation consultants will estimate the travel demand for standard proposed land uses (e.g., retail, office/PDR, restaurant, residential, hotel, child care) using the methodology and information provided in the *SF Guidelines* (trip generation rates, mode splits, trip distribution, loading demand, parking demand), and will generally follow the methodology used for the Pier 70 Project transportation analysis. Travel demand estimates will be prepared for daily as well as a.m. and p.m. peak hour conditions. Parking and loading demand will also be estimated.

Project travel demand estimates will be prepared for the proposed project, as included in the NOP, as well as for two project scenarios that would bracket the possible upper limits of residential versus commercial office square footage (i.e., a Maximum Residential Scenario and a Maximum Office Scenario). Based on the result of these three trip generation scenarios, the highest trip generation

value for inbound versus outbound trips will be summarized by mode for use in the quantitative impact analysis.

The transportation consultants will prepare a technical memorandum describing the assumptions, methodology and results of the travel demand for the proposed project. The technical memorandum will summarize the data sources, methodologies and recommended rates and factors to be used in the trip generation, mode choice, vehicle occupancies and parking demand analyses. The technical memorandum will summarize the travel demand estimates for the proposed project by land use type, mode of travel and place of origin. A graphic showing vehicle-trip distributions and assignments will also be included for the two analysis scenarios (i.e., *without* the Pier 70 Project and *with* the Pier 70 Project) and for use in the transit operations, air quality, and noise analysis.

The technical memorandum will be submitted to Planning Department staff in paper and electronic format for their review, revision, and approval prior to performing the transportation impact analyses.

For the analysis of the existing plus project with the Pier 70 Project, an additional trip generation analysis will be conducted that takes into account the proximity, interconnectedness of the street network, and the density and compatibility of land uses between the two projects. While it is not anticipated that the total project trip generation would change for conditions without and with the proposed Pier 70 Project, the number of trips internal to the two sites, the mode of travel, and the origins/destinations would be affected. The results of the combined travel demand analysis for the two projects will be submitted as a separate technical memorandum.

Alternatives: Travel demand estimates for up to two alternatives to the proposed project will be developed based on the methodology described above for the proposed project uses. The level of effort will be based on the types and quantities of the land uses included in the alternative and/or other project description changes. The travel demand for the alternatives will be documented in a separate technical memorandum. See Task 8 for alternatives analysis.

Task 6 – Transportation Impact Analysis

The transportation consultants will identify the transportation impacts associated with the proposed project. This will include transportation impacts related to VMT, traffic hazards, transit, pedestrians, bicycles, passenger and freight loading, parking, emergency vehicle access, and construction-related transportation impacts. Graphics will be prepared for existing plus project transit network, bicycle network, pedestrian network, loading and parking conditions.

The transportation impact analysis will be conducted for two existing plus project scenarios (i.e., without and with the Pier 70 Project) and for 2040 cumulative conditions.

Task 6.1 – EXISTING PLUS PROJECT IMPACT ANALYSIS

As discussed in Task 2, existing plus project conditions will be prepared for two analysis scenarios:

- Existing plus project without the Pier 70 Project (i.e., without the transportation network connections and other roadway improvements, the Pier 70 Project shuttle service, and travel demand associated with proposed development); and,
- Existing plus project with the Pier 70 Project (i.e., with the transportation network connections and other roadway improvements, the Pier 70 Project shuttle service, and travel demand associated with proposed development).

Task 6.1.1 – VMT Impacts

The transportation consultants will compare the anticipated VMT per capita for the proposed project against the City's thresholds of significance. This section will include a discussion of current VMT for the region and local TAZ. The proposed project's TDM Plan will be discussed with respect to measures that would reduce project-generated VMT.

In addition, an induced automobile travel assessment will be conducted for the proposed transportation network changes to determine whether any of the changes would lead to a substantial or measureable increase in VMT.

Task 6.1.2 – Traffic Hazards Impacts

The transportation consultants will qualitatively assess the proposed project's vehicle circulation elements (e.g., new street cross-sections) with respect to potential traffic safety hazards

Task 6.1.3 – Transit Impacts

The transportation consultants will estimate the increase in transit ridership during the weekday p.m. peak hour for Muni and the regional transit providers associated with the proposed project. Based on the distribution of project-generated transit trips, the transportation consultants will conduct a quantitative assessment of the project-related impacts with regards to ridership and capacity utilization to existing and future transit service on the Muni routes and lines in the vicinity of the project site and on the regional screenlines. Impacts to general transit operations and conflicts in the project site vicinity will be qualitatively assessed.

The transportation consultants will qualitatively assess the impact of the project-generated vehicle trips on operations of the existing Muni Metro East, Islais Creek, and Woods facilities.

The transportation consultants will quantitatively assess the impact of the project-generated vehicle trips on intersection delay by approach and movement at the intersections of Third/16th, Third/22nd, and Third/23rd in order to determine whether signal timing changes would be required that could affect light rail operations along Third Street. The transportation consultants will work with the SFMTA staff on the assumptions for existing, existing plus project, and cumulative signal timing inputs into the intersection delay analysis.

Task 6.1.4 – Pedestrian Impacts

The transportation consultants will qualitatively assess pedestrian conditions within and in the vicinity of the project site. Proposed pedestrian facilities will be described and compared to Better Streets Plan requirements. Potential pedestrian safety issues will be identified, including vehicular-pedestrian conflicts, interruption of pedestrian circulation and potential safety issues at the project site. Peak hour traffic signal warrant analyses will be conducted at unsignalized intersections to determine if a traffic signal is warranted to improve the overall safety and/or operation of the intersection.

Task 6.1.5 – Bicycle Impacts

The transportation consultants will qualitatively evaluate bicycle conditions within and in the vicinity of the project site. Potential bicycle circulation safety issues will be identified, including bicyclist-vehicular conflicts, interruption of bicycle flow and potential safety issues at the project site, as well as the effect on existing and proposed nearby bicycle routes. In addition, the Planning Code requirements for bicycle parking and related facilities will be identified and compared to the proposed supply.

Task 6.1.6 – Loading Impacts

The transportation consultants will prepare a commercial loading supply/demand analysis for the proposed project. The commercial loading supply will be compared to the estimated demand generated by the proposed project, and the types of commercial vehicles that would be expected to serve the proposed project uses. Any on-street commercial loading spaces will be included as part of the loading supply. The proposed off-street and on-street loading supply will also be compared to the Planning Code requirements in terms of their location, number of spaces and minimum dimensions, as applicable.

The transportation consultant will assess the proposed commercial loading facilities in terms of their operational characteristics, including truck movement (including truck turning pathways into the loading area), location of trash compactor, storage and removal of garbage.

Passenger loading/unloading facilities will be described and assessed qualitatively.

Task 6.1.7 – Parking Impacts

The transportation consultants will describe the proposed project off-street and on-street vehicle parking supply, including ADA-accessible, and car-share spaces.

The transportation consultants will prepare a parking supply/demand analysis for the proposed project. The proposed parking supply will be compared to the estimated demand. The transportation consultants will provide a qualitative discussion regarding how an identified shortfall (i.e., parking demand greater than parking supply) in parking supply could create hazardous conditions affecting transit, traffic, bicycle or pedestrians or significant transit delays. The transportation consultants will also compare the proposed parking supply to Planning Code requirements for informational purposes.

The design of the access to the proposed project's parking facilities will be assessed in terms of operational characteristics. A garage queuing analysis will be prepared for the project's district garage.

Task 6.1.8 – Emergency Access Impacts

The transportation consultants will describe access by emergency vehicles to the project site, and qualitatively assess whether emergency vehicle access would be affected by the proposed project.

Task 6.1.9 – Construction Impacts

The transportation consultants will qualitatively assess any potential temporary construction-related transportation impacts that would be generated by the proposed project. Construction impact evaluation will address the staging and duration of construction activity, truck routings, estimated daily truck volumes, street and/or sidewalk closures, impacts on Muni operations, and construction worker parking. The transportation consultants will assess if the temporary construction activities' duration and magnitude would result in substantial interference with pedestrian, bicycle, or vehicle circulation in the site vicinity and accessibility to adjoining areas.

TASK 6.2 – CUMULATIVE IMPACT ANALYSIS

The transportation consultants will discuss future roadway network, transit, land use, streetscape, and roadway network improvements that are expected to be in place by the future 2040 cumulative analysis year. The proposed project's contribution to any cumulative impacts will be identified.

As discussed in Task 2, the cumulative impact analysis will include the Pier 70 Project. The cumulative impact analysis will also include a qualitative discussion of cumulative conditions on SF Giants ballpark and Golden State Warriors event center event days, as well as when events at these two facilities overlap. Cumulative impacts associated with the proposed project will be assessed as follows:

- **VMT** – A comparison of the anticipated 2040 VMT per capita for the proposed project against the City's thresholds for significance for the region and local TAZ.
- **Traffic Hazards** – A qualitative assessment of any potential effects of the proposed project on traffic circulation and traffic hazards in regards to future transportation network changes and land use development in the project site vicinity.
- **Transit** – A quantitative assessment of the project-related impacts in terms of ridership and capacity utilization to future transit service on routes serving the project site and on regional screenlines, based on the distribution of project-generated transit trips. The transit ridership and capacity for 2040 cumulative conditions will be based on the estimates from the latest travel demand forecasting data available from the San Francisco County Transportation Authority (SFCTA), as obtained from the Planning Department and SFMTA. The future cumulative transit conditions will account for the transit ridership generated by the proposed project, as well as the general increase in activity in the area. The proposed project's contribution to the transit capacity utilization will be estimated, and contributions where 2040 cumulative conditions exceed the transit operator capacity utilization standard will be identified.
- **Pedestrians** – Cumulative pedestrian conditions will include a qualitative assessment, and peak hour traffic signal warrant analyses at unsignalized intersections, to determine if impacts would change due to future transportation changes and general growth in the area.
- **Bicycles** – Cumulative bicycle conditions will include a qualitative assessment to determine if impacts would change due to future transportation changes and general growth in the area.
- **Loading** – Cumulative loading conditions will include a qualitative assessment to determine if impacts would change due to future transportation changes and general growth in the area.
- **Parking Impacts** – A qualitative assessment of cumulative parking impacts.
- **Emergency Vehicle Access** – Cumulative emergency vehicle access conditions will include a qualitative assessment to determine if impacts would change due to future transportation changes and general growth in the area.
- **Construction-related Transportation Impacts** – Any construction activities unrelated to the proposed project but potentially taking place concurrently with the proposed project (e.g., the Pier 70 Project) will be identified, and any potential project impacts will be qualitatively assessed.

Task 7 – Develop Mitigation/Improvement Measures

Mitigation measures will be proposed to improve operations if significant project-related impacts have been identified, and improvement measures may be proposed where no significant impacts have been identified. In accordance with City guidelines, the report will clearly distinguish between mitigation measures required under CEQA, and transportation improvement measures not related to CEQA significant impacts, such as pedestrian improvement measures, parking access operations, traffic, parking and pedestrian enforcement etc. Responsibility for implementation of identified measures will be identified, where possible.

Task 8 – Alternative Analysis

The effects of the No Project alternative and two lesser-intensity alternatives on the transportation network will be assessed qualitatively. Depending on definition of the alternatives and their estimated travel demand, the Planning Department may require a focused quantitative analysis, to be determined following development of the alternatives (see Task 2). Travel demand estimates will be prepared for each alternative based on the travel demand methodology presented in Task 5. The alternative analysis will cover all transportation topics described above in Task 6.1.

Task 9 – Prepare Data for Air Quality and Noise Analysis

The transportation consultants will summarize and package the existing, existing plus project conditions for the two analysis scenarios, and 2040 cumulative traffic volumes at the study intersections developed in the previous tasks for submittal to the noise and air quality analysts, for their studies.

Task 10 – Transportation Section of the EIR

The transportation consultants will prepare the transportation setting and impact analysis sections for inclusion in the EIR document. The transportation discussion will follow the format specified by Planning Department staff, and will include setting, methodology, impact assessment, and mitigation and improvement measures. Transportation section versions will be included as part of the overall Administrative Draft EIR submittals, and will follow the distribution format determined for the EIR.

As part of the Administrative Draft EIR submittals, the transportation consultants will prepare a comprehensive technical appendix that will be included as part of the Draft EIR (i.e., Appendix TR). Appendix TR will include the following:

- Proposed project access and internal/external circulation plans for the two existing plus project scenarios (i.e., without and with connections to the proposed Pier 70 Project);
- Travel demand analysis Technical Memorandum, containing the travel demand calculations for the proposed project and alternatives to the project;
- Traffic volumes at the study intersections for existing, existing plus project and 2040 cumulative conditions;
- Transit capacity utilization calculations for Muni and regional transit providers for existing, existing plus project, and 2040 cumulative conditions;
- Summary of pedestrian and bicycle counts at the study locations; and,
- Results of existing on-street parking and loading supply and utilization surveys, and existing plus project parking supply and demand analyses.

Two paper copies and an electronic copy of the draft technical appendix will be submitted to the Planning Department for review by Planning and SFMTA staff as part of the Admin Draft 1 EIR and Admin Draft 2 EIR submittals. In addition, a final transportation appendix will be prepared for the Draft EIR.

Task 11 – Draft EIR Response to Comments

The transportation consultant will prepare responses to public comments related to the transportation section of the published Draft EIR.

Task 12 – Attendance at Meetings

The transportation consultants will meet with the Planning Department, other city agencies, and the project sponsor, as appropriate, to work out details related to transportation scope of work, project definition, impact assumptions and methodology, analysis results, and development of improvement and/or mitigation measures.

2. Existing Street Classifications

LOCAL ROADWAY NETWORK IN VICINITY OF THE POTRERO POWER STATION SITE

Street Name	Direction	Lanes (typical)	General Plan Designation ¹	Muni Routes ^{1,2}	Bicycle Facilities ^{1,3}
Third Street	N-S	4	Congestion Management Network Major Arterial Metropolitan Transportation System Street Primary Transit Important Preferential Street Citywide Pedestrian Network Street Neighborhood Commercial Pedestrian Street	T Third	-
16th Street	E-W	4	Primary Transit Oriented, Transit Preferential Street Neighborhood Commercial Pedestrian Street	55 16th Street 22 Fillmore	Class II
18th Street	E-W	2 ⁴	Neighborhood Commercial Pedestrian Street (section)	22 Fillmore	-
19th Street	E-W	2	-	-	-
20th Street	E-W	2	Neighborhood Commercial Pedestrian Street (section)	22 Fillmore 48 Quintara/24th St	-
22nd Street	E-W	2	-	48 Quintara/24th St	-
23rd Street	E-W	2	-	48 Quintara/24th St	-
24th Street	E-W	2	Neighborhood Commercial Pedestrian Street (section)	-	-
25th Street	E-W	2	-	48 Quintara/24th St	-
Cesar Chavez Street	E-W	4	Congestion Management Network Major Arterial Metropolitan Transportation System Street	-	Class II, Class III, Class IV
Illinois Street	N-S	2	-	48 Quintara/24th St	Class II
Indiana Street	N-S	2	-	-	Class III
Mariposa Street	E-W	2/4 ⁵	-	-	Class III
Mississippi Street	N-S	2	-	-	Class II ⁶
Pennsylvania Avenue	N-S	2	-	48 Quintara/24th St	-
Tennessee Street	N-S	2	-	22 Fillmore	-

NOTES: E-W = east-west. N-S = north-south.

¹ The descriptions associated with each street (General Plan Designation, Transit Routes, etc.) are those that apply to some portion of that street, although not necessarily the entire length of that street.

² Muni routes in the vicinity of the project site. **See Figure 4.E-2.**

³ Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists. Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles. Class III bikeways are signed bike routes that allow bicycles to share the travel lane with vehicles. Class IV facilities are exclusive facilities separated from vehicular traffic. **See Figure 4.E-3.**

⁴ Two lanes except between Minnesota Street and Pennsylvania Avenue where there are three lanes and an additional westbound right-turn lane onto the I-280 freeway.

⁵ Four lanes between Terry A. Francois Boulevard and Pennsylvania Avenue; two lanes elsewhere.

⁶ Class II bicycle facility between 16th and Mariposa Streets; no bicycle facilities elsewhere.

SOURCE: Advant Consulting/Fehr & Peers/LCW Consulting, 2018; San Francisco General Plan

Roadway Classifications

The San Francisco Planning Department has developed a street hierarchy system for the City and County of San Francisco, in which the function and design of each street are consistent with the character and use of adjacent land. The major classifications in the Vehicle Circulation Plan of the San Francisco *General Plan* are:

- **Freeways:** Limited access, very high capacity facilities; primary function is to carry intercity traffic; they may, as a result of route location, also serve the secondary function of providing for travel between distant sections in the city.
- **Major Arterials:** Cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses.
- **Transit Conflict Streets:** Streets with a primary transit function which are not classified as major arterials but experience significant conflicts with automobile traffic.
- **Secondary Arterials:** Primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system.
- **Recreational Streets:** A special category of street whose major function is to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. The order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. This should be slow and consistent with the topography and nature of the area.
- **Collector Streets:** Relatively low-capacity streets serving local distribution functions primarily in large, low-density areas, connecting to major and secondary arterials.
- **Local Streets:** All other streets intended for access to abutting residential and other land uses, rather than for through traffic; generally of lowest capacity.

In addition to the San Francisco Planning Department's roadway classifications, the freeways, major arterials, and transit conflict streets are included in the Congestion Management Program (CMP) Network and Metropolitan Transportation System (MTS) Network (see below).

Transit Preferential Streets

The Transit Preferential Street network classification system takes into consideration all transportation functions, and identifies the major transit routes where general traffic should be routed away from. There are two classifications of transit preferential streets: Primary Transit Streets, which are either transit-oriented or transit-important; and Secondary Transit Streets.

- **Primary Transit Street – Transit-Oriented:** Not major arterials, with either high transit ridership, a high frequency of service, or surface rail. Along these streets, the emphasis should be on moving transit vehicles, and impacts on automobile traffic should be of secondary concern.
- **Primary Transit Street – Transit-Important:** Major arterials, with either high transit ridership, high frequency of service, or surface rail. Along these streets, the goal is to improve the balance between modes of transportation, and the emphasis should be on moving people and goods, rather than on moving vehicles.

- **Secondary Transit Street:** Medium transit ridership and low-to-medium frequency of service, or medium frequency of service and low-to-medium transit ridership, or connects two or more major destinations.

In general, it is City policy that transit preferential treatments should be concentrated on the most important transit streets, and the treatments applied should respond to all transportation needs of the street. For example, on streets that are major arterials for transit and not for automobile traffic, treatments should emphasize transit priority; on streets that are major arterials for both transit and automobiles, treatments should emphasize a balance between the modes. It is also City policy that automobile facility features (such as driveways and loading docks) should be reduced, relocated or prohibited on transit preferential streets in order to avoid traffic conflicts and automobile congestion.

Citywide Pedestrian Network

The Citywide Pedestrian Network is a classification of streets throughout the City used to identify streets devoted to or primarily oriented to pedestrian use. The main classifications are:

- **Citywide Pedestrian Network Street:** An inter-neighborhood connection with “citywide significance” includes both exclusive pedestrian and pedestrian-oriented vehicular streets. These streets include the Bay, Ridge, and Coast trails, are used by commuters, tourists, and the general public, and connect major institutions with transit facilities.
- **Neighborhood Network Street:** A neighborhood commercial, residential or transit street that serves pedestrians from the general vicinity. Some streets may be part of the Citywide network, but are generally oriented towards neighborhood-serving uses. Types include exclusive pedestrian and pedestrian-oriented vehicular streets. As part of the Neighborhood Network Street network, streets are classified as **Neighborhood Commercial Streets**, which are streets that are predominately commercial use with parking and loading conflicts, or **Neighborhood Network Connection Streets**, which are intra-neighborhood connection streets that connect neighborhood destinations.

In general, it is City policy that sufficient pedestrian movement space should be provided to minimize pedestrian congestion, sidewalks should be widened where intensive commercial, recreational or institutional activity is present, and efforts should be made to ensure convenient and safe pedestrian crossings at intersections.

Congestion Management Program (CMP) Network

The CMP Network is the network of freeways, state highways, major arterials and transit conflict streets (see Roadway Classifications, above) established in accordance with state Congestion Management legislation. As part of the CMP, the San Francisco County Transportation Authority is required to determine the level of service (LOS) for the CMP Network streets every two years. The LOS is based on the average travel speed for each roadway segment during both the AM and PM peak periods. The level of service standard is LOS E, except for roadway segments that operated at LOS F in 1991 (when the first study was performed). The CMP requires development of “Deficiency Plans” for any CMP-designated roadway that operate at LOS F. These plans include an analysis of the causes of the deficiency, a list of improvements that would have to be made to prevent the deficiency from occurring (including cost estimates), a list of improvements proposed as part of the plan, and an action plan for implementation of the improvements (including an implementation schedule).

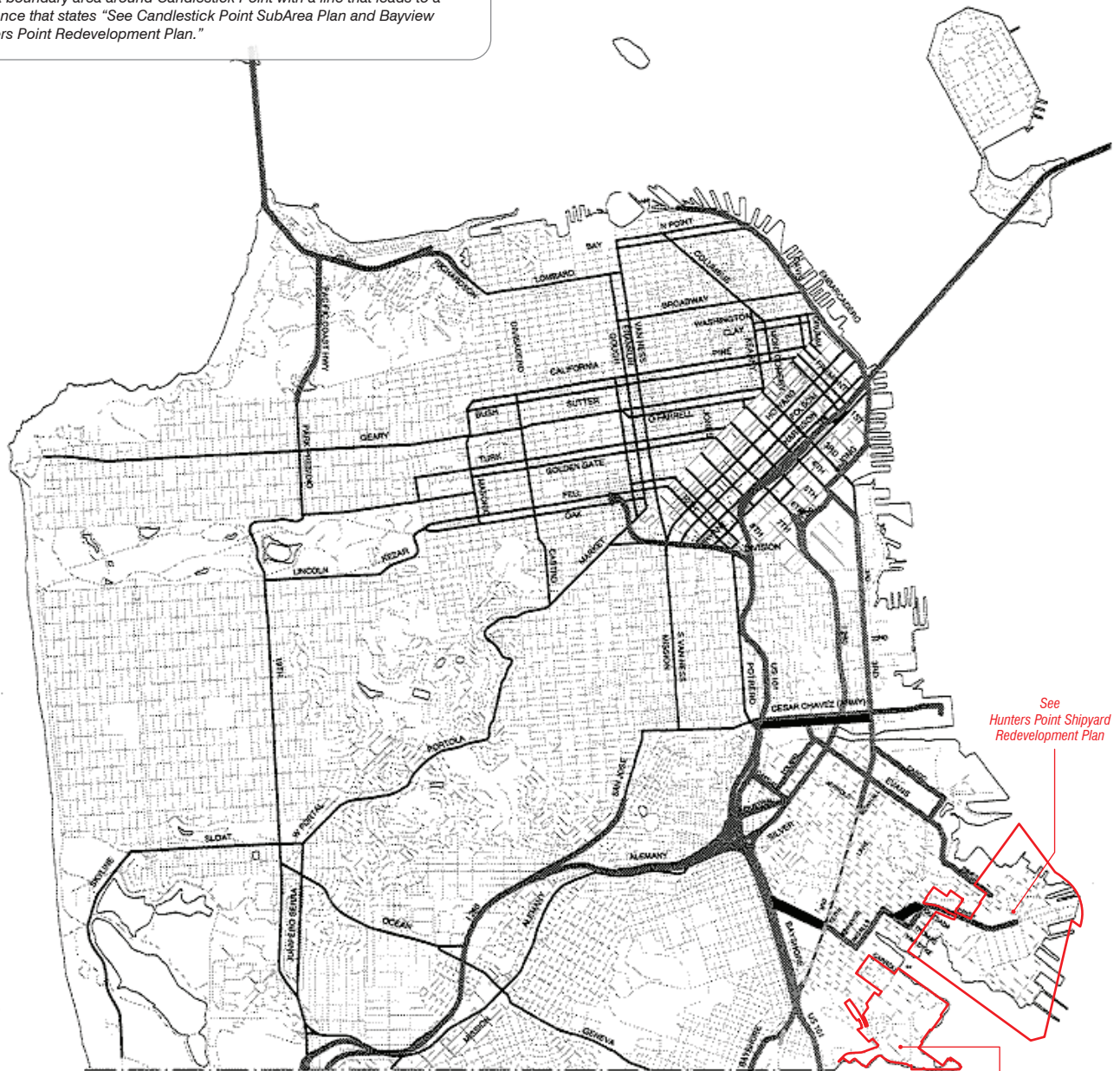
Metropolitan Transportation System (MTS) Network

The MTS Network is defined by Metropolitan Transportation Commission (MTC) as part of its Regional Transportation Plan. The MTS is a regional network of roadways, transit corridors and transfer points, identified by the MTC on the basis of specific criteria. The criteria identified facilities that provide relief to congested corridors, improve connectivity, accommodate travel demand and serve a regional transportation function. The State highways and major thoroughfares designated in San Francisco's CMP roadway network are all included in the regional MTS network. There are a few instances in which the local CMP network is not identical to the MTS network due to differences in the criteria used to define each network.

MAP APPROVED BY THE BOARD OF SUPERVISORS

The notation below in *italics* represents a recent amendment to the General Plan that has been approved by the Board of Supervisors after this map was originally adopted. The change will be added to the map during the next map update.

- Add a boundary area around the Hunters Point Shipyard area with a line that leads to a reference that states "See Hunters Point Redevelopment Plan."
- Add a boundary area around Candlestick Point with a line that leads to a reference that states "See Candlestick Point SubArea Plan and Bayview Hunters Point Redevelopment Plan."



FREIGHT TRAFFIC ROUTES

-  Routes with significant truck traffic
-  Other Major Arterials
-  Certain traffic restrictions for trucks 11,000 lbs or more

Map 15

 area needing improved freight route connection

3. Existing Parking Supply and Occupancy Data

ID	Time	Street	From	To	Side of Street	Total Supply	Occupancy
1	1:30 PM	20th St	Minnesota St	Indiana St	S	13	12
23	1:30 PM	20th St	Minnesota St	Tennessee St	S	9	9
24	1:30 PM	20th St	Tennessee St	Minnesota St	N	15	6
25	1:30 PM	20th St	Minnesota St	Dead End	S	6	5
26	1:30 PM	20th St	Minnesota St	Dead End	N	7	7
27	1:30 PM	20th St	Tennessee St	3rd St	S	2	2
28	1:30 PM	20th St	3rd St	Illinois St	N	8	8
29	1:30 PM	20th St	Illinois St	3rd St	S	3	3
34	1:30 PM	20th St	Illinois St	Michigan St	S	12	9
35	1:30 PM	20th St	Illinois St	Michigan St	N	0	0
36	1:30 PM	20th St	Michigan St	Dead End	N	9	5
37	1:30 PM	20th St	Michigan St	Dead End	S	0	0
						84	66
8	1:30 PM	22nd St	Indiana St	Minnesota St	N	7	5
9	1:30 PM	22nd St	Indiana St	Minnesota St	S	11	9
13	1:30 PM	22nd St	Minnesota St	Tennessee St	S	7	7
18	1:30 PM	22nd St	Tennessee St	Minnesota St	N	7	7
16	1:30 PM	22nd St	Tennessee St	3rd St	S	9	9
17	1:30 PM	22nd St	3rd St	Tennessee St	N	5	5
38	1:30 PM	22nd St	3rd St	Illinois St	N	3	3
39	1:30 PM	22nd St	Illinois St	3rd St	S	5	4
40	1:30 PM	22nd St	Illinois St	Dead End	N	41	40
41	1:30 PM	22nd St	Illinois St	Dead End	S	40	35
						135	124
52	1:30 PM	23rd St	Minnesota St	Indiana St	S	19	19
53	1:30 PM	23rd St	Minnesota St	Tennessee St	S	9	9
51	1:30 PM	23rd St	Tennessee St	Minnesota St	N	3	3
50	1:30 PM	23rd St	3rd St	Tennessee St	N	8	8
54	1:30 PM	23rd St	Tennessee St	3rd St	S	7	7
55	1:30 PM	23rd St	3rd St	Illinois St	S	6	6
56	1:30 PM	23rd St	Illinois St	3rd St	N	7	7
46	1:30 PM	23rd St	Illinois St	Dead End	N	71	71
47	1:30 PM	23rd St	Illinois St	Dead End	S	84	40
						214	170
89	1:30 PM	24th St	Tennessee St	Minnesota St	S	17	17
92	1:30 PM	24th St	Minnesota St	Tennessee St	N	10	10
86	1:30 PM	24th St	Tennessee St	3rd St	S	17	11
93	1:30 PM	24th St	Tennessee St	3rd St	N	4	4
81	1:30 PM	24th St	Illinois St	3rd St	N	6	6
82	1:30 PM	24th St	3rd St	Illinois St	S	5	3
78	1:30 PM	24th St	Michigan St	Illinois St	N	11	8

ID	Time	Street	From	To	Side of Street	Total Supply	Occupancy
79	1:30 PM	24th St	Michigan St	Illinois St	S	4	4
76	1:30 PM	24th St	Michigan St	Dead End	S	15	9
77	1:30 PM	24th St	Dead End	Michigan St	N	27	22
						116	94
64	1:30 PM	25th St	Indiana St	Minnesota St	N	10	6
65	1:30 PM	25th St	Indiana St	Minnesota St	S	11	10
66	1:30 PM	25th St	Minnesota St	Tennessee St	N	7	6
67	1:30 PM	25th St	Minnesota St	Tennessee St	S	13	10
68	1:30 PM	25th St	Tennessee St	3rd St	N	4	4
69	1:30 PM	25th St	Tennessee St	3rd St	S	7	5
70	1:30 PM	25th St	Illinois St	Michigan St	S	19	17
73	1:30 PM	25th St	Michigan St	Illinois St	N	9	6
71	1:30 PM	25th St	Michigan St	Dead End	S	9	6
72	1:30 PM	25th St	Dead End	Michigan St	N	9	5
						98	75
2	1:30 PM	Indiana St	20th St	22nd St	S	40	36
3	1:30 PM	Indiana St	22nd St	20th St	W	24	17
4	1:30 PM	Indiana St	22nd St	Tubbs St	E	22	18
5	1:30 PM	Indiana St	Tubbs St	22nd St	W	6	4
6	1:30 PM	Indiana St	Tubbs St	23rd St	E	10	10
7	1:30 PM	Indiana St	23rd St	Tubbs St	W	32	31
63	1:30 PM	Indiana St	23rd St	25th St	W	22	22
						156	138
21	1:30 PM	Minnesota St	22nd St	20th St	E	35	28
22	1:30 PM	Minnesota St	22nd St	20th St	W	85	62
10	1:30 PM	Minnesota St	22nd St	Dead End	W	2	2
11	1:30 PM	Minnesota St	22nd St	Dead End	E	12	10
12	1:30 PM	Minnesota St	Dead End	Dead End	S	5	5
57	1:30 PM	Minnesota St	23rd St	24th St	W	18	15
58	1:30 PM	Minnesota St	24th St	23rd St	E	26	21
90	1:30 PM	Minnesota St	24th St	25th St	E	3	3
91	1:30 PM	Minnesota St	25th St	24th St	W	34	34
						220	180
19	1:30 PM	Tennessee St	22nd St	20th St	E	50	35
20	1:30 PM	Tennessee St	20th St	22th St	W	31	29
14	1:30 PM	Tennessee St	22nd St	Dead End	W	27	23
15	1:30 PM	Tennessee St	22nd St	Dead End	E	18	13
59	1:30 PM	Tennessee St	24th St	23rd St	W	18	18
60	1:30 PM	Tennessee St	24th St	23rd St	E	35	35
87	1:30 PM	Tennessee St	24th St	25th St	E	40	40

ID	Time	Street	From	To	Side of Street	Total Supply	Occupancy
88	1:30 PM	Tennessee St	25th St	24th St	W	18	17
						237	210
30	1:30 PM	3rd St	20th St	22nd St	W	11	11
31	1:30 PM	3rd St	22nd St	20th St	E	32	19
48	1:30 PM	3rd St	22nd St	23rd St	W	19	16
49	1:30 PM	3rd St	23rd St	22nd St	E	16	13
84	1:30 PM	3rd St	24th St	25th St	E	13	12
85	1:30 PM	3rd St	25th St	24th St	W	9	9
						100	80
32	1:30 PM	Illinois St	20th St	22nd St	W	0	0
33	1:30 PM	Illinois St	22nd St	20th St	E	53	48
42	1:30 PM	Illinois St	22nd St	Humboldt St	E	20	20
43	1:30 PM	Illinois St	Humboldt St	22nd St	W	14	14
44	1:30 PM	Illinois St	Humboldt St	23rd St	W	13	13
45	1:30 PM	Illinois St	23rd St	Humboldt St	E	20	20
61	1:30 PM	Illinois St	24th St	23rd St	W	10	10
62	1:30 PM	Illinois St	23rd St	24th St	E	17	17
80	1:30 PM	Illinois St	24th St	25th St	E	17	17
83	1:30 PM	Illinois St	24th St	25th St	W	13	9
						177	168
74	1:30 PM	Michigan St	25th St	24th St	E	23	18
75	1:30 PM	Michigan St	24th St	25th St	W	18	10
						41	28
TOTAL MIDDAY						1578	1333
							84.5%

1	6:30 PM	20th St	Minnesota St	Indiana St	S	13	5
23	6:30 PM	20th St	Minnesota St	Tennessee St	S	9	8
24	6:30 PM	20th St	Tennessee St	Minnesota St	N	15	10
25	6:30 PM	20th St	Minnesota St	Dead End	S	6	2
26	6:30 PM	20th St	Minnesota St	Dead End	N	7	5
27	6:30 PM	20th St	Tennessee St	3rd St	S	2	2
28	6:30 PM	20th St	3rd St	Illinois St	N	8	8
29	6:30 PM	20th St	Illinois St	3rd St	S	3	3
34	6:30 PM	20th St	Illinois St	Michigan St	S	12	5
35	6:30 PM	20th St	Illinois St	Michigan St	N	0	0
36	6:30 PM	20th St	Michigan St	Dead End	N	9	2
37	6:30 PM	20th St	Michigan St	Dead End	S	0	0
						84	50

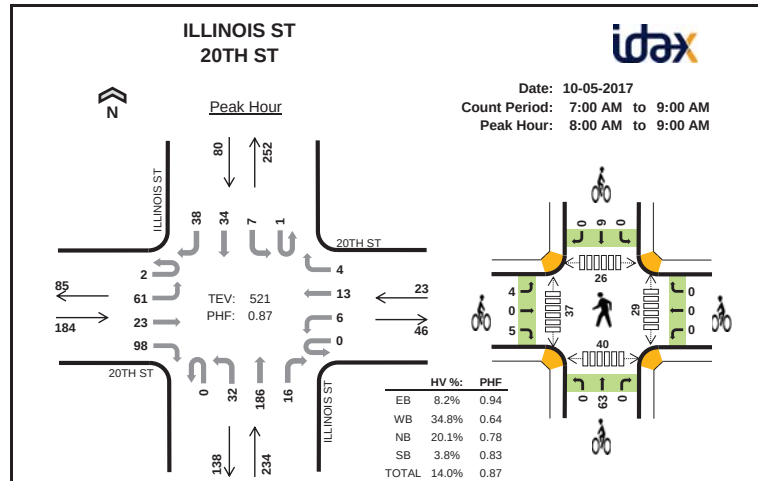
ID	Time	Street	From	To	Side of Street	Total Supply	Occupancy
8	6:30 PM	22nd St	Indiana St	Minnesota St	N	7	7
9	6:30 PM	22nd St	Indiana St	Minnesota St	S	11	10
13	6:30 PM	22nd St	Minnesota St	Tennessee St	S	7	7
18	6:30 PM	22nd St	Tennessee St	Minnesota St	N	7	7
16	6:30 PM	22nd St	Tennessee St	3rd St	S	9	9
17	6:30 PM	22nd St	3rd St	Tennessee St	N	5	4
38	6:30 PM	22nd St	3rd St	Illinois St	N	3	3
39	6:30 PM	22nd St	Illinois St	3rd St	S	5	5
40	6:30 PM	22nd St	Illinois St	Dead End	N	41	12
41	6:30 PM	22nd St	Illinois St	Dead End	S	40	14
						135	78
52	6:30 PM	23rd St	Minnesota St	Indiana St	S	19	5
53	6:30 PM	23rd St	Minnesota St	Tennessee St	S	9	7
51	6:30 PM	23rd St	Tennessee St	Minnesota St	N	3	3
50	6:30 PM	23rd St	3rd St	Tennessee St	N	8	5
54	6:30 PM	23rd St	Tennessee St	3rd St	S	7	3
55	6:30 PM	23rd St	3rd St	Illinois St	S	6	6
56	6:30 PM	23rd St	Illinois St	3rd St	N	7	6
46	6:30 PM	23rd St	Illinois St	Dead End	N	71	35
47	6:30 PM	23rd St	Illinois St	Dead End	S	84	20
						214	90
89	6:30 PM	24th St	Tennessee St	Minnesota St	S	17	5
92	6:30 PM	24th St	Minnesota St	Tennessee St	N	10	2
86	6:30 PM	24th St	Tennessee St	3rd St	S	17	2
93	6:30 PM	24th St	Tennessee St	3rd St	N	4	2
81	6:30 PM	24th St	Illinois St	3rd St	N	6	1
82	6:30 PM	24th St	3rd St	Illinois St	S	5	3
78	6:30 PM	24th St	Michigan St	Illinois St	N	11	9
79	6:30 PM	24th St	Michigan St	Illinois St	S	4	2
76	6:30 PM	24th St	Michigan St	Dead End	S	15	7
77	6:30 PM	24th St	Dead End	Michigan St	N	27	20
						116	53
64	6:30 PM	25th St	Indiana St	Minnesota St	N	10	1
65	6:30 PM	25th St	Indiana St	Minnesota St	S	11	4
66	6:30 PM	25th St	Minnesota St	Tennessee St	N	7	2
67	6:30 PM	25th St	Minnesota St	Tennessee St	S	13	3
68	6:30 PM	25th St	Tennessee St	3rd St	N	4	1
69	6:30 PM	25th St	Tennessee St	3rd St	S	7	6
70	6:30 PM	25th St	Illinois St	Michigan St	S	19	5
73	6:30 PM	25th St	Michigan St	Illinois St	N	9	2
71	6:30 PM	25th St	Michigan St	Dead End	S	9	1

ID	Time	Street	From	To	Side of Street	Total Supply	Occupancy
72	6:30 PM	25th St	Dead End	Michigan St	N	9	2
						98	27
2	6:30 PM	Indiana St	20th St	22nd St	S	40	30
3	6:30 PM	Indiana St	22nd St	20th St	W	24	15
4	6:30 PM	Indiana St	22nd St	Tubbs St	E	22	18
5	6:30 PM	Indiana St	Tubbs St	22nd St	W	6	4
6	6:30 PM	Indiana St	Tubbs St	23rd St	E	10	7
7	6:30 PM	Indiana St	23rd St	Tubbs St	W	32	19
63	6:30 PM	Indiana St	23rd St	25th St	W	22	12
						156	105
21	6:30 PM	Minnesota St	22nd St	20th St	E	35	11
22	6:30 PM	Minnesota St	22nd St	20th St	W	85	48
10	6:30 PM	Minnesota St	22nd St	Dead End	W	2	1
11	6:30 PM	Minnesota St	22nd St	Dead End	E	12	12
12	6:30 PM	Minnesota St	Dead End	Dead End	S	5	4
57	6:30 PM	Minnesota St	23rd St	24th St	W	18	8
58	6:30 PM	Minnesota St	24th St	23rd St	E	26	8
90	6:30 PM	Minnesota St	24th St	25th St	E	3	0
91	6:30 PM	Minnesota St	25th St	24th St	W	34	11
						220	103
19	6:30 PM	Tennessee St	22nd St	20th St	E	50	46
20	6:30 PM	Tennessee St	20th St	22th St	W	31	24
14	6:30 PM	Tennessee St	22nd St	Dead End	W	27	20
15	6:30 PM	Tennessee St	22nd St	Dead End	E	18	18
59	6:30 PM	Tennessee St	24th St	23rd St	W	18	13
60	6:30 PM	Tennessee St	24th St	23rd St	E	35	26
87	6:30 PM	Tennessee St	24th St	25th St	E	40	14
88	6:30 PM	Tennessee St	25th St	24th St	W	18	0
						237	161
30	6:30 PM	3rd St	20th St	22nd St	W	11	11
31	6:30 PM	3rd St	22nd St	20th St	E	32	16
48	6:30 PM	3rd St	22nd St	23rd St	W	19	19
49	6:30 PM	3rd St	23rd St	22nd St	E	16	15
84	6:30 PM	3rd St	24th St	25th St	E	13	1
85	6:30 PM	3rd St	25th St	24th St	W	9	2
						100	64
32	6:30 PM	Illinois St	20th St	22nd St	W	0	0
33	6:30 PM	Illinois St	22nd St	20th St	E	53	48
42	6:30 PM	Illinois St	22nd St	Humboldt St	E	20	18

ID	Time	Street	From	To	Side of Street	Total Supply	Occupancy
43	6:30 PM	Illinois St	Humboldt St	22nd St	W	14	14
44	6:30 PM	Illinois St	Humboldt St	23rd St	W	13	11
45	6:30 PM	Illinois St	23rd St	Humboldt St	E	20	8
61	6:30 PM	Illinois St	24th St	23rd St	W	10	3
62	6:30 PM	Illinois St	23rd St	24th St	E	17	9
80	6:30 PM	Illinois St	24th St	25th St	E	17	3
83	6:30 PM	Illinois St	24th St	25th St	W	13	3
						177	117
74	6:30 PM	Michigan St	25th St	24th St	E	23	8
75	6:30 PM	Michigan St	24th St	25th St	W	18	7
						41	15
TOTAL EVENING						1578	863
							54.7%

Source: IDAX, Surveys conducted in October 2017.

4. Vehicle, Pedestrian and Bicycle Counts



Two-Hour Count Summaries

Interval Start	20TH ST Eastbound				20TH ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	1	5	4	14	0	2	2	1	0	3	12	0	1	1	8	7	61	0	
7:15 AM	0	5	7	12	0	2	1	1	0	1	27	1	0	1	11	7	76	0	
7:30 AM	0	6	2	15	0	0	0	1	0	4	27	0	0	1	9	3	68	0	
7:45 AM	1	10	7	26	0	0	1	2	0	3	23	1	0	1	10	4	89	294	
8:00 AM	1	20	4	20	0	0	2	1	0	1	27	3	0	2	6	3	90	323	
8:15 AM	0	18	7	24	0	2	5	1	0	11	49	4	1	3	8	11	144	391	
8:30 AM	0	12	4	25	0	4	4	1	0	10	51	3	0	2	9	13	138	461	
8:45 AM	1	11	8	29	0	0	2	1	0	10	59	6	0	0	11	11	149	521	
Count Total	4	87	43	165	0	10	17	9	0	43	275	18	2	11	72	59	815	0	
Peak Hour	All	2	61	23	98	0	6	13	4	0	32	186	16	1	7	34	521	0	
	HV	1	3	2	9	0	3	5	0	0	2	42	3	0	0	1	2	73	0
	HV%	50%	5%	9%	9%	-	50%	38%	0%	-	6%	23%	19%	0%	0%	3%	5%	14%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	2	5	6	14	0	0	5	5	10	2	6	2	3	13
7:15 AM	3	1	8	4	16	2	0	6	4	12	8	10	7	3	28
7:30 AM	4	0	4	1	9	0	0	8	5	13	1	12	5	10	28
7:45 AM	4	0	7	2	13	0	0	7	5	12	5	6	3	9	23
8:00 AM	2	0	9	0	11	3	0	13	3	19	7	13	8	9	37
8:15 AM	5	3	9	0	17	2	0	13	1	16	6	2	4	9	21
8:30 AM	2	3	13	3	21	1	0	22	1	24	11	6	10	7	34
8:45 AM	6	2	16	0	24	3	0	15	4	22	5	16	4	15	40
Count Total	27	11	71	16	125	11	0	89	28	128	45	71	43	65	224
Peak Hour	15	8	47	3	73	9	0	63	9	81	29	37	26	40	132

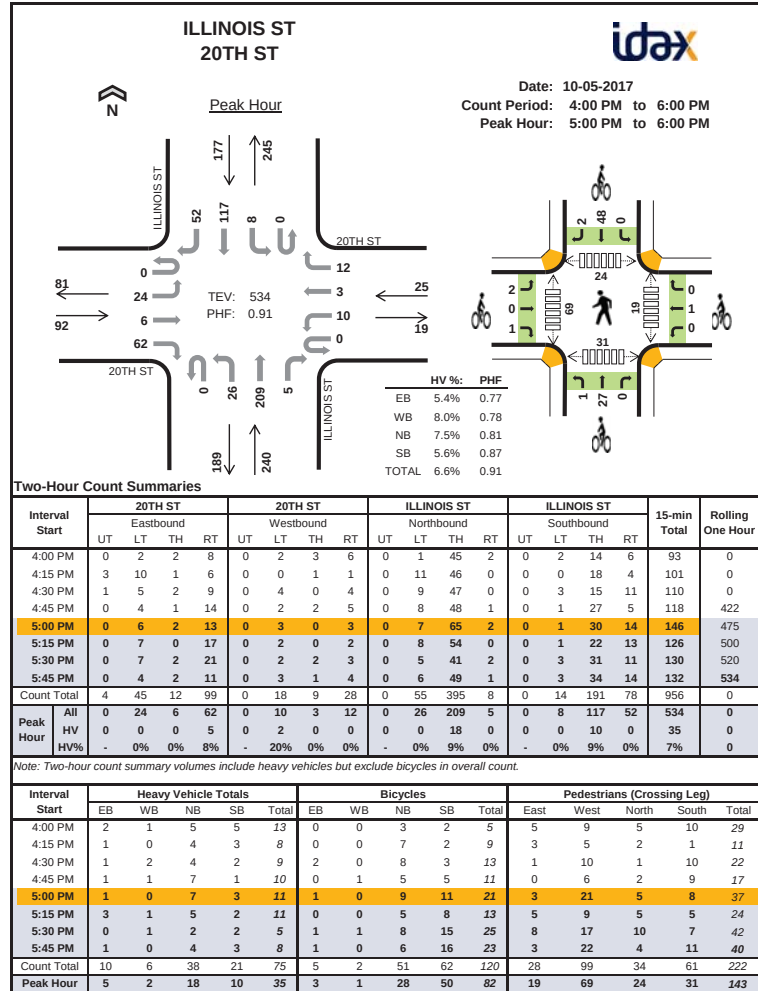
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	20TH ST Eastbound				20TH ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	1	1	0	0	1	4	0	0	0	2	4	14	0
7:15 AM	0	0	1	2	0	1	0	0	0	0	8	0	0	0	2	2	16	0
7:30 AM	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	1	9	0
7:45 AM	0	1	1	2	0	0	0	0	0	1	6	0	0	1	0	1	13	52
8:00 AM	1	0	0	1	0	0	0	0	0	0	8	1	0	0	0	0	11	49
8:15 AM	0	3	0	2	0	1	2	0	0	0	8	1	0	0	0	0	17	50
8:30 AM	0	0	0	2	0	2	1	0	0	1	11	1	0	0	1	2	21	62
8:45 AM	0	0	2	4	0	0	2	0	0	1	15	0	0	0	0	0	24	73
Count Total	1	4	4	18	0	5	6	0	0	4	64	3	0	1	5	10	125	0
Peak Hour	1	3	2	9	0	3	5	0	0	2	42	3	0	0	1	2	73	0

Two-Hour Count Summaries - Bikes

Interval Start	20TH ST Eastbound			20TH ST Westbound			ILLINOIS ST Northbound			ILLINOIS ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	5	0	0	5	0	10	0
7:15 AM	2	0	0	0	0	0	0	6	0	0	4	0	12	0
7:30 AM	0	0	0	0	0	0	0	8	0	0	5	0	13	0
7:45 AM	0	0	0	0	0	0	0	7	0	0	5	0	12	47
8:00 AM	0	0	3	0	0	0	0	13	0	0	3	0	19	56
8:15 AM	2	0	0	0	0	0	0	13	0	0	1	0	16	60
8:30 AM	0	0	1	0	0	0	0	22	0	0	1	0	24	71
8:45 AM	2	0	1	0	0	0	0	15	0	0	4	0	22	81
Count Total	6	0	5	0	0	0	0	89	0	0	28	0	128	0
Peak Hour	4	0	5	0	0	0	0	63	0	0	9	0	81	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



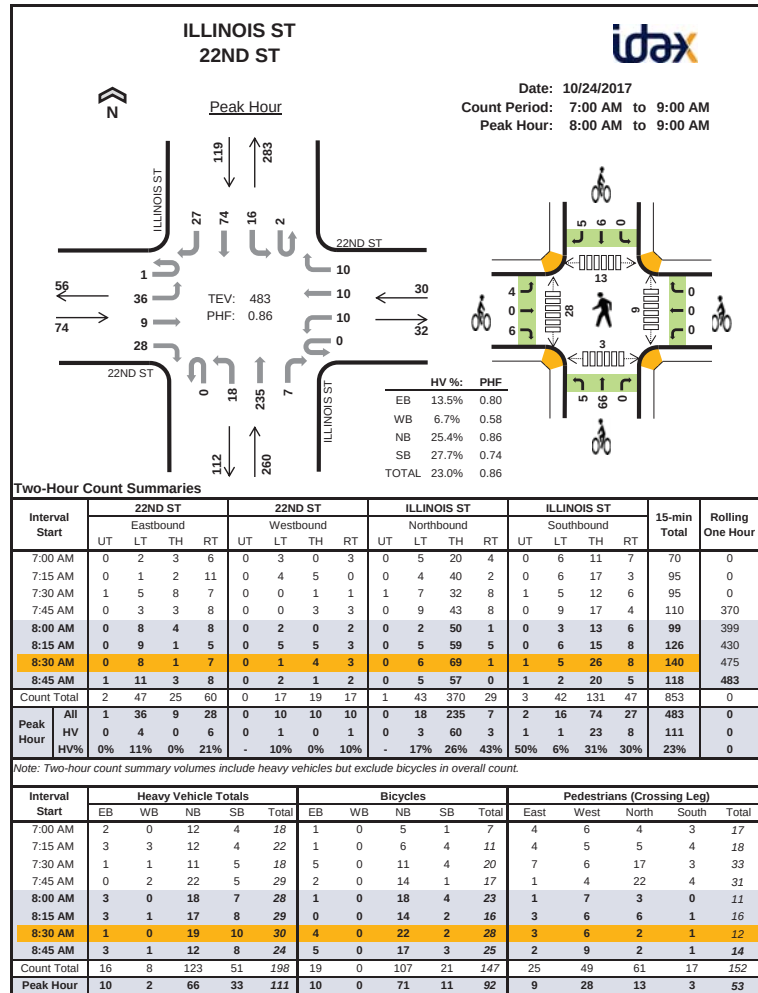
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	20TH ST Eastbound				20TH ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	2	0	1	0	0	0	0	5	0	0	1	4	0	13	0
4:15 PM	0	1	0	0	0	0	0	0	0	2	2	0	0	0	3	0	8	0
4:30 PM	0	0	0	1	0	2	0	0	0	1	3	0	0	0	1	1	9	0
4:45 PM	0	0	0	1	0	1	0	0	0	1	6	0	0	0	1	0	10	40
5:00 PM	0	0	0	1	0	0	0	0	0	0	7	0	0	0	3	0	11	38
5:15 PM	0	0	0	3	0	1	0	0	0	0	5	0	0	0	2	0	11	41
5:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	2	0	5	37
5:45 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	3	0	8	35
Count Total	0	1	0	9	0	6	0	0	0	4	34	0	0	1	19	1	75	0
Peak Hour	0	0	0	5	0	2	0	0	0	0	18	0	0	0	10	0	35	0

Two-Hour Count Summaries - Bikes

Interval Start	20TH ST Eastbound			20TH ST Westbound			ILLINOIS ST Northbound			ILLINOIS ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0
4:15 PM	0	0	0	0	0	0	0	7	0	0	2	0	9	0
4:30 PM	0	0	2	0	0	0	0	8	0	0	3	0	13	0
4:45 PM	0	0	0	0	0	1	0	5	0	0	5	0	11	38
5:00 PM	0	0	1	0	0	0	0	9	0	0	10	1	21	54
5:15 PM	0	0	0	0	0	0	0	5	0	0	8	0	13	58
5:30 PM	1	0	0	0	1	0	1	7	0	0	15	0	25	70
5:45 PM	1	0	0	0	0	0	0	6	0	0	15	1	23	82
Count Total	2	0	3	0	1	1	1	50	0	0	60	2	120	0
Peak Hour	2	0	1	0	1	0	0	27	0	0	48	2	82	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



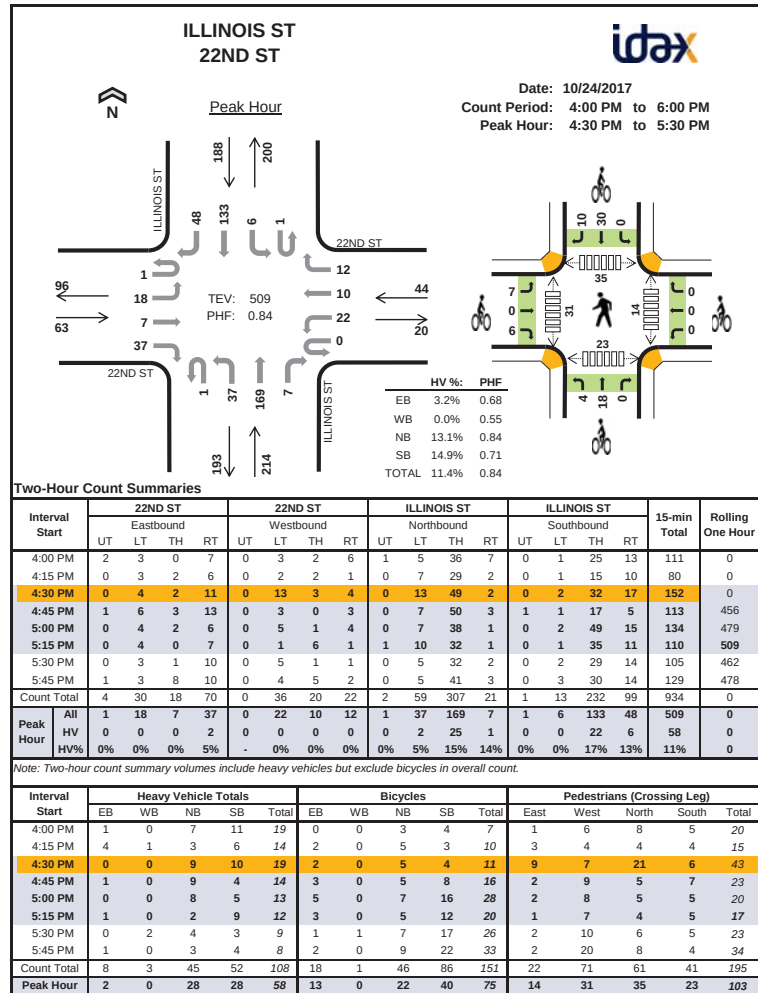
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22ND ST Eastbound				22ND ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	1	0	0	0	0	0	2	10	0	0	0	2	2	18	0
7:15 AM	0	0	0	3	0	3	0	0	0	1	11	0	0	0	3	1	22	0
7:30 AM	0	0	0	1	0	0	0	1	0	2	9	0	1	0	3	1	18	0
7:45 AM	0	0	0	0	0	0	2	0	0	1	20	1	0	0	2	3	29	87
8:00 AM	0	1	0	2	0	0	0	0	0	1	17	0	0	0	6	1	28	97
8:15 AM	0	1	0	2	0	0	0	1	0	1	14	2	0	1	5	2	29	104
8:30 AM	0	1	0	0	0	0	0	0	0	1	17	1	0	0	8	2	30	116
8:45 AM	0	1	0	2	0	1	0	0	0	0	12	0	1	0	4	3	24	111
Count Total	0	5	0	11	0	4	2	2	0	9	110	4	2	1	33	15	198	0
Peak Hour	0	4	0	6	0	1	0	1	0	3	60	3	1	1	23	8	111	0

Two-Hour Count Summaries - Bikes

Interval Start	22ND ST Eastbound			22ND ST Westbound			ILLINOIS ST Northbound			ILLINOIS ST Southbound			15-min Total	Rolling One Hour	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	1	0	0	0	0	0	5	0	0	1	0	7	0	
7:15 AM	0	1	0	0	0	0	0	6	0	0	4	0	11	0	
7:30 AM	1	1	3	0	0	0	0	11	0	0	3	1	20	0	
7:45 AM	1	0	1	0	0	0	0	12	0	0	1	0	17	55	
8:00 AM	0	0	1	0	0	0	0	18	0	0	2	2	23	71	
8:15 AM	0	0	0	0	0	0	0	14	0	0	0	2	16	76	
8:30 AM	2	0	2	0	0	0	0	20	0	0	1	1	28	84	
8:45 AM	2	0	3	0	0	0	0	14	0	0	3	0	25	92	
Count Total	6	3	10	0	0	0	0	7	100	0	0	15	6	147	0
Peak Hour	4	0	6	0	0	0	0	5	66	0	0	6	5	92	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



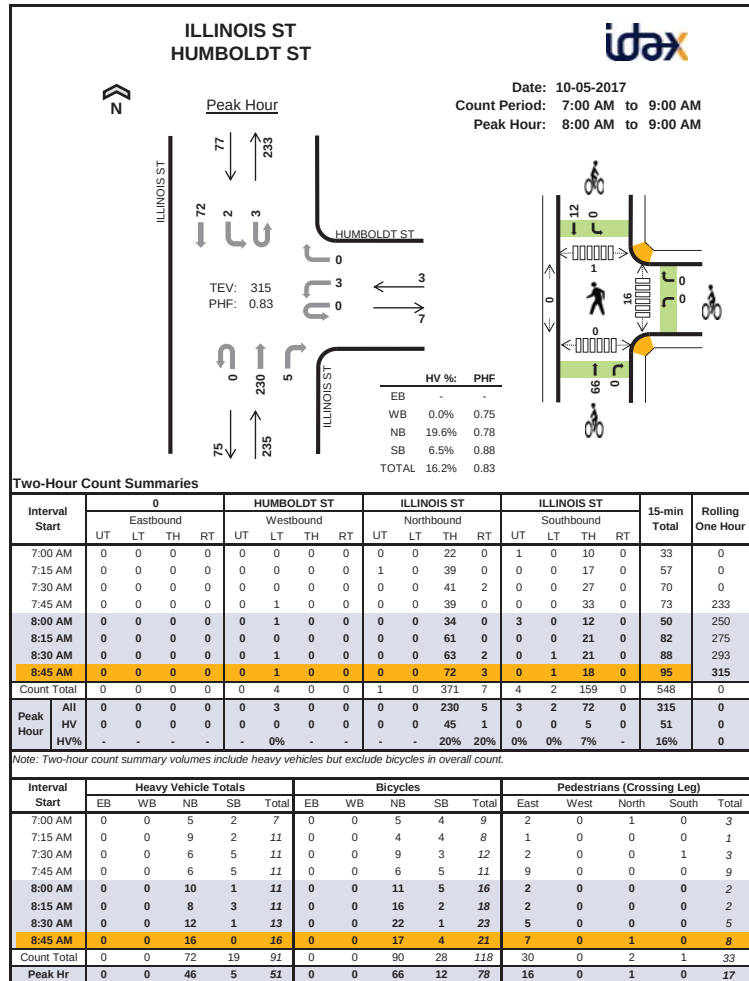
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22ND ST Eastbound				22ND ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	1	0	6	0	0	0	9	2	19	0
4:15 PM	0	1	0	3	0	1	0	0	0	1	2	0	0	0	3	3	14	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	6	1	0	0	8	2	19	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	9	0	0	0	3	1	14	66
5:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	1	13	60
5:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	7	2	12	58
5:30 PM	0	0	0	0	0	2	0	0	0	0	4	0	0	0	3	0	9	48
5:45 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	1	8	42
Count Total	0	1	1	6	0	3	0	0	1	3	40	1	0	0	40	12	108	0
Peak Hour	0	0	0	2	0	0	0	0	0	2	25	1	0	0	22	6	58	0

Two-Hour Count Summaries - Bikes

Interval Start	22ND ST Eastbound			22ND ST Westbound			ILLINOIS ST Northbound			ILLINOIS ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	3	0	0	3	1	7	0
4:15 PM	1	0	1	0	0	0	1	4	0	0	3	0	10	0
4:30 PM	2	0	0	0	0	0	1	4	0	0	4	0	11	0
4:45 PM	1	0	2	0	0	0	2	3	0	0	5	3	16	44
5:00 PM	4	0	1	0	0	0	0	7	0	0	12	4	28	65
5:15 PM	0	0	3	0	0	0	1	4	0	0	9	3	20	75
5:30 PM	1	0	0	0	0	1	2	5	0	0	15	2	26	90
5:45 PM	2	0	0	0	0	0	1	8	0	0	16	6	33	107
Count Total	11	0	7	0	0	1	8	38	0	0	67	19	151	0
Peak Hour	7	0	6	0	0	0	4	18	0	0	30	10	75	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



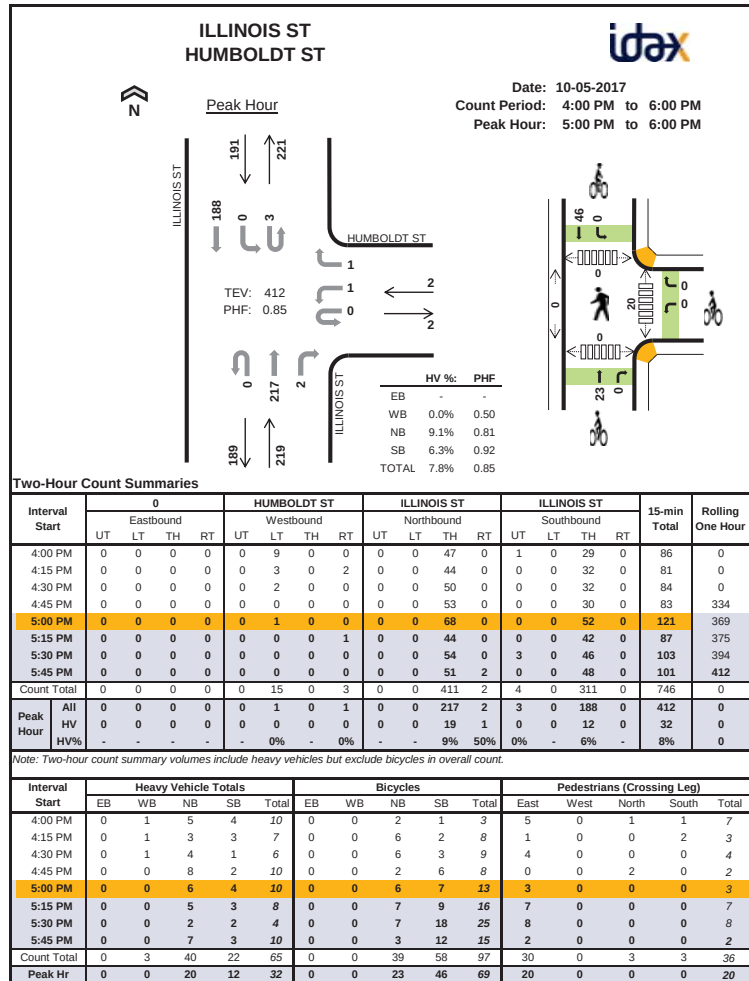
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				HUMBOLDT ST				ILLINOIS ST				ILLINOIS ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	11	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	11	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	11	40
8:00 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	1	0	11	44
8:15 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	11	44
8:30 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	0	13	46
8:45 AM	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	16	51
Count Total	0	0	0	0	0	0	0	0	0	0	71	1	0	0	19	0	91	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	45	1	0	0	5	0	51	0

Two-Hour Count Summaries - Bikes

Interval Start	0				HUMBOLDT ST				ILLINOIS ST				ILLINOIS ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT		
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9	0
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	0
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	3	0	0	12	0
7:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11	40
8:00 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	5	0	0	16	47
8:15 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	2	0	0	18	57
8:30 AM	0	0	0	0	0	0	0	0	0	22	0	0	0	1	0	0	23	68
8:45 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	4	0	0	21	78
Count Total	0	0	0	0	0	0	0	0	0	90	0	0	0	28	0	0	118	0
Peak Hour	0	0	0	0	0	0	0	0	0	66	0	0	0	12	0	0	78	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



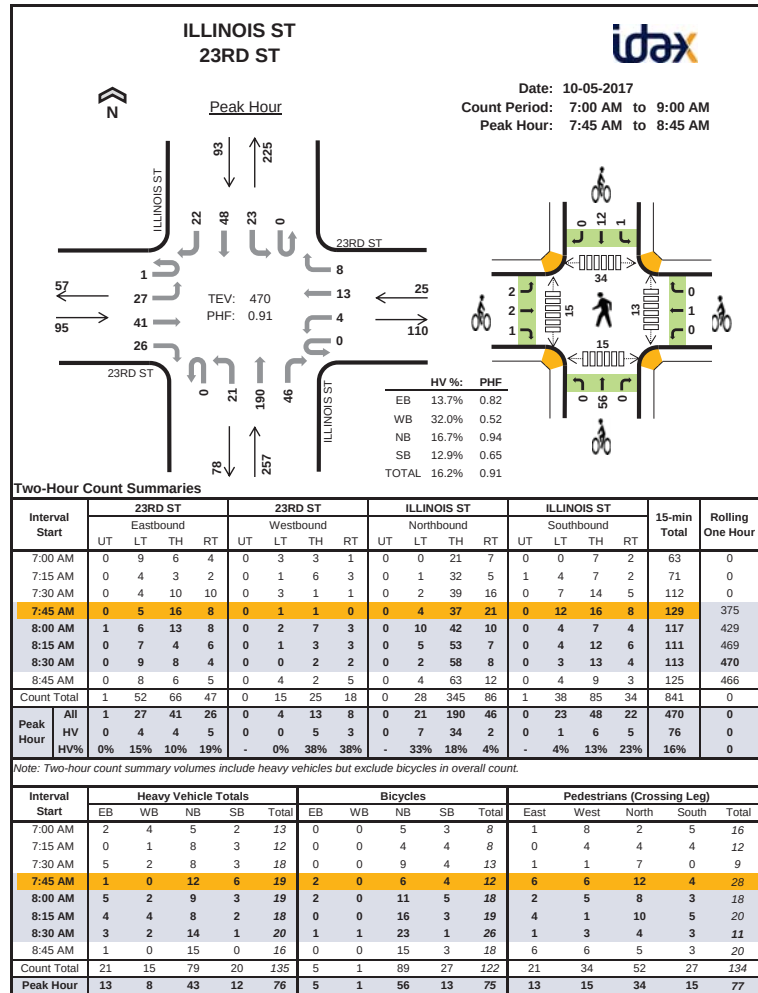
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0 Eastbound				HUMBOLDT ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	5	0	0	0	4	0	10	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	3	0	7	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	1	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	10	33
5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	33
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	34
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	32
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	1	0	0	3	0	10	32
Count Total	0	0	0	0	0	3	0	0	0	0	39	1	0	0	22	0	65	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	19	1	0	0	12	0	32	0

Two-Hour Count Summaries - Bikes

Interval Start	0 Eastbound				HUMBOLDT ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8	0
4:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9	0
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8	28
5:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13	38
5:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	0	16	46
5:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	18	0	0	25	62
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	12	0	0	15	69
Count Total	0	0	0	0	0	0	0	0	0	39	0	0	0	58	0	0	97	0
Peak Hour	0	0	0	0	0	0	0	0	0	23	0	0	0	46	0	0	69	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



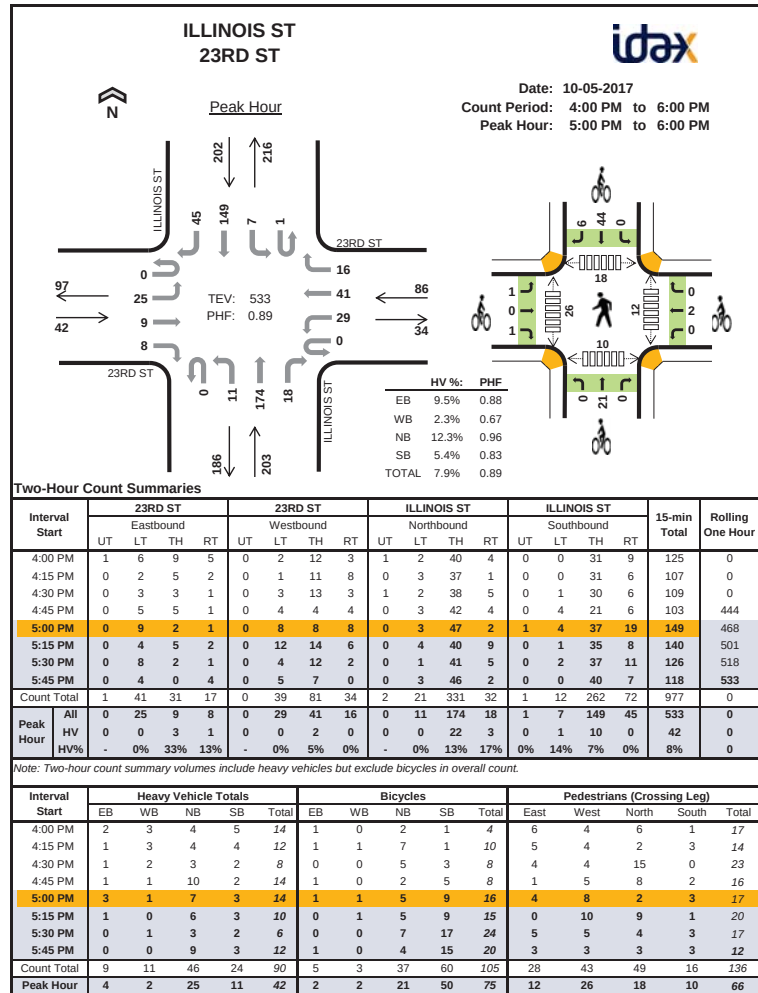
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23RD ST Eastbound				23RD ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	0	0	1	3	0	0	0	4	1	0	0	2	0	13	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	8	0	0	0	2	1	12	0
7:30 AM	0	0	1	4	0	1	1	0	0	0	5	3	0	0	3	0	18	0
7:45 AM	0	0	0	1	0	0	0	0	0	3	7	2	0	0	4	2	19	62
8:00 AM	0	2	2	1	0	0	1	1	0	3	6	0	0	0	1	2	19	68
8:15 AM	0	2	0	2	0	0	3	1	0	1	7	0	0	0	1	1	18	74
8:30 AM	0	0	2	1	0	0	1	1	0	0	14	0	0	1	0	0	20	76
8:45 AM	0	0	1	0	0	0	0	0	0	0	15	0	0	0	0	0	16	73
Count Total	0	6	6	9	0	2	10	3	0	7	66	6	0	1	13	6	135	0
Peak Hour	0	4	4	5	0	0	5	3	0	7	34	2	0	1	6	5	76	0

Two-Hour Count Summaries - Bikes

Interval Start	23RD ST Eastbound			23RD ST Westbound			ILLINOIS ST Northbound			ILLINOIS ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	5	0	0	3	0	8	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	4	0	8	0
7:30 AM	0	0	0	0	0	0	0	9	0	0	4	0	13	0
7:45 AM	1	1	0	0	0	0	0	6	0	0	4	0	12	41
8:00 AM	1	1	0	0	0	0	0	11	0	1	4	0	18	51
8:15 AM	0	0	0	0	0	0	0	16	0	0	3	0	19	62
8:30 AM	0	0	1	0	1	0	0	23	0	0	1	0	26	75
8:45 AM	0	0	0	0	0	0	0	15	0	0	3	0	18	81
Count Total	2	2	1	0	1	0	0	89	0	1	26	0	122	0
Peak Hour	2	2	1	0	1	0	0	56	0	1	12	0	75	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



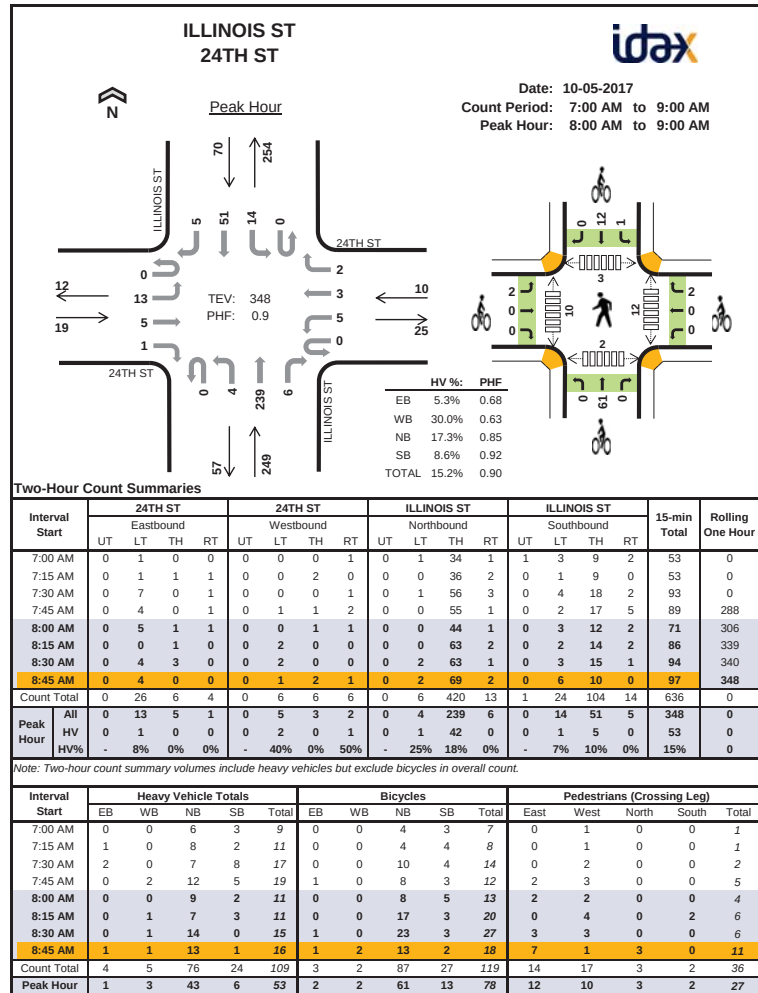
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23RD ST Eastbound				23RD ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	0	0	0	3	0	0	0	4	0	0	0	5	0	14	0
4:15 PM	0	0	1	0	0	0	2	1	0	0	3	1	0	0	4	0	12	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	3	0	0	0	2	0	8	0
4:45 PM	0	0	1	0	0	1	0	0	0	0	8	2	0	1	1	0	14	48
5:00 PM	0	0	2	1	0	0	1	0	0	0	7	0	0	0	3	0	14	48
5:15 PM	0	0	1	0	0	0	0	0	0	0	4	2	0	0	3	0	10	46
5:30 PM	0	0	0	0	0	0	1	0	0	0	2	1	0	1	1	0	6	44
5:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	3	0	12	42
Count Total	0	1	7	1	0	1	9	1	0	0	40	6	0	2	22	0	90	0
Peak Hour	0	0	3	1	0	0	2	0	0	0	22	3	0	1	10	0	42	0

Two-Hour Count Summaries - Bikes

Interval Start	23RD ST Eastbound			23RD ST Westbound			ILLINOIS ST Northbound			ILLINOIS ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	2	0	0	1	0	4	0
4:15 PM	0	0	1	0	1	0	0	7	0	0	1	0	10	0
4:30 PM	0	0	0	0	0	0	0	5	0	0	2	1	8	0
4:45 PM	0	1	0	0	0	0	0	2	0	0	5	0	8	30
5:00 PM	1	0	0	0	1	0	0	5	0	0	8	1	16	42
5:15 PM	0	0	0	0	1	0	0	5	0	0	8	1	15	47
5:30 PM	0	0	0	0	0	0	0	7	0	0	14	3	24	63
5:45 PM	0	0	1	0	0	0	0	4	0	0	14	1	20	75
Count Total	1	2	2	0	3	0	0	37	0	0	53	7	105	0
Peak Hour	1	0	1	0	2	0	0	21	0	0	44	6	75	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



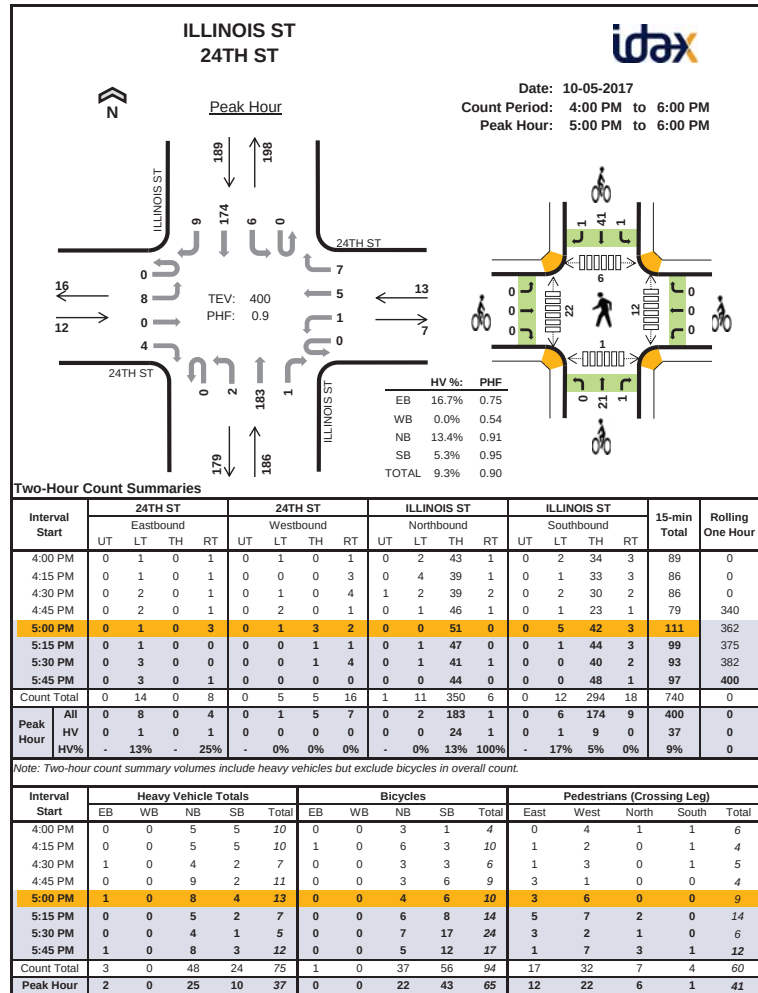
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	24TH ST Eastbound				24TH ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	9	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	8	0	0	0	2	0	11	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	7	0	0	3	5	0	17	0
7:45 AM	0	0	0	0	0	0	1	1	0	0	12	0	0	0	5	0	19	56
8:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	11	58
8:15 AM	0	0	0	0	0	1	0	0	0	0	7	0	0	1	2	0	11	58
8:30 AM	0	0	0	0	0	1	0	0	0	0	14	0	0	0	0	0	15	56
8:45 AM	0	1	0	0	0	0	0	1	0	1	12	0	0	0	1	0	16	53
Count Total	0	3	1	0	0	2	1	2	0	1	75	0	0	4	20	0	109	0
Peak Hour	0	1	0	0	0	2	0	1	0	1	42	0	0	1	5	0	53	0

Two-Hour Count Summaries - Bikes

Interval Start	24TH ST Eastbound			24TH ST Westbound			ILLINOIS ST Northbound			ILLINOIS ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	4	0	8	0
7:30 AM	0	0	0	0	0	0	0	10	0	0	4	0	14	0
7:45 AM	0	1	0	0	0	0	0	8	0	0	3	0	12	41
8:00 AM	0	0	0	0	0	0	0	8	0	0	5	0	13	47
8:15 AM	0	0	0	0	0	0	0	17	0	0	3	0	20	59
8:30 AM	1	0	0	0	0	0	0	23	0	1	2	0	27	72
8:45 AM	1	0	0	0	0	0	2	0	13	0	2	0	18	78
Count Total	2	1	0	0	0	2	2	87	0	1	26	0	119	0
Peak Hour	2	0	0	0	0	2	2	61	0	1	12	0	78	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



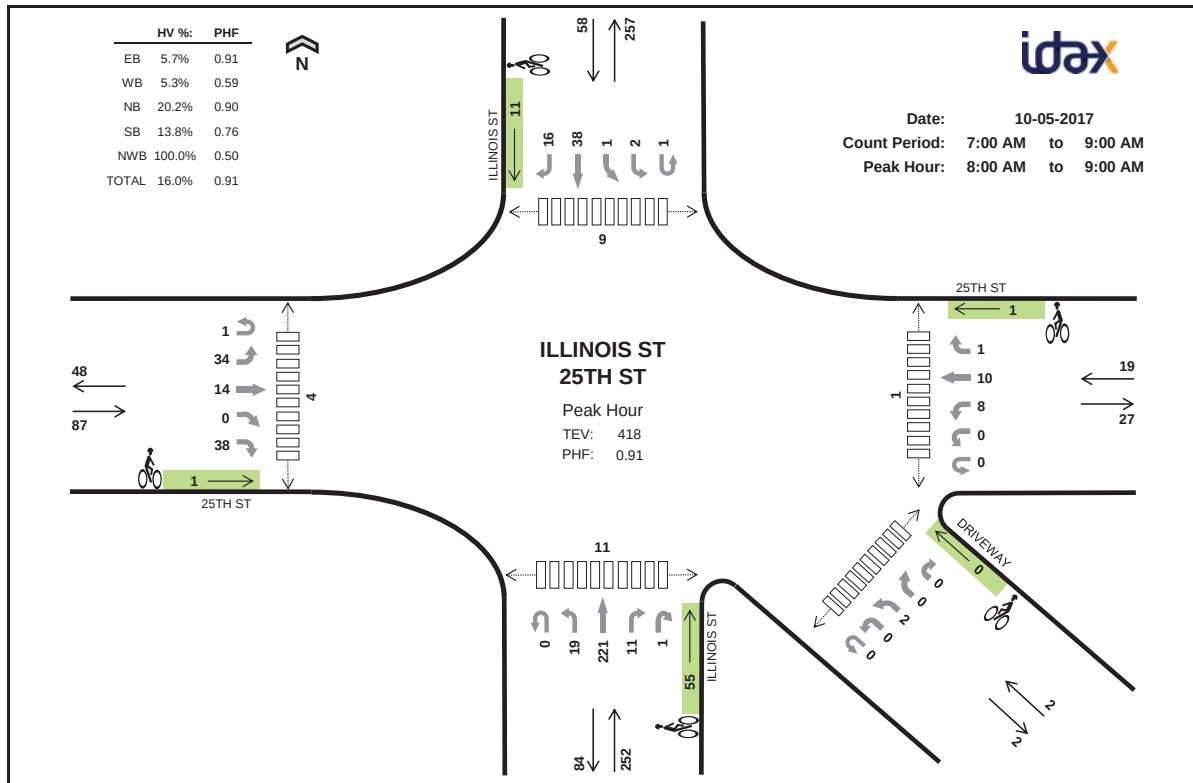
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	24TH ST Eastbound				24TH ST Westbound				ILLINOIS ST Northbound				ILLINOIS ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	5	0	10	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	5	0	10	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	2	0	7	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	11	38
5:00 PM	0	0	0	1	0	0	0	0	0	0	8	0	0	1	3	0	13	41
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	38
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	0	5	36
5:45 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	3	0	12	37
Count Total	0	1	0	2	0	0	0	0	0	2	45	1	0	1	23	0	75	0
Peak Hour	0	1	0	1	0	0	0	0	0	0	24	1	0	1	9	0	37	0

Two-Hour Count Summaries - Bikes

Interval Start	24TH ST Eastbound			24TH ST Westbound			ILLINOIS ST Northbound			ILLINOIS ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0
4:15 PM	1	0	0	0	0	0	0	6	0	0	3	0	10	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6	0
4:45 PM	0	0	0	0	0	0	0	3	0	0	6	0	9	29
5:00 PM	0	0	0	0	0	0	0	4	0	0	5	1	10	35
5:15 PM	0	0	0	0	0	0	0	6	0	1	7	0	14	39
5:30 PM	0	0	0	0	0	0	0	6	1	0	17	0	24	57
5:45 PM	0	0	0	0	0	0	0	5	0	0	12	0	17	65
Count Total	1	0	0	0	0	0	0	36	1	1	54	1	94	0
Peak Hour	0	0	0	0	0	0	0	21	1	1	41	1	65	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



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Two-Hour Count Summaries

Interval Start	25TH ST Eastbound					25TH ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	3	2	1	6	0	0	2	5	2	0	8	31	2	0	0	0	1	4	3	0	0	3	0	0	73	0
7:15 AM	0	3	3	1	7	0	0	0	0	2	0	5	33	5	0	0	0	0	8	2	0	0	1	0	0	70	0
7:30 AM	0	5	2	2	8	0	0	0	0	5	0	9	55	1	0	0	2	1	13	4	0	0	1	0	0	108	0
7:45 AM	0	9	2	0	4	0	0	1	9	0	0	4	50	5	0	0	0	0	13	4	0	0	1	0	0	102	353
8:00 AM	0	5	5	0	9	0	0	2	5	1	0	5	41	4	0	1	0	0	10	4	0	0	0	0	0	92	372
8:15 AM	0	8	4	0	12	0	0	1	1	0	0	3	58	1	0	0	0	1	8	4	0	0	0	0	0	101	403
8:30 AM	0	12	2	0	9	0	0	2	0	0	0	11	56	2	1	0	0	0	13	6	0	0	1	0	0	115	410
8:45 AM	1	9	3	0	8	0	0	3	4	0	0	0	66	4	0	0	2	0	7	2	0	0	1	0	0	110	418
Count Total	1	54	23	4	63	0	0	11	29	5	0	45	390	24	1	1	4	3	76	29	0	0	8	0	0	771	0
Peak Hour	1	34	14	0	38	0	0	8	10	1	0	19	221	11	1	1	2	1	38	18	0	0	2	0	0	418	0
PHF	0%	3%	0%	-	11%	-	-	0%	10%	0%	-	32%	20%	9%	0%	0%	0%	0%	18%	6%	-	-	100%	-	-	16%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

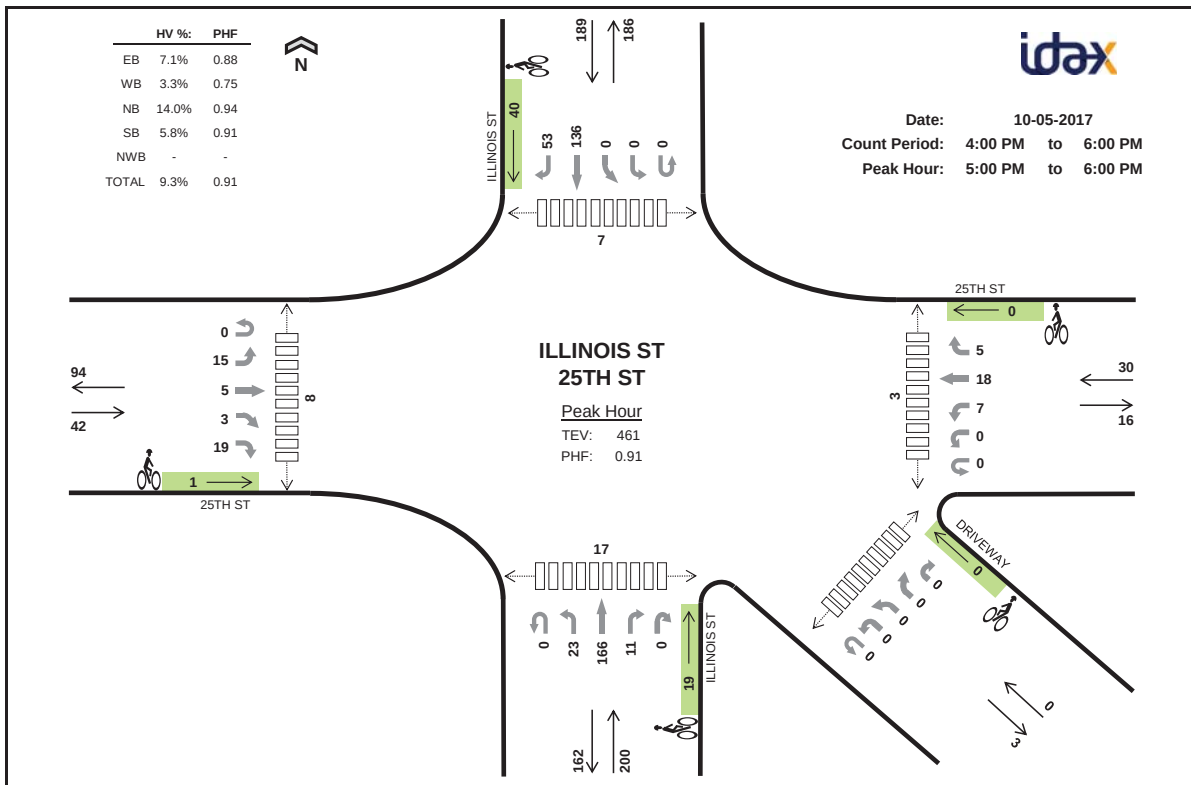
Interval Start	25TH ST Eastbound					25TH ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	1	0	0	6	3	0	0	2	5	2	0	0	4	3	0	0	0	1	4	3	0	0	3	0	0	13	0
7:15 AM	0	0	0	8	2	1	0	0	0	0	0	0	4	4	0	0	0	0	8	2	0	0	1	0	0	11	0
7:30 AM	2	0	0	10	5	1	0	0	0	0	0	0	11	4	0	0	0	0	15	1	2	1	1	2	0	7	0
7:45 AM	0	1	0	11	4	0	0	0	0	0	0	0	7	3	0	0	0	0	11	0	2	3	2	2	0	16	59
8:00 AM	2	1	10	3	0	0	0	0	0	0	0	1	8	5	0	0	0	0	15	0	1	3	5	1	0	10	0
8:15 AM	2	0	7	2	0	0	0	0	0	0	0	0	14	2	0	0	0	0	16	0	2	3	2	2	0	9	0
8:30 AM	0	0	22	2	1	0	0	0	0	0	0	0	21	2	0	0	0	0	23	0	1	2	1	1	0	25	68
8:45 AM	1	0	12	1	1	0	0	0	0	0	0	0	12	2	0	0	0	0	14	1	0	1	3	0	0	5	0
Count Total	8	2	86	22	7	125	0	0	0	0	0	9	76	1	0	0	0	0	109	2	9	14	16	9	0	50	0
Peak Hr	5	1	51	8	2	67	0	0	0	0	0	1	55	11	0	0	0	0	68	1	4	9	11	4	0	29	0

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	25TH ST Eastbound					25TH ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	3	0	0	0	3	0	0	13	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	2	0	0	0	1	0	0	11	0
7:30 AM	0	0	0	1	1	0	0	0	0	0	0	2	8	0	0	0	0	0	4	1	0	0	1	0	0	16	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	4	0	0	0	0	0	0	16	59
8:00 AM	0	0	0	0	2	0	0	0	0	1	0	0	10	0	0	0	0	0	3	0	0	0	0	0	0	16	61
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	0	0	2	0	0	0	0	0	0	11	61
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	15	1	0	0	0	0	1	1	0	0	1	0	0	25	68
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	0	0	0	1	0	0	15	67
Count Total	0	1	0	1	5	0	0	0	0	2	0	9	76	1	0	0	0	0	20	2	0	0	7	0	0	125	0
Peak Hour	0	1	0	0	4	0	0	0	0	1	0	6	44	1	0	0	0	0	7	1	0	0	2	0	0	67	0

Two-Hour Count Summaries - Bikes

Interval Start	25TH ST Eastbound					25TH ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	2	0	0	0	0	0	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	8	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	4	0	0	0	0	0	0	15	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	3	0	0	0	0	0	0	11	41
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	5	0	0	0	0	0	0	15	49
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	2	0	0	0	0	0	0	16	57
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	2	0	0	0	0	0	0	23	65
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	2	0	0	0	0	0	0	14	68
Count Total	0	1	1	0	0	0	0	0	0	1	0	0	80	1	0	0	0	1	24	0	0	0	0	0	0	109	0
Peak Hour	0	0	1	0	0	0	0	0	0	1	0	0	55	0	0	0	0	0	11	0	0	0	0	0	0	68	0



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Two-Hour Count Summaries

Interval Start	25TH ST Eastbound					25TH ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	4	0	0	10	0	0	2	2	0	0	3	42	1	0	0	1	0	22	16	0	0	0	0	0	103	0
4:15 PM	1	2	2	0	14	0	0	0	2	3	0	6	37	1	0	0	0	0	25	8	0	0	0	1	0	102	0
4:30 PM	0	3	4	0	11	0	0	1	9	1	0	9	39	4	0	0	0	0	22	11	0	0	1	0	0	115	0
4:45 PM	0	6	1	0	9	0	0	2	5	1	0	7	40	1	1	0	0	0	18	10	0	0	1	0	0	102	422
5:00 PM	0	2	2	0	6	0	0	2	7	1	0	3	43	3	0	0	0	0	30	16	0	0	0	0	0	115	434
5:15 PM	0	3	1	0	4	0	0	1	3	1	0	4	46	1	0	0	0	0	32	12	0	0	0	0	0	108	440
5:30 PM	0	5	2	1	4	0	0	2	3	1	0	6	38	3	0	0	0	0	33	14	0	0	0	0	0	112	437
5:45 PM	0	5	0	2	5	0	0	2	5	2	0	10	39	4	0	0	0	0	41	11	0	0	0	0	0	126	461
Count Total	1	30	12	3	63	0	0	12	36	10	0	48	324	18	1	0	1	0	225	98	0	0	2	1	0	833	0
Peak Hour	ALL	0	15	5	3	19	0	0	7	18	5	0	23	166	11	0	0	0	136	53	0	0	0	0	0	461	0
	HV	0	0	1	1	1	0	0	0	1	0	0	0	25	3	0	0	0	0	11	0	0	0	0	0	43	0
	HV%	-	0%	20%	33%	5%	-	-	0%	6%	0%	-	0%	15%	27%	-	-	-	8%	0%	-	-	-	-	-	9%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

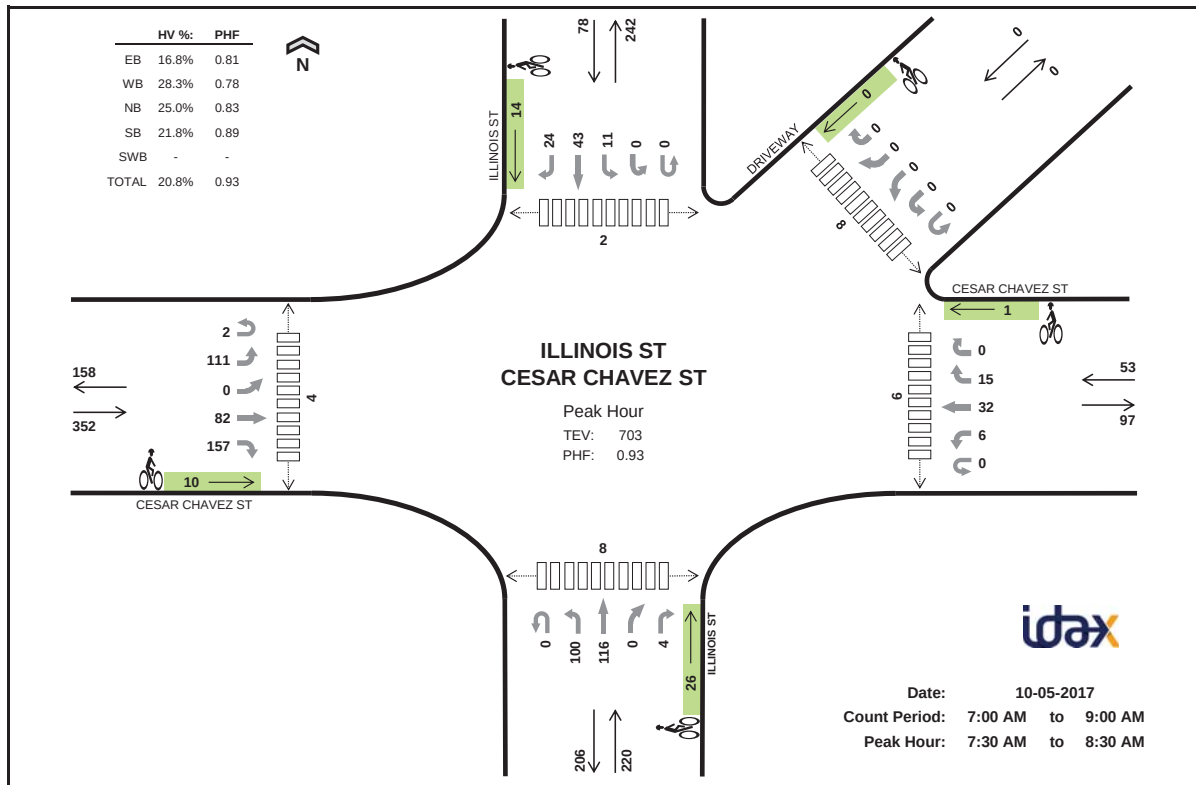
Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
4:00 PM	0	0	6	5	0	11	0	0	3	1	0	4	0	3	1	2	3	9
4:15 PM	1	0	5	5	0	11	0	0	5	2	0	7	1	0	0	1	0	2
4:30 PM	0	0	7	3	0	10	0	0	4	3	0	7	2	0	2	0	0	4
4:45 PM	1	0	9	2	1	13	0	1	4	5	0	10	3	0	2	0	1	8
5:00 PM	0	0	10	3	0	13	0	0	4	3	0	7	0	3	0	4	3	10
5:15 PM	0	0	5	4	0	9	0	0	6	9	0	15	1	0	2	4	0	7
5:30 PM	1	0	5	1	0	7	0	0	6	14	0	20	0	2	3	6	2	13
5:45 PM	2	1	8	3	0	14	1	0	3	14	0	18	2	3	2	3	3	13
Count Total	5	1	55	26	1	88	1	1	35	51	0	89	9	13	10	21	13	66
Peak Hr	3	1	28	11	0	43	1	0	19	40	0	60	3	8	7	17	8	43

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	25TH ST Eastbound					25TH ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	5	0	0	0	0	0	0	11	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	11	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	3	0	0	0	0	0	0	10	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	1	1	0	0	1	0	0	13	45
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	3	0	0	0	0	0	0	13	47
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4	0	0	0	0	0	0	9	45
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	7	42
5:45 PM	0	0	0	1	1	0	0	0	0	1	0	0	8	0	0	0	0	0	3	0	0	0	0	0	0	14	43
Count Total	0	1	1	1	2	0	0	0	1	0	0	2	47	6	0	0	0	0	25	1	0	0	1	0	0	88	0
Peak Hour	0	0	1	1	1	0	0	0	1	0	0	0	25	3	0	0	0	0	11	0	0	0	0	0	0	43	0

Two-Hour Count Summaries - Bikes

Interval Start	25TH ST Eastbound					25TH ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	7	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	0	7	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	5	0	0	0	0	0	0	10	28
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	0	0	0	7	31
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	9	0	0	0	0	0	0	15	39
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	14	0	0	0	0	0	0	20	52
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	14	0	0	0	0	0	0	18	60
Count Total	0	0	0	0	1	0	0	0	1	0	0	1	34	0	0	0	0	0	51	0	0	0	0	0	0	88	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	19	0	0	0	0	0	40	0	0	0	0	0	0	50	0



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Two-Hour Count Summaries

Interval Start	CESAR CHAVEZ ST Eastbound										CESAR CHAVEZ ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Southwestbound					15-min Total	Rolling One Hour																																			
	UT					LT					TH					RT					UT					LT							TH					RT					UT					HL					BL					BR					HR				
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	BL	TH	RT	UT	HL	BL	BR	RT	UT	HL	BL	BR	RT			UT	HL	BL	BR	RT	UT	HL	BL	BR	RT																									
7:00 AM	0	21	0	24	37	0	2	16	3	0	0	21	19	0	1	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	0																											
7:15 AM	1	19	0	17	39	0	0	8	10	0	0	21	16	0	0	0	0	0	3	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	0																											
7:30 AM	0	31	0	20	36	0	0	11	6	0	0	35	29	0	2	0	0	0	1	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	0																												
7:45 AM	0	34	0	22	52	0	1	5	3	0	0	15	26	0	1	0	0	4	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	668																												
8:00 AM	0	19	0	24	36	0	4	7	4	0	0	27	32	0	1	0	0	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	686																												
8:15 AM	2	27	0	16	33	0	1	9	2	0	0	23	29	0	0	0	0	2	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	164	703																												
8:30 AM	0	26	0	21	33	0	1	11	4	0	0	13	44	0	2	0	0	2	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	685																												
8:45 AM	1	43	0	31	26	0	0	6	3	0	0	23	29	0	1	0	0	0	3	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	688																												
Count Total	4	220	0	175	292	0	9	73	35	0	0	178	224	0	8	0	0	22	76	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,356	0																												
Peak	2	111	0	82	157	0	6	32	15	0	0	100	116	0	4	0	0	11	43	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	703	0																												
Hour	0	5	0	22	32	0	0	10	5	0	0	26	29	0	0	0	0	2	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	0																												
PHV%	0%	5%	0	27%	20%	0%	0%	31%	33%	-	0%	26%	25%	-	0%	-	-	18%	30%	8%	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21%	0																												

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval	Heavy Vehicle Totals						Bicycles					Pedestrians (Crossing Leg)						Total
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	
7:00 AM	9	15	2	31	0	57	1	0	3	2	0	6	0	1	2	0	0	3
7:15 AM	4	7	14	3	0	28	1	0	4	4	0	9	0	1	0	5	0	6
7:30 AM	9	4	17	3	0	33	1	0	7	4	0	12	2	1	0	3	3	9
7:45 AM	16	2	16	4	0	38	3	1	3	3	0	10	1	0	0	2	2	5
8:00 AM	17	3	12	4	0	36	3	0	4	5	0	12	2	2	1	1	1	7
8:15 AM	17	6	10	6	0	39	3	0	12	2	0	17	1	1	1	2	2	7
8:30 AM	19	4	24	2	0	49	2	0	16	2	0	20	1	2	0	2	1	6
8:45 AM	20	5	22	1	0	48	4	0	11	2	0	17	3	3	2	3	1	12
Count Total	106	40	130	25	0	301	18	1	60	24	0	103	10	11	6	18	10	55
Peak Hr	59	15	55	17	0	146	10	1	26	14	0	51	6	4	2	8	8	28

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	CESAR CHAVEZ ST Eastbound					CESAR CHAVEZ ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR							
7:00 AM	0	1	0	1	3	0	0	7	2	0	0	11	4	0	0	0	0	1	1	0	0	31	0				
7:15 AM	0	1	0	1	2	0	0	3	4	0	0	9	5	0	0	0	0	3	0	0	28	0					
7:30 AM	0	0	0	6	3	0	0	2	2	0	0	10	7	0	0	0	0	3	0	0	33	0					
7:45 AM	0	1	0	5	10	0	0	1	1	0	0	6	10	0	0	0	0	3	1	0	38	130					
8:00 AM	0	1	0	9	7	0	0	2	1	0	0	3	9	0	0	0	1	2	1	0	36	135					
8:15 AM	0	3	0	2	12	0	0	5	1	0	0	7	3	0	0	0	1	5	0	0	39	146					
8:30 AM	0	2	0	3	13	0	0	3	1	0	0	6	18	0	0	0	0	1	1	0	48	161					
8:45 AM	1	4	0	1	14	0	0	4	1	0	0	13	9	0	0	0	0	1	0	0	48	171					
Count Total	1	13	0	28	64	0	0	27	13	0	0	65	65	0	0	0	3	19	3	0	300	0					
Peak Hour	0	5	0	22	32	0	0	10	5	0	0	26	29	0	0	0	2	13	2	0	146	0					

Two-Hour Count Summaries - Bikes

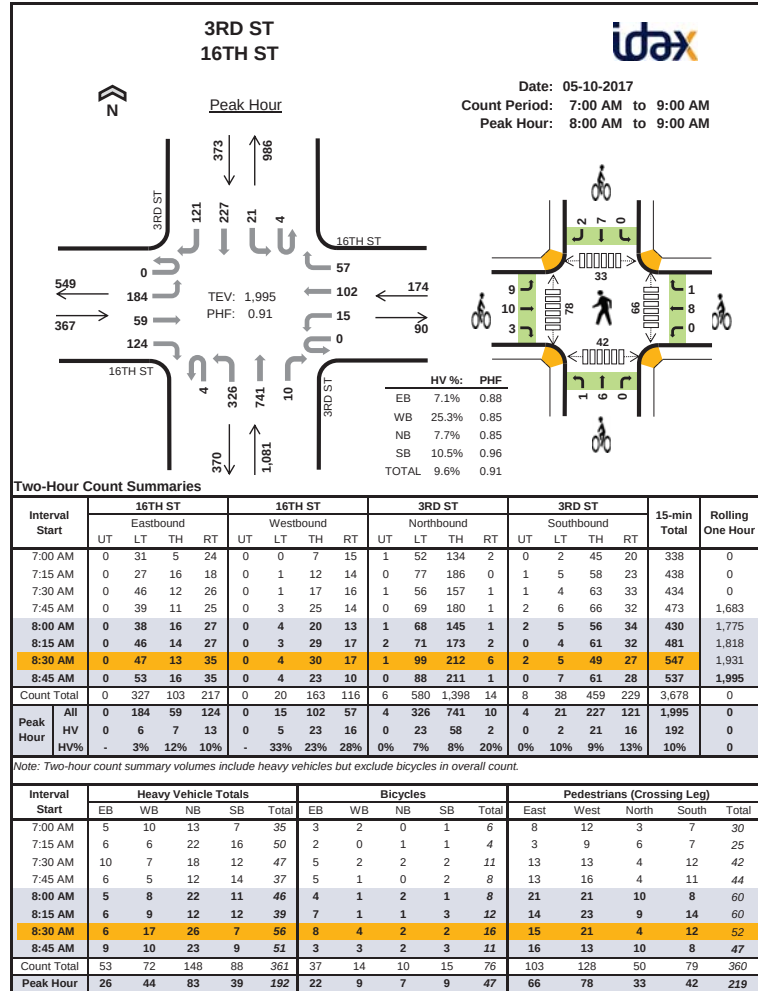
Two-hour Counts Summary																						15-min Total	Rolling One Hour				
Interval Start	CESAR CHAVEZ ST Eastbound					CESAR CHAVEZ ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT			HL	BL	BR	HR
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	6	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	9	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	4	0	0	0	0	0	12	0
7:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	10	37
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	12	43
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	2	0	0	0	0	0	17	51
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	2	0	0	0	0	0	20	59
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	11	0	0	0	0	0	0	2	0	0	0	0	0	17	66
Count Total	0	16	0	0	2	0	0	0	1	0	0	0	60	0	0	0	0	0	0	24	0	0	0	0	0	103	0
Peak Hour	0	10	0	0	0	0	0	0	1	0	0	0	26	0	0	0	0	0	0	14	0	0	0	0	0	51	0



Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Two-Hour Count Summaries - Heavy Vehicles

Two-Hour Count Summaries - Bikes																											
Interval Start	CESAR CHAVEZ ST Eastbound					CESAR CHAVEZ ST Westbound					ILLINOIS ST Northbound					ILLINOIS ST Southbound					DRIVEWAY Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	1	0	1	0	0	0	1	1	0	0	0	5	0	0	0	0	0	0	3	0	0	0	0	0	12	0
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	2	1	2	0	0	0	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	8	29
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	6	32
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	8	1	0	0	0	0	0	15	35
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	12	0	0	0	0	0	0	18	47
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	12	3	0	0	0	0	0	20	59
Count Total	0	2	0	1	0	0	0	2	2	0	0	0	3	0	0	0	0	0	12	6	0	0	0	0	0	68	
Peak Hour	0	1	0	0	0	0	0	1	1	0	0	0	18	0	0	0	0	0	10	2	0	0	0	0	0	32	0



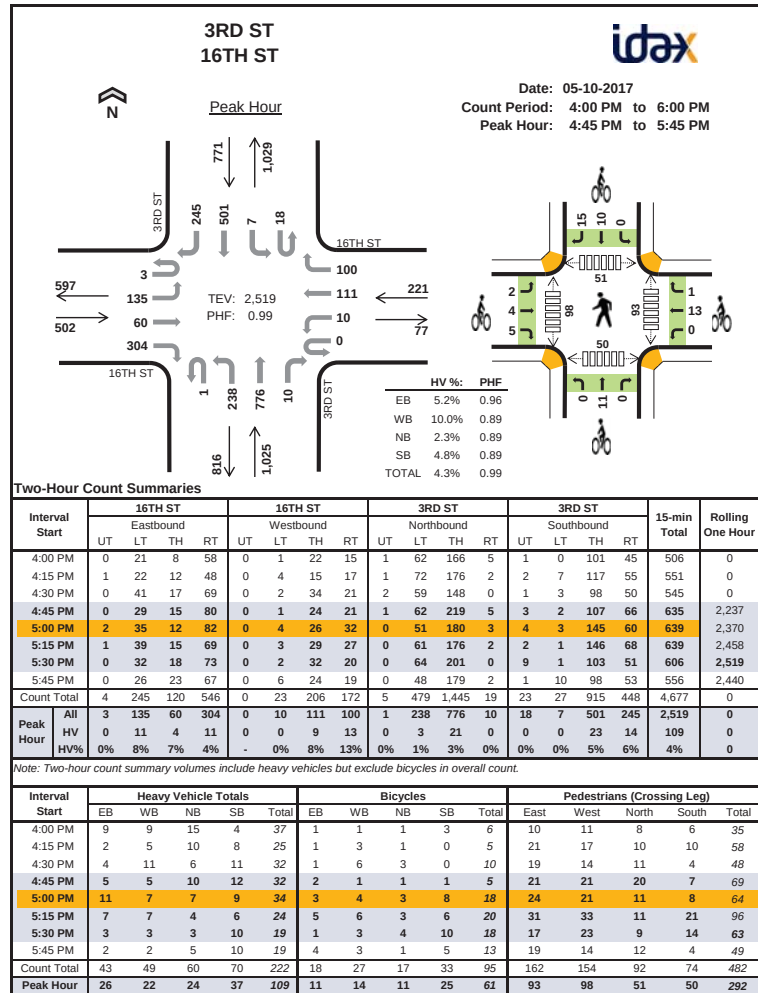
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	16TH ST Eastbound				16TH ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	4	0	0	2	8	0	5	7	1	0	0	3	4	35	0
7:15 AM	0	0	1	5	0	0	3	3	0	7	15	0	0	1	10	5	50	0
7:30 AM	0	1	2	7	0	0	2	5	1	3	14	0	0	1	7	4	47	0
7:45 AM	0	1	1	4	0	0	3	2	0	4	8	0	0	1	8	5	37	169
8:00 AM	0	1	1	3	0	1	4	3	0	6	15	1	0	0	7	4	46	180
8:15 AM	0	2	3	1	0	0	4	5	0	4	8	0	0	2	4	6	39	169
8:30 AM	0	2	0	4	0	1	11	5	0	8	17	1	0	0	5	2	56	178
8:45 AM	0	1	3	5	0	3	4	3	0	5	18	0	0	0	5	4	51	192
Count Total	0	9	11	33	0	5	33	34	1	42	102	3	0	5	49	34	361	0
Peak Hour	0	6	7	13	0	5	23	16	0	23	58	2	0	2	21	16	192	0

Two-Hour Count Summaries - Bikes

Interval Start	16TH ST Eastbound			16TH ST Westbound			3RD ST Northbound			3RD ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	3	0	0	2	0	0	0	0	1	0	6	0
7:15 AM	2	0	0	0	0	0	0	1	0	0	0	1	4	0
7:30 AM	3	0	2	0	2	0	0	2	0	0	2	0	11	0
7:45 AM	1	3	1	0	0	1	0	0	0	0	2	0	8	29
8:00 AM	2	2	0	0	1	0	0	2	0	0	1	0	8	31
8:15 AM	2	4	1	0	0	1	0	1	0	0	3	0	12	39
8:30 AM	4	3	1	0	4	0	1	1	0	0	2	0	16	44
8:45 AM	1	1	1	0	3	0	0	2	0	0	1	2	11	47
Count Total	15	13	9	0	10	4	1	9	0	0	12	3	76	0
Peak Hour	9	10	3	0	8	1	1	6	0	0	7	2	47	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



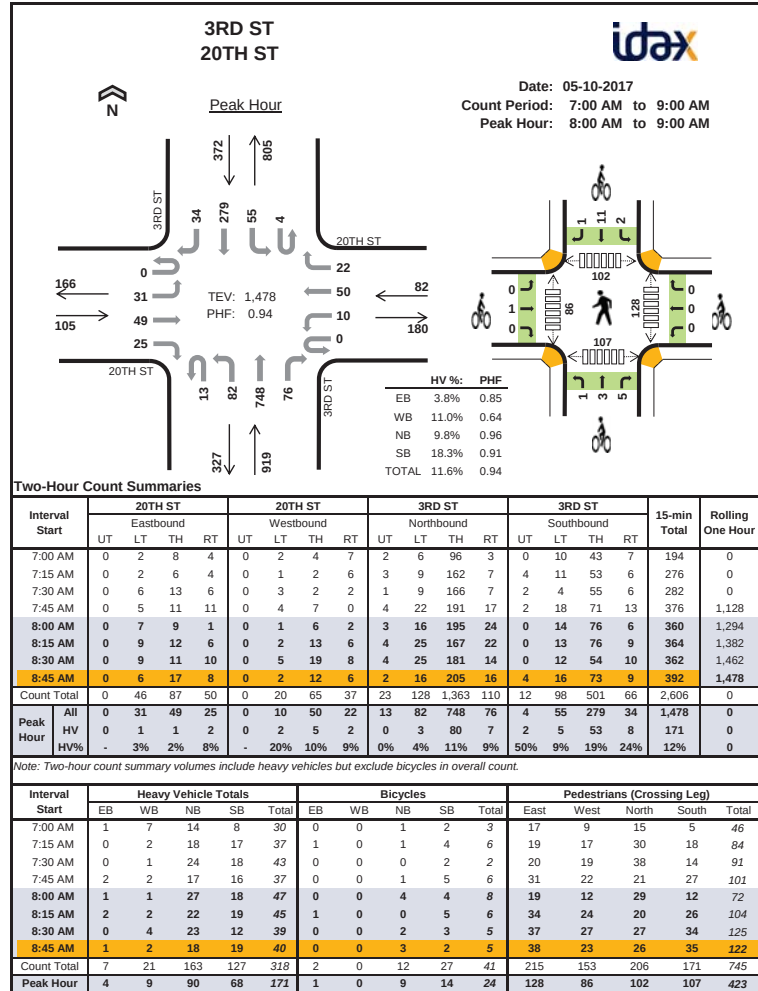
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	16TH ST Eastbound				16TH ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	1	6	0	1	3	5	0	2	13	0	0	0	2	2	37	0
4:15 PM	0	0	1	1	0	0	3	2	0	3	7	0	0	1	4	3	25	0
4:30 PM	0	2	1	1	0	0	7	4	0	2	4	0	0	0	6	5	32	0
4:45 PM	0	2	1	2	0	0	2	3	0	0	10	0	0	0	8	4	32	126
5:00 PM	0	5	1	5	0	0	2	5	0	1	6	0	0	0	7	2	34	123
5:15 PM	0	3	1	3	0	0	4	3	0	2	2	0	0	0	3	3	24	122
5:30 PM	0	1	1	1	0	0	1	2	0	0	3	0	0	0	5	5	19	109
5:45 PM	0	0	0	2	0	0	2	0	0	0	5	0	0	1	6	3	19	96
Count Total	0	15	7	21	0	1	24	24	0	10	50	0	0	2	41	27	222	0
Peak Hour	0	11	4	11	0	0	9	13	0	3	21	0	0	0	23	14	109	0

Two-Hour Count Summaries - Bikes

Interval Start	16TH ST Eastbound			16TH ST Westbound			3RD ST Northbound			3RD ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	1	0	0	1	0	0	1	2	6	0
4:15 PM	0	1	0	0	2	1	0	1	0	0	0	0	5	0
4:30 PM	1	0	0	0	4	2	0	3	0	0	0	0	10	0
4:45 PM	1	0	1	0	1	0	0	1	0	0	0	1	5	26
5:00 PM	0	2	1	0	3	1	0	3	0	0	3	5	18	38
5:15 PM	1	2	2	0	6	0	0	3	0	0	4	2	20	53
5:30 PM	0	0	1	0	3	0	0	4	0	0	3	7	18	61
5:45 PM	0	3	1	0	2	1	0	1	0	0	2	3	13	69
Count Total	3	9	6	0	22	5	0	17	0	0	13	20	95	0
Peak Hour	2	4	5	0	13	1	0	11	0	0	10	15	61	0

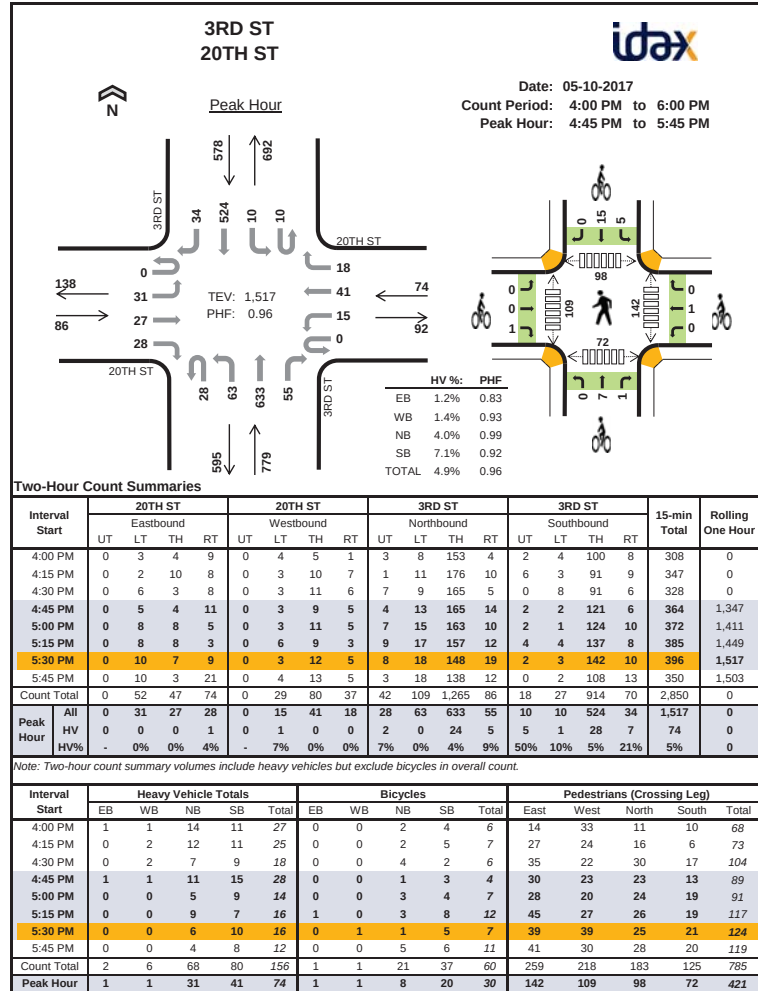
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	20TH ST Eastbound				20TH ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	2	5	0	0	14	0	0	0	6	2	30	0
7:15 AM	0	0	0	0	0	0	1	1	0	0	16	2	2	1	11	3	37	0
7:30 AM	0	0	0	0	0	0	0	1	0	1	20	3	1	1	14	2	43	0
7:45 AM	0	0	0	2	0	0	2	0	0	0	14	3	1	1	9	5	37	147
8:00 AM	0	1	0	0	0	0	1	0	0	0	26	1	0	0	16	2	47	164
8:15 AM	0	0	0	2	0	1	1	0	0	2	16	4	0	1	15	3	45	172
8:30 AM	0	0	0	0	0	1	2	1	0	1	21	1	0	1	10	1	39	168
8:45 AM	0	0	1	0	0	0	1	1	0	0	17	1	2	3	12	2	40	171
Count Total	0	1	1	5	0	2	10	9	0	4	144	15	6	8	93	20	318	0
Peak Hour	0	1	1	2	0	2	5	2	0	3	80	7	2	5	53	8	171	0

Two-Hour Count Summaries - Bikes																		
Interval Start	20TH ST Eastbound			20TH ST Westbound			3RD ST Northbound			3RD ST Southbound			15-min Total	Rolling One Hour				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0				
7:15 AM	0	1	0	0	0	0	0	1	0	2	2	0	6	0				
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0				
7:45 AM	0	0	0	0	0	0	0	1	0	1	4	0	6	17				
8:00 AM	0	0	0	0	0	0	0	1	3	0	4	0	8	22				
8:15 AM	0	1	0	0	0	0	0	0	0	0	5	0	6	22				
8:30 AM	0	0	0	0	0	0	0	1	1	0	0	2	1	5	25			
8:45 AM	0	0	0	0	0	0	0	0	1	2	2	0	0	5	24			
Count Total	0	2	0	0	0	0	0	1	6	5	6	20	1	41	0			
Peak Hour	0	1	0	0	0	0	0	1	3	5	2	11	1	24	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



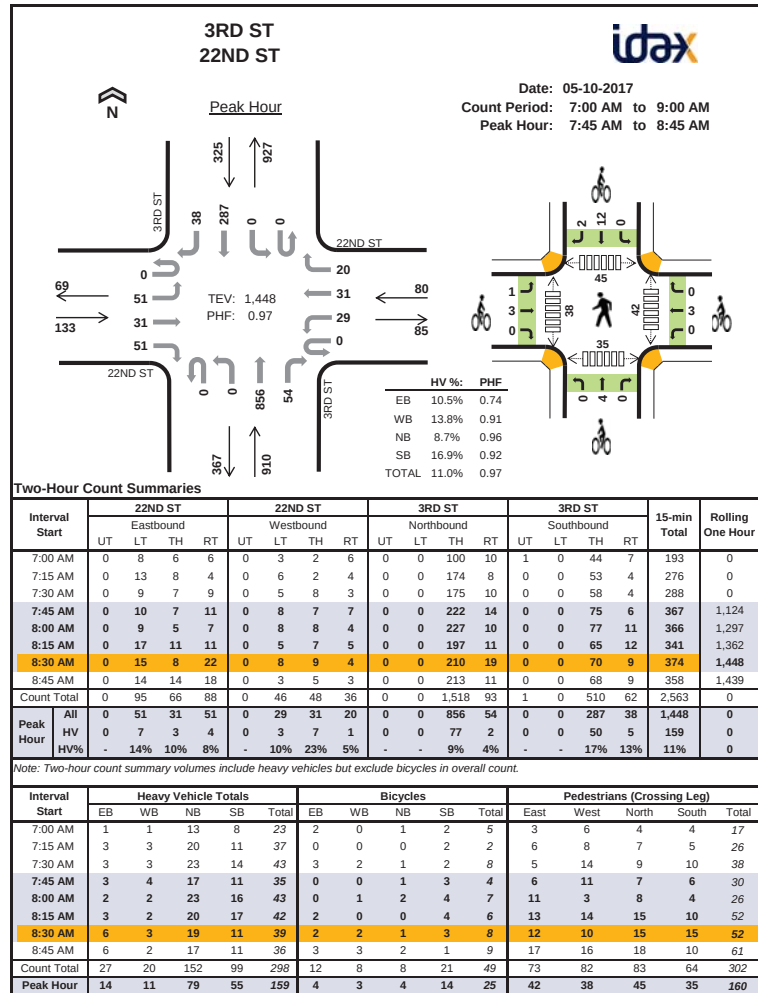
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	20TH ST Eastbound				20TH ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	1	0	0	0	0	12	2	1	0	7	3	27	0
4:15 PM	0	0	0	0	0	0	2	0	0	1	10	1	3	0	6	2	25	0
4:30 PM	0	0	0	0	0	1	1	0	0	0	6	1	0	0	7	2	18	0
4:45 PM	0	0	0	1	0	1	0	0	0	0	9	2	1	0	11	3	28	98
5:00 PM	0	0	0	0	0	0	0	0	1	0	4	0	1	0	8	0	14	85
5:15 PM	0	0	0	0	0	0	0	0	1	0	6	2	2	1	3	1	16	76
5:30 PM	0	0	0	0	0	0	0	0	0	0	5	1	1	0	6	3	16	74
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	1	12	58
Count Total	0	0	0	2	0	3	3	0	2	1	56	9	9	1	55	15	156	0
Peak Hour	0	0	0	1	0	1	0	0	2	0	24	5	5	1	28	7	74	0

Two-Hour Count Summaries - Bikes

Interval Start	20TH ST Eastbound				20TH ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	2	0		1	3	0		6	0
4:15 PM	0	0	0		0	0	0		0	2	0		3	2	0		7	0
4:30 PM	0	0	0		0	0	0		0	3	1		0	2	0		6	0
4:45 PM	0	0	0		0	0	0		0	1	0		1	2	0		4	23
5:00 PM	0	0	0		0	0	0		0	2	1		1	3	0		7	24
5:15 PM	0	0	1		0	0	0		0	3	0		2	6	0		12	29
5:30 PM	0	0	0		0	1	0		0	1	0		1	4	0		7	30
5:45 PM	0	0	0		0	0	0		0	4	1		0	6	0		11	37
Count Total	0	0	1		0	1	0		0	18	3		9	28	0		60	0
Peak Hour	0	0	1		0	1	0		0	7	1		5	15	0		30	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



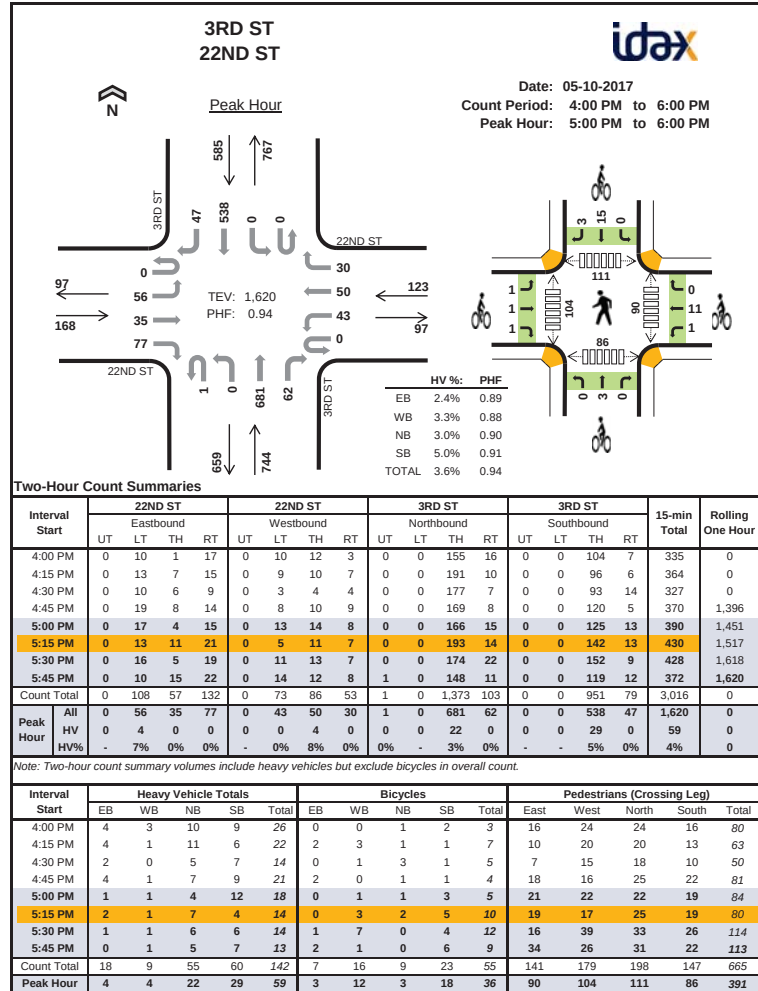
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22ND ST Eastbound				22ND ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	1	0	0	0	13	0	0	0	7	1	23	0
7:15 AM	0	3	0	0	0	3	0	0	0	0	19	1	0	0	11	0	37	0
7:30 AM	0	2	1	0	0	2	1	0	0	0	22	1	0	0	14	0	43	0
7:45 AM	0	2	1	0	0	1	3	0	0	0	16	1	0	0	10	1	35	138
8:00 AM	0	1	1	0	0	1	0	1	0	0	22	1	0	0	14	2	43	158
8:15 AM	0	2	0	1	0	0	2	0	0	0	20	0	0	0	15	2	42	163
8:30 AM	0	2	1	3	0	1	2	0	0	0	19	0	0	0	11	0	39	159
8:45 AM	0	2	2	2	0	1	1	0	0	0	16	1	0	0	10	1	36	160
Count Total	0	15	6	6	0	9	10	1	0	0	147	5	0	0	92	7	298	0
Peak Hour	0	7	3	4	0	3	7	1	0	0	77	2	0	0	50	5	159	0

Two-Hour Count Summaries - Bikes

Interval Start	22ND ST Eastbound				22ND ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	2	0	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
7:30 AM	2	1	0	0	0	2	0	0	0	1	0	0	0	2	0	0	8	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	4	19	0
8:00 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	4	0	7	21	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	6	25	0
8:30 AM	1	1	0	0	0	2	0	0	0	1	0	0	0	2	1	8	25	0
8:45 AM	0	3	0	0	0	2	1	0	0	1	1	0	0	0	1	9	30	0
Count Total	3	7	2	0	0	7	1	0	0	7	1	0	0	18	3	49	0	0
Peak Hour	1	3	0	0	0	3	0	0	0	4	0	0	0	12	2	25	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



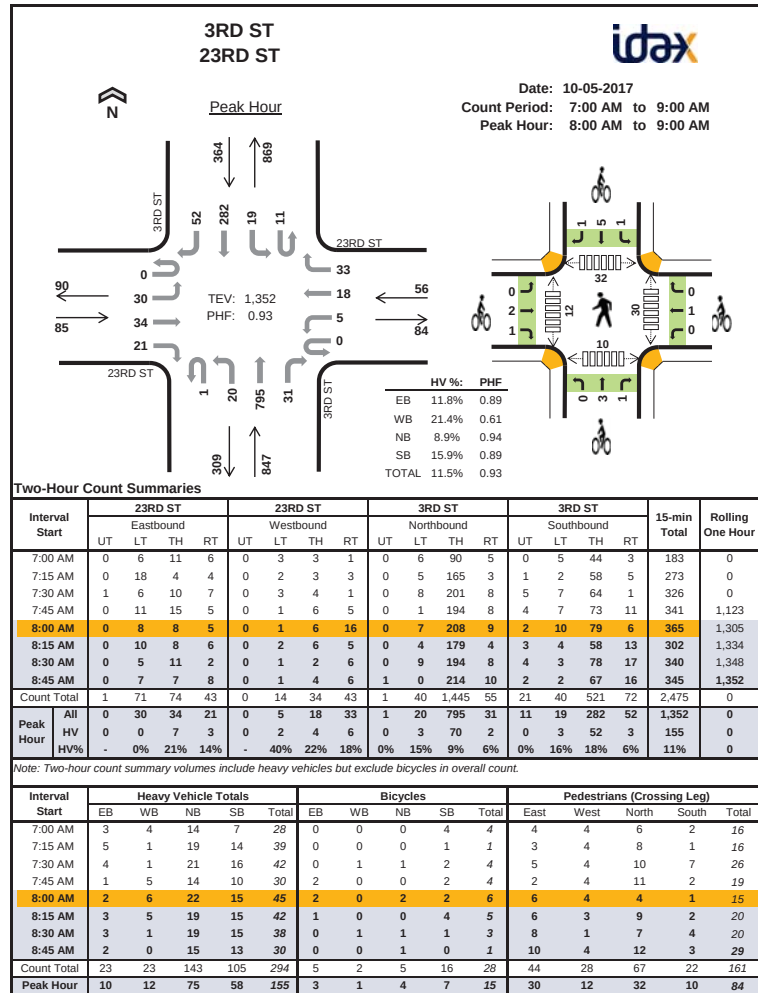
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22ND ST Eastbound				22ND ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	0	0	0	1	2	0	0	0	10	0	0	0	9	0	26	0
4:15 PM	0	2	0	2	0	0	1	0	0	0	10	1	0	0	6	0	22	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	6	1	14	0
4:45 PM	0	3	1	0	0	0	1	0	0	0	7	0	0	0	9	0	21	83
5:00 PM	0	1	0	0	0	0	1	0	0	0	4	0	0	0	12	0	18	75
5:15 PM	0	2	0	0	0	0	1	0	0	0	7	0	0	0	4	0	14	67
5:30 PM	0	1	0	0	0	0	1	0	0	0	6	0	0	0	6	0	14	67
5:45 PM	0	0	0	0	0	0	1	0	0	0	5	0	0	0	7	0	13	59
Count Total	0	15	1	2	0	1	8	0	0	0	54	1	0	0	59	1	142	0
Peak Hour	0	4	0	0	0	0	4	0	0	0	22	0	0	0	29	0	59	0

Two-Hour Count Summaries - Bikes

Interval Start	22ND ST Eastbound			22ND ST Westbound			3RD ST Northbound			3RD ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	3	0
4:15 PM	0	1	1	0	2	1	0	1	0	0	1	0	7	0
4:30 PM	0	0	0	0	1	0	0	3	0	0	1	0	5	0
4:45 PM	0	2	0	0	0	0	0	0	1	0	1	0	4	19
5:00 PM	0	0	0	0	1	0	0	1	0	0	3	0	5	21
5:15 PM	0	0	0	0	3	0	0	2	0	0	5	0	10	24
5:30 PM	1	0	0	1	6	0	0	0	0	0	2	2	12	31
5:45 PM	0	1	1	0	1	0	0	0	0	0	5	1	9	36
Count Total	1	4	2	1	14	1	0	8	1	0	19	4	55	0
Peak Hour	1	1	1	1	11	0	0	3	0	0	15	3	36	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



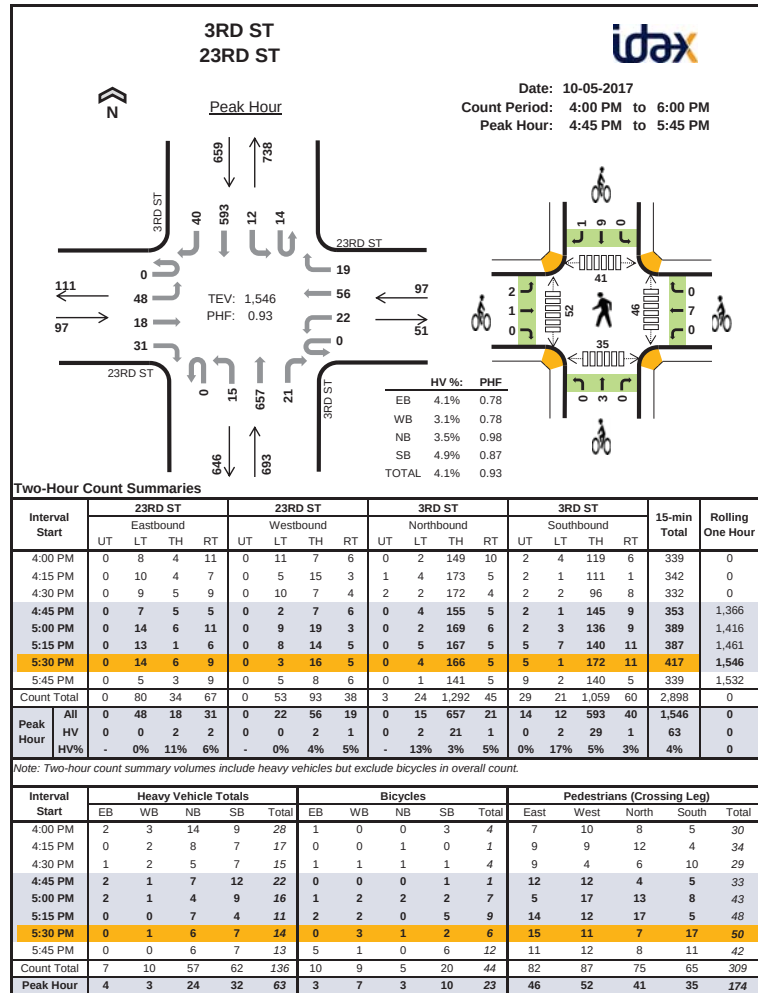
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23RD ST Eastbound				23RD ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	3	0	3	1	0	0	0	13	1	0	1	6	0	28	0
7:15 AM	0	4	0	1	0	0	0	1	0	1	18	0	0	0	14	0	39	0
7:30 AM	0	1	1	2	0	0	1	0	0	0	21	0	1	4	11	0	42	0
7:45 AM	0	0	0	1	0	0	2	3	0	1	13	0	0	1	9	0	30	139
8:00 AM	0	0	1	1	0	1	1	4	0	1	19	2	0	1	14	0	45	156
8:15 AM	0	0	2	1	0	1	2	2	0	0	19	0	0	2	13	0	42	159
8:30 AM	0	0	3	0	0	0	1	0	0	2	17	0	0	0	13	2	38	155
8:45 AM	0	0	1	1	0	0	0	0	0	0	15	0	0	0	12	1	30	155
Count Total	0	5	8	10	0	5	8	10	0	5	135	3	1	9	92	3	294	0
Peak Hour	0	0	7	3	0	2	4	6	0	3	70	2	0	3	52	3	155	0

Two-Hour Count Summaries - Bikes

Interval Start	23RD ST Eastbound			23RD ST Westbound			3RD ST Northbound			3RD ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	0	0	0	1	0	0	1	0	0	2	0	4	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	2	0	4	13
8:00 AM	0	1	1	0	0	0	0	1	1	1	1	0	6	15
8:15 AM	0	1	0	0	0	0	0	0	0	0	3	1	5	19
8:30 AM	0	0	0	0	1	0	0	1	0	0	1	0	3	18
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	15
Count Total	0	4	1	0	2	0	0	4	1	1	14	1	28	0
Peak Hour	0	2	1	0	1	0	0	3	1	1	5	1	15	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



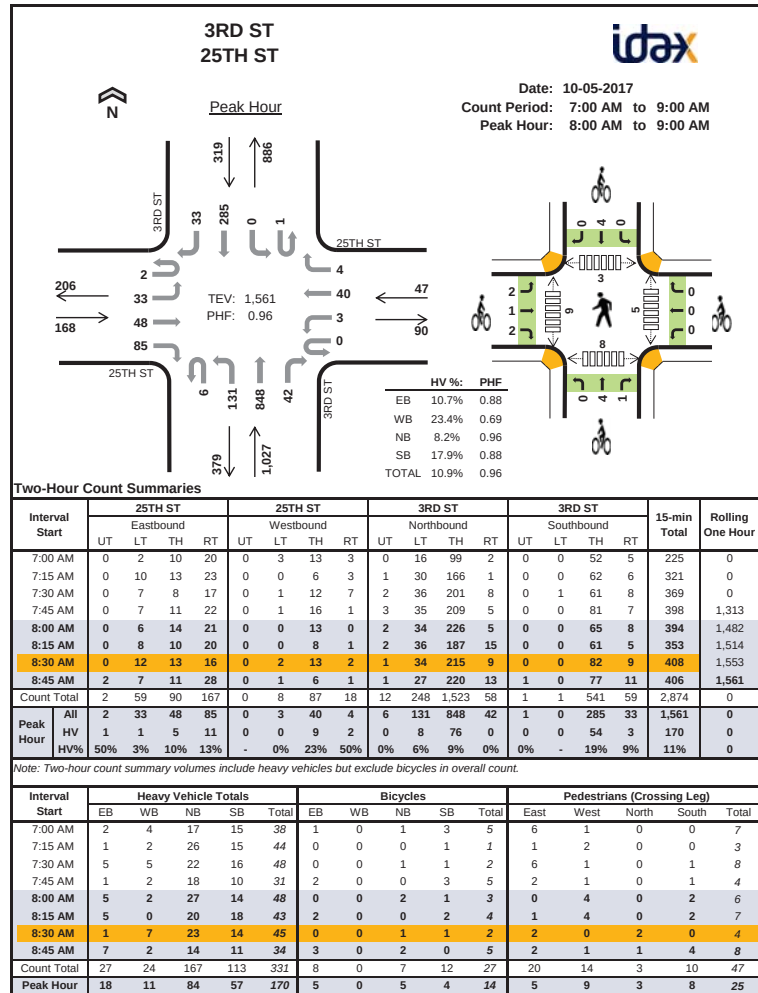
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23RD ST Eastbound				23RD ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	1	0	2	0	1	0	0	12	2	0	0	9	0	28	0
4:15 PM	0	0	0	0	0	1	0	1	0	1	7	0	0	1	6	0	17	0
4:30 PM	0	1	0	0	0	1	1	0	0	0	5	0	0	1	6	0	15	0
4:45 PM	0	0	1	1	0	0	0	1	0	1	6	0	0	0	12	0	22	82
5:00 PM	0	0	1	1	0	0	1	0	0	0	4	0	0	2	7	0	16	70
5:15 PM	0	0	0	0	0	0	0	0	0	0	6	1	0	0	3	1	11	64
5:30 PM	0	0	0	0	0	0	1	0	0	1	5	0	0	0	7	0	14	63
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13	54
Count Total	0	2	2	3	0	4	3	3	0	3	51	3	0	4	57	1	136	0
Peak Hour	0	0	2	2	0	0	2	1	0	2	21	1	0	2	29	1	63	0

Two-Hour Count Summaries - Bikes

Interval Start	23RD ST Eastbound			23RD ST Westbound			3RD ST Northbound			3RD ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	3	0	4	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	1	0	0	0	0	1	0	1	0	0	1	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	10
5:00 PM	0	1	0	0	2	0	0	2	0	0	1	1	7	13
5:15 PM	2	0	0	0	2	0	0	0	0	0	5	0	9	21
5:30 PM	0	0	0	0	3	0	0	1	0	0	2	0	6	23
5:45 PM	4	1	0	0	1	0	0	0	0	0	6	0	12	34
Count Total	7	3	0	0	8	1	0	5	0	0	19	1	44	0
Peak Hour	2	1	0	0	7	0	0	3	0	0	9	1	23	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



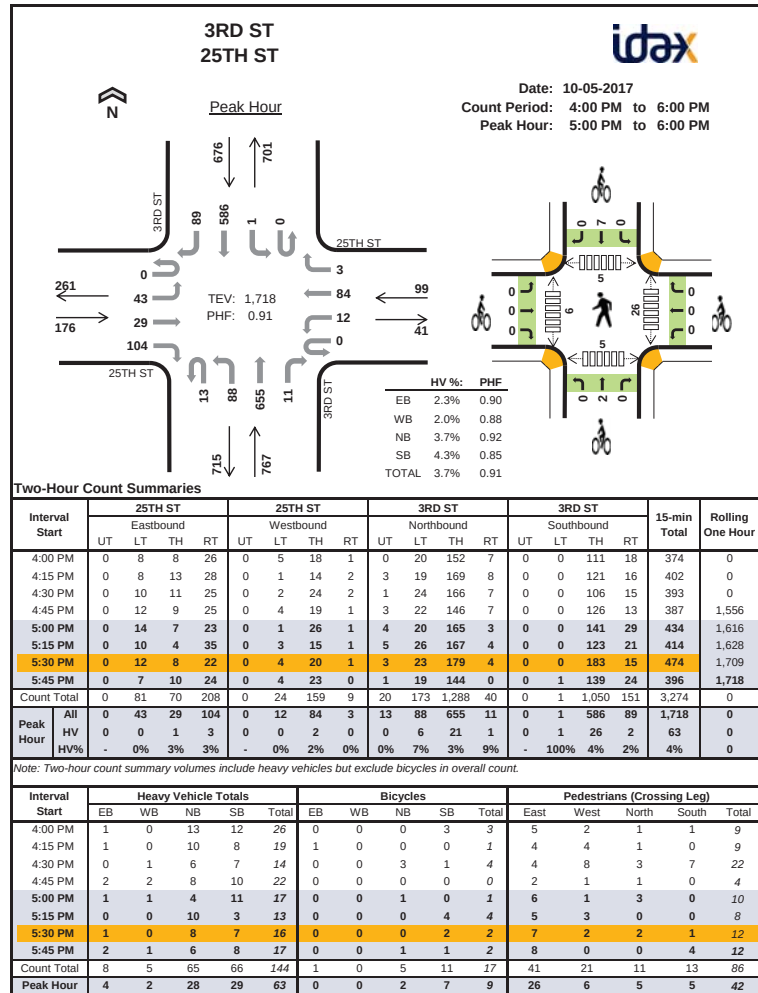
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	25TH ST Eastbound				25TH ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	1	0	0	1	2	1	0	5	12	0	0	0	15	0	38	0
7:15 AM	0	0	0	1	0	0	0	2	0	8	18	0	0	0	15	0	44	0
7:30 AM	0	1	1	3	0	0	0	5	0	5	17	0	0	1	15	0	48	0
7:45 AM	0	1	0	0	0	0	2	0	0	4	14	0	0	0	10	0	31	161
8:00 AM	0	0	2	3	0	0	2	0	0	4	23	0	0	0	13	1	48	171
8:15 AM	0	0	2	3	0	0	0	0	0	2	18	0	0	0	17	1	43	170
8:30 AM	0	1	0	0	0	0	6	1	0	2	21	0	0	0	14	0	45	167
8:45 AM	1	0	1	5	0	0	1	1	0	0	14	0	0	0	10	1	34	170
Count Total	1	4	7	15	0	1	13	10	0	30	137	0	0	1	109	3	331	0
Peak Hour	1	1	5	11	0	0	9	2	0	8	76	0	0	0	54	3	170	0

Two-Hour Count Summaries - Bikes

Interval Start	25TH ST Eastbound			25TH ST Westbound			3RD ST Northbound			3RD ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	1	0	0	3	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
7:45 AM	0	1	1	0	0	0	0	0	0	0	2	1	5	13
8:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	3	11
8:15 AM	0	0	2	0	0	0	0	0	0	0	2	0	4	14
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	14
8:45 AM	2	1	0	0	0	0	0	2	0	0	0	0	5	14
Count Total	2	2	4	0	0	0	0	6	1	0	11	1	27	0
Peak Hour	2	1	2	0	0	0	0	4	1	0	4	0	14	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



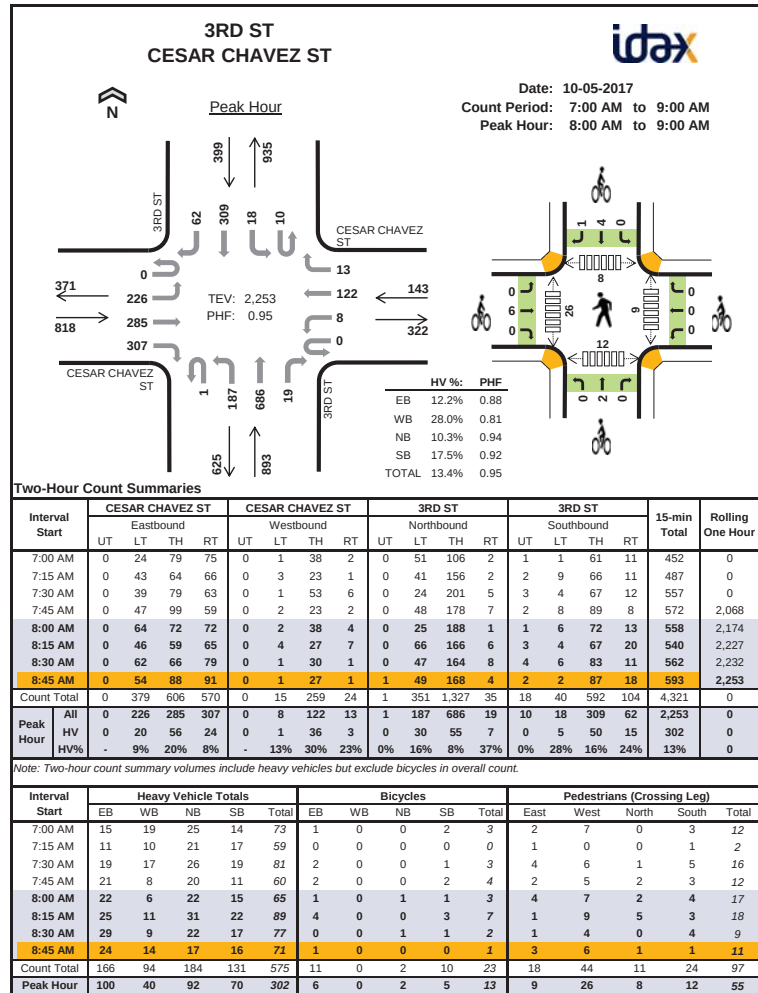
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	25TH ST Eastbound				25TH ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	1	12	0	0	0	12	0	26	0
4:15 PM	0	0	1	0	0	0	0	0	1	1	8	0	0	0	8	0	19	0
4:30 PM	0	0	0	0	0	0	0	1	0	1	5	0	0	0	7	0	14	0
4:45 PM	0	0	0	2	0	0	1	1	0	1	6	1	0	0	9	1	22	81
5:00 PM	0	0	0	1	0	0	1	0	0	1	3	0	0	0	10	1	17	72
5:15 PM	0	0	0	0	0	0	0	0	0	3	7	0	0	0	3	0	13	66
5:30 PM	0	0	0	1	0	0	0	0	0	2	5	1	0	0	7	0	16	68
5:45 PM	0	0	1	1	0	0	1	0	0	0	6	0	0	1	6	1	17	63
Count Total	0	0	2	6	0	0	3	2	1	10	52	2	0	1	62	3	144	0
Peak Hour	0	0	1	3	0	0	2	0	0	6	21	1	0	1	26	2	63	0

Two-Hour Count Summaries - Bikes

Interval Start	25TH ST Eastbound			25TH ST Westbound			3RD ST Northbound			3RD ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	3	0	0	1	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	9
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	2	0	7
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2
Count Total	0	1	0	0	0	0	0	0	5	0	0	10	1	17
Peak Hour	0	0	0	0	0	0	0	0	2	0	0	7	0	9

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



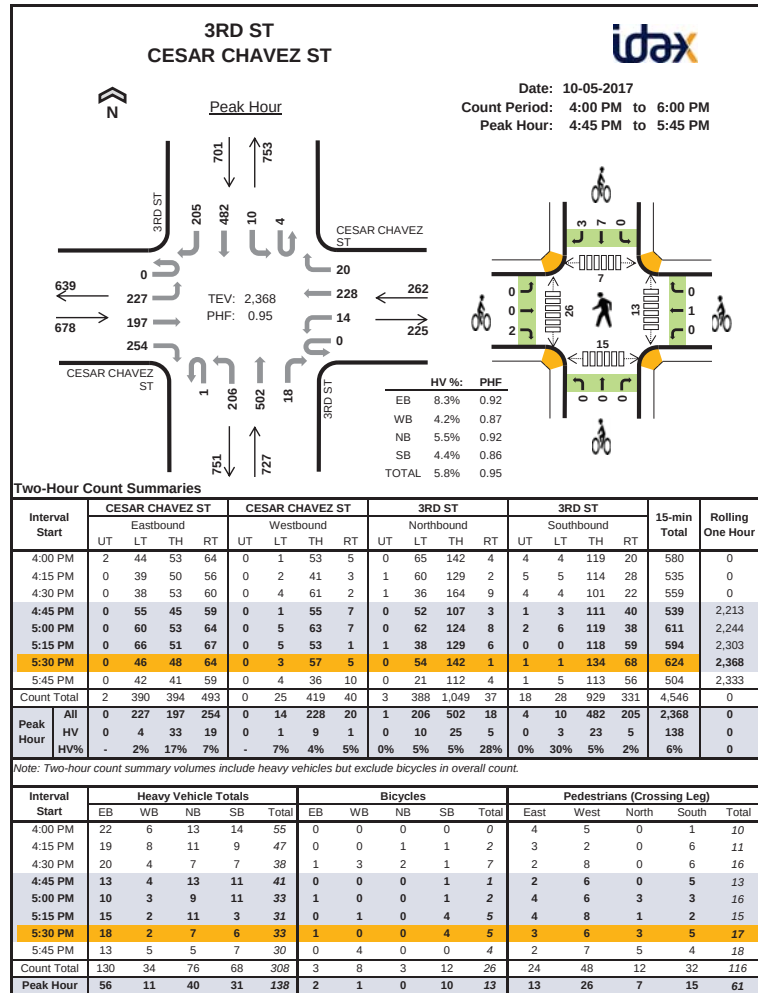
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	CESAR CHAVEZ ST Eastbound				CESAR CHAVEZ ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	5	7	0	0	18	1	0	12	13	0	0	0	11	3	73	0
7:15 AM	0	4	2	5	0	3	7	0	0	0	21	0	1	2	11	3	59	0
7:30 AM	0	4	8	7	0	1	16	0	0	8	17	1	1	0	15	3	81	0
7:45 AM	0	2	12	7	0	1	7	0	0	3	17	0	0	2	9	0	60	273
8:00 AM	0	5	13	4	0	1	5	0	0	3	19	0	0	4	8	3	65	265
8:15 AM	0	6	13	6	0	0	8	3	0	13	16	2	0	0	15	7	89	295
8:30 AM	0	6	15	8	0	0	9	0	0	9	11	2	0	1	14	2	77	291
8:45 AM	0	3	15	6	0	0	14	0	0	5	9	3	0	0	13	3	71	302
Count Total	0	33	83	50	0	6	84	4	0	53	123	8	2	9	96	24	575	0
Peak Hour	0	20	56	24	0	1	36	3	0	30	55	7	0	5	50	15	302	0

Two-Hour Count Summaries - Bikes

Interval Start	CESAR CHAVEZ ST Eastbound				CESAR CHAVEZ ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	1	0		0	0	0		0	0	0		0	2	0		3	0
7:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:30 AM	0	2	0		0	0	0		0	0	0		0	0	1		3	0
7:45 AM	0	1	1		0	0	0		0	0	0		0	2	0		4	10
8:00 AM	0	1	0		0	0	0		0	1	0		0	1	0		3	10
8:15 AM	0	4	0		0	0	0		0	0	0		0	2	1		7	17
8:30 AM	0	0	0		0	0	0		0	1	0		0	1	0		2	16
8:45 AM	0	1	0		0	0	0		0	0	0		0	0	0		1	13
Count Total	0	10	1		0	0	0		0	2	0		0	8	2		23	0
Peak Hour	0	6	0		0	0	0		0	2	0		0	4	1		13	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



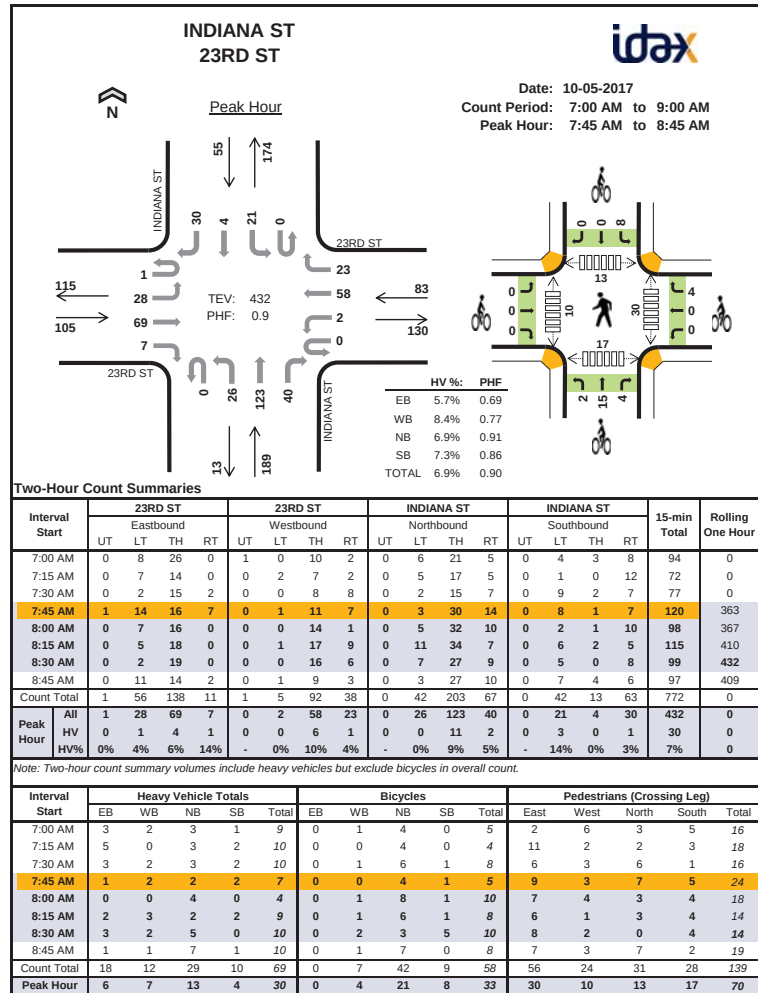
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	CESAR CHAVEZ ST Eastbound				CESAR CHAVEZ ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	15	6	0	0	6	0	0	2	11	0	0	1	9	4	55	0
4:15 PM	0	1	13	5	0	0	8	0	0	6	5	0	0	1	6	2	47	0
4:30 PM	0	2	10	8	0	1	3	0	0	1	5	1	0	2	2	3	38	0
4:45 PM	0	1	8	4	0	1	2	1	0	5	7	1	0	1	10	0	41	181
5:00 PM	0	1	8	1	0	0	3	0	0	2	4	3	0	1	8	2	33	159
5:15 PM	0	1	7	7	0	0	2	0	0	1	9	1	0	0	1	2	31	143
5:30 PM	0	1	10	7	0	0	2	0	0	2	5	0	0	1	4	1	33	138
5:45 PM	0	2	6	5	0	0	4	1	0	1	4	0	0	1	6	0	30	127
Count Total	0	10	77	43	0	2	30	2	0	20	50	6	0	8	46	14	308	0
Peak Hour	0	4	33	19	0	1	9	1	0	10	25	5	0	3	23	5	138	0

Two-Hour Count Summaries - Bikes

Interval Start	CESAR CHAVEZ ST Eastbound				CESAR CHAVEZ ST Westbound				3RD ST Northbound				3RD ST Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:15 PM	0	0	0		0	0	0		0	0	1		0	1	0		2	0
4:30 PM	1	0	0		0	3	0		0	2	0		0	1	0		7	0
4:45 PM	0	0	0		0	0	0		0	0	0		0	1	0		1	10
5:00 PM	0	0	1		0	0	0		0	0	0		0	0	1		2	12
5:15 PM	0	0	0		0	1	0		0	0	0		0	3	1		5	15
5:30 PM	0	0	1		0	0	0		0	0	0		0	3	1		5	13
5:45 PM	0	0	0		0	4	0		0	0	0		0	0	0		4	16
Count Total	1	0	2		0	8	0		0	2	1		0	9	3		26	0
Peak Hour	0	0	2		0	1	0		0	0	0		0	7	3		13	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



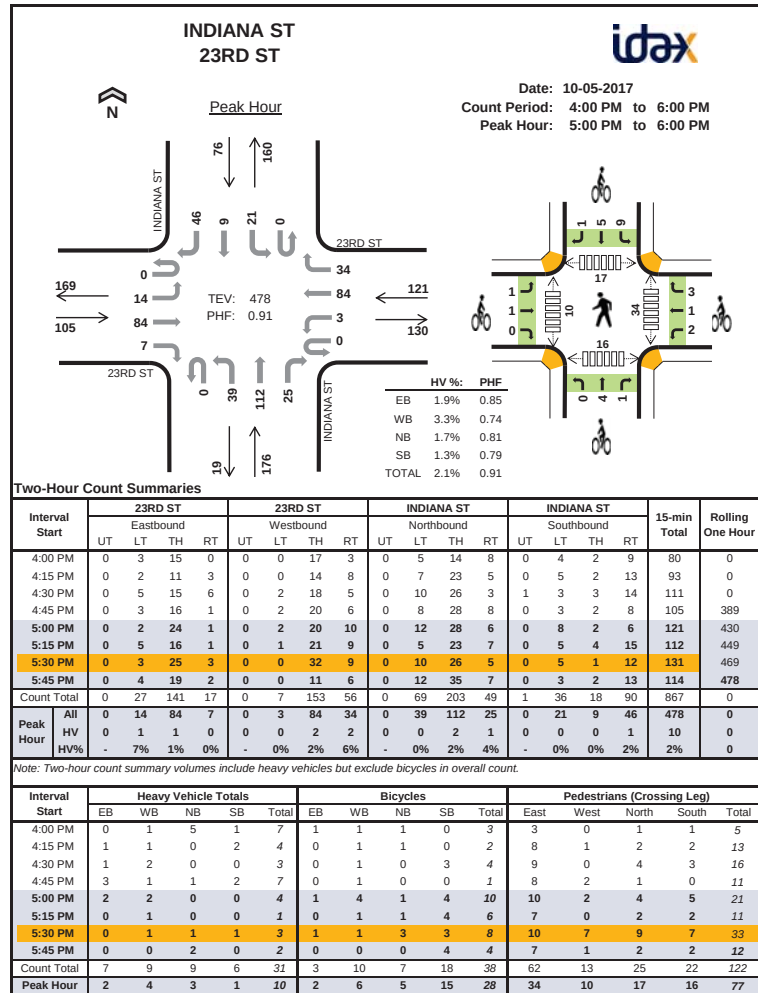
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23RD ST Eastbound				23RD ST Westbound				INDIANA ST Northbound				INDIANA ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	2	0	0	0	1	1	0	0	3	0	0	0	0	1	9	0
7:15 AM	0	1	4	0	0	0	0	0	0	1	1	1	0	1	0	1	10	0
7:30 AM	0	0	3	0	0	0	2	0	0	0	2	1	0	1	0	1	10	0
7:45 AM	0	0	0	1	0	0	1	1	0	0	2	0	0	2	0	0	7	36
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	31
8:15 AM	0	1	1	0	0	0	3	0	0	0	2	0	0	1	0	1	9	30
8:30 AM	0	0	3	0	0	0	2	0	0	0	3	2	0	0	0	0	10	30
8:45 AM	0	0	1	0	0	0	1	0	0	0	6	1	0	0	1	0	10	33
Count Total	0	3	14	1	0	0	10	2	0	1	23	5	0	5	1	4	69	0
Peak Hour	0	1	4	1	0	0	6	1	0	0	11	2	0	3	0	1	30	0

Two-Hour Count Summaries - Bikes

Interval Start	23RD ST Eastbound			23RD ST Westbound			INDIANA ST Northbound			INDIANA ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	1	0	2	2	0	0	0	0	5	0
7:15 AM	0	0	0	0	0	0	1	3	0	0	0	0	4	0
7:30 AM	0	0	0	0	1	0	1	5	0	0	1	0	8	0
7:45 AM	0	0	0	0	0	0	1	2	1	1	0	0	5	22
8:00 AM	0	0	0	0	0	1	0	8	0	1	0	0	10	27
8:15 AM	0	0	0	0	0	1	1	3	2	1	0	0	8	31
8:30 AM	0	0	0	0	0	2	0	2	1	5	0	0	10	33
8:45 AM	0	0	0	0	1	0	0	7	0	0	0	0	8	36
Count Total	0	0	0	0	3	4	6	32	4	8	1	0	58	0
Peak Hour	0	0	0	0	0	4	2	15	4	8	0	0	33	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



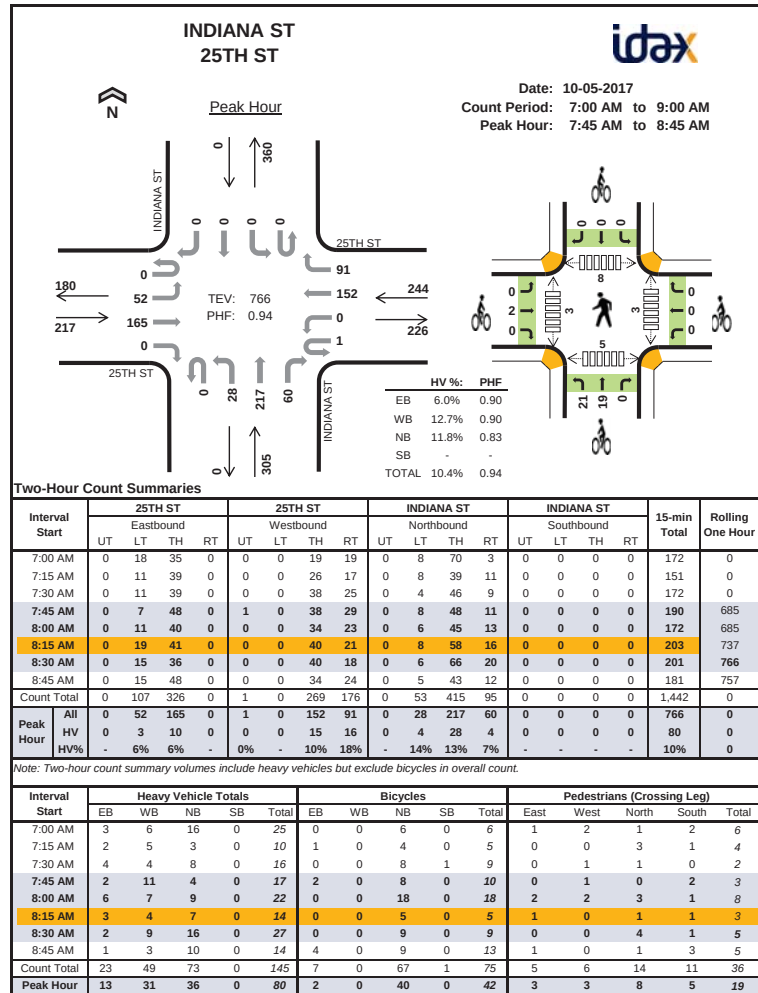
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23RD ST Eastbound				23RD ST Westbound				INDIANA ST Northbound				INDIANA ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	3	2	0	1	0	0	7	0
4:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	4	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	1	2	0	0	0	0	1	0	0	0	1	0	2	0	0	7	21
5:00 PM	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	4	18
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15
5:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	3	15
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	10
Count Total	0	3	4	0	0	0	4	5	0	0	5	4	0	3	0	3	31	0
Peak Hour	0	1	1	0	0	0	2	2	0	0	2	1	0	0	0	1	10	0

Two-Hour Count Summaries - Bikes

Interval Start	23RD ST Eastbound			23RD ST Westbound			INDIANA ST Northbound			INDIANA ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	1	0	1	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	0
4:30 PM	0	0	0	0	1	0	0	0	0	2	1	0	4	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	10
5:00 PM	0	1	0	1	0	3	0	1	0	2	2	0	10	17
5:15 PM	0	0	0	0	1	0	0	1	0	3	1	0	6	21
5:30 PM	1	0	0	1	0	0	0	2	1	1	2	0	8	25
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	1	4	28
Count Total	1	2	0	2	3	5	0	6	1	11	6	1	38	0
Peak Hour	1	1	0	2	1	3	0	4	1	9	5	1	28	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



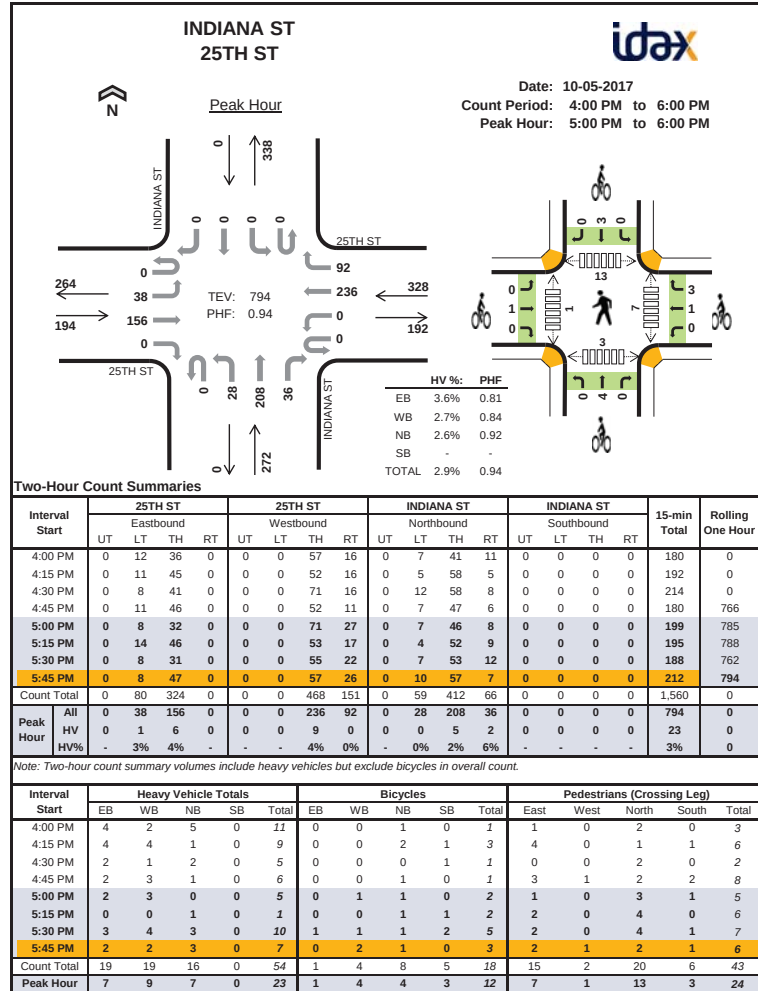
Two-Hour Count Summaries - Heavy Vehicles

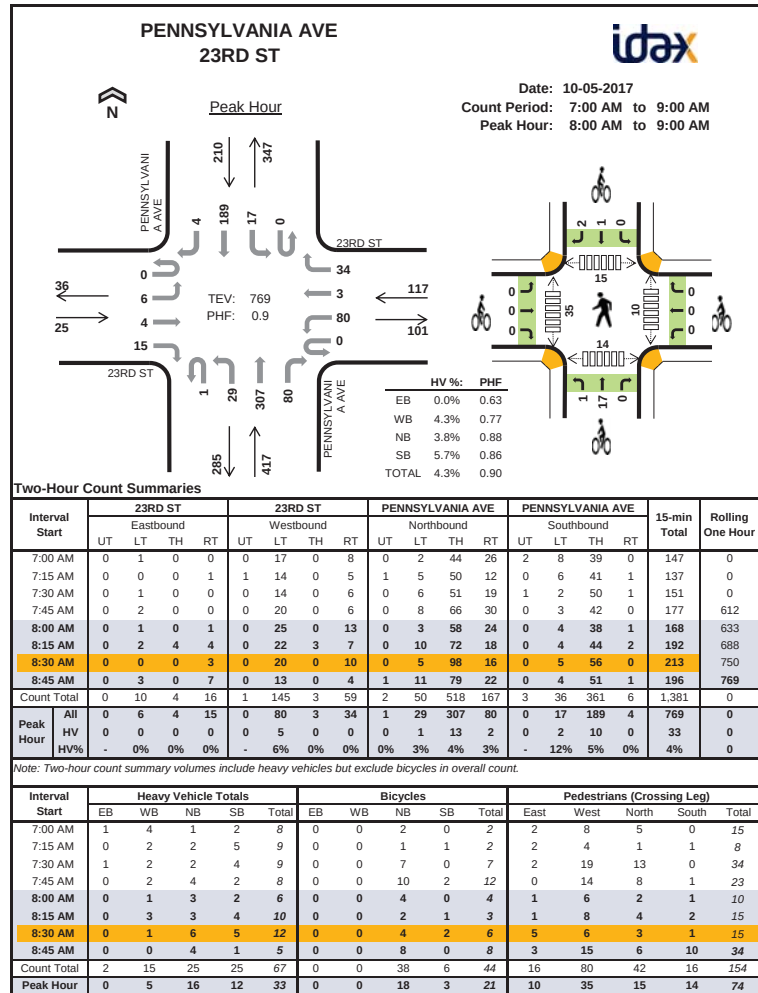
Interval Start	25TH ST Eastbound				25TH ST Westbound				INDIANA ST Northbound				INDIANA ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	1	0	0	0	3	3	0	0	16	0	0	0	0	0	25	0
7:15 AM	0	2	0	0	0	0	4	1	0	0	3	0	0	0	0	0	10	0
7:30 AM	0	0	4	0	0	0	4	0	0	1	7	0	0	0	0	0	16	0
7:45 AM	0	1	1	0	0	0	4	7	0	0	4	0	0	0	0	0	17	68
8:00 AM	0	1	5	0	0	0	4	3	0	1	6	2	0	0	0	0	22	65
8:15 AM	0	1	2	0	0	0	2	2	0	2	5	0	0	0	0	0	14	69
8:30 AM	0	0	2	0	0	0	5	4	0	1	13	2	0	0	0	0	27	80
8:45 AM	0	0	1	0	0	0	1	2	0	0	8	2	0	0	0	0	14	77
Count Total	0	7	16	0	0	0	27	22	0	5	62	6	0	0	0	0	145	0
Peak Hour	0	3	10	0	0	0	15	16	0	4	28	4	0	0	0	0	80	0

Two-Hour Count Summaries - Bikes

Interval Start	25TH ST Eastbound			25TH ST Westbound			INDIANA ST Northbound			INDIANA ST Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	5	0	0	0	0	6	0
7:15 AM	1	0	0	0	0	0	1	3	0	0	0	0	5	0
7:30 AM	0	0	0	0	0	0	2	6	0	1	0	0	9	0
7:45 AM	0	2	0	0	0	0	5	3	0	0	0	0	10	30
8:00 AM	0	0	0	0	0	0	11	7	0	0	0	0	18	42
8:15 AM	0	0	0	0	0	0	1	4	0	0	0	0	5	42
8:30 AM	0	0	0	0	0	0	4	5	0	0	0	0	9	42
8:45 AM	2	2	0	0	0	0	5	4	0	0	0	0	13	45
Count Total	3	4	0	0	0	0	30	37	0	1	0	0	75	0
Peak Hour	0	2	0	0	0	0	21	19	0	0	0	0	42	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.





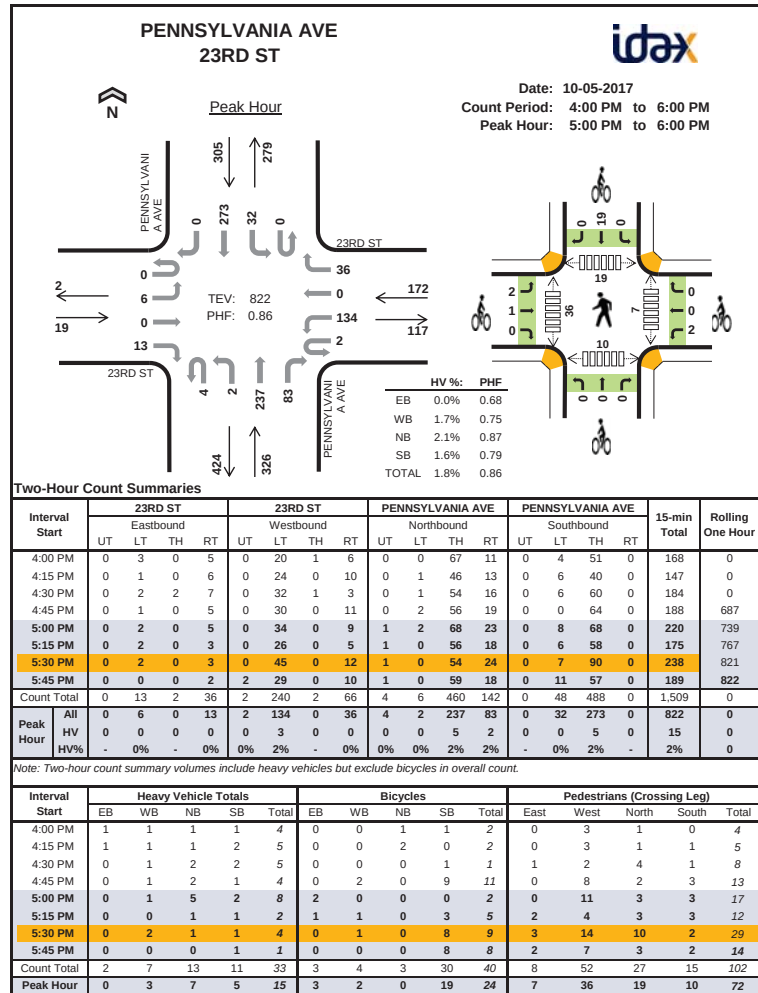
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23RD ST Eastbound				23RD ST Westbound				PENNSYLVANIA AVE Northbound				PENNSYLVANIA AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	4	0	0	0	0	1	0	0	0	2	0	8	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	5	0	9	0
7:30 AM	0	1	0	0	0	2	0	0	0	0	2	0	0	0	4	0	9	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	1	2	1	0	2	0	8	34
8:00 AM	0	0	0	0	0	1	0	0	0	0	1	2	0	0	2	0	6	32
8:15 AM	0	0	0	0	0	3	0	0	0	0	3	0	0	0	2	0	10	33
8:30 AM	0	0	0	0	0	1	0	0	0	0	4	2	0	0	5	0	12	36
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	33
Count Total	0	2	0	0	0	14	0	1	0	2	20	3	0	2	23	0	67	0
Peak Hour	0	0	0	0	0	5	0	0	0	0	1	13	2	0	2	10	33	0

Two-Hour Count Summaries - Bikes

Interval Start	23RD ST Eastbound			23RD ST Westbound			PENNSYLVANIA AVE Northbound			PENNSYLVANIA AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0
7:30 AM	0	0	0	0	0	0	0	7	0	0	0	0	7	0
7:45 AM	0	0	0	0	0	0	0	10	0	0	2	0	12	23
8:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4	25
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	26
8:30 AM	0	0	0	0	0	0	0	4	0	0	0	2	6	25
8:45 AM	0	0	0	0	0	0	0	1	7	0	0	0	8	21
Count Total	0	0	0	0	0	0	0	1	37	0	0	3	44	0
Peak Hour	0	0	0	0	0	0	0	1	17	0	0	1	21	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



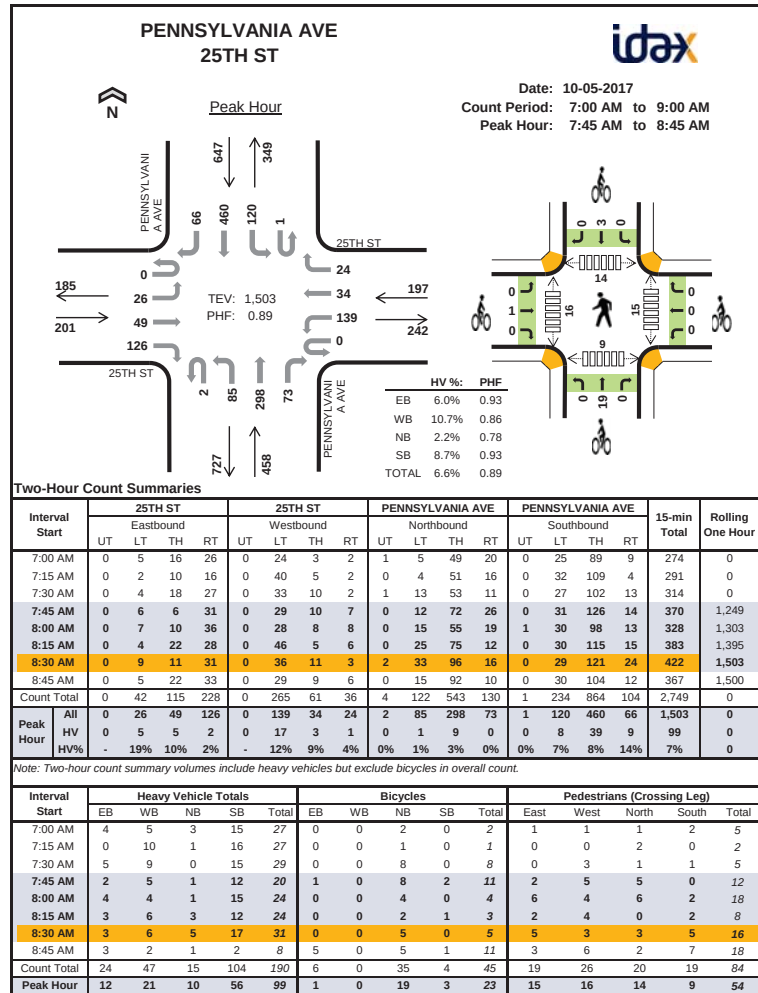
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23RD ST Eastbound				23RD ST Westbound				PENNSYLVANIA AVE Northbound				PENNSYLVANIA AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	4	0
4:15 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	2	0	5	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	5	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	4	18
5:00 PM	0	0	0	0	0	1	0	0	0	0	3	2	0	0	2	0	8	22
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	19
5:30 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	4	18
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	15
Count Total	0	1	0	1	0	5	1	1	0	0	10	3	0	0	11	0	33	0
Peak Hour	0	0	0	0	0	3	0	0	0	0	5	2	0	0	5	0	15	0

Two-Hour Count Summaries - Bikes

Interval Start	23RD ST Eastbound			23RD ST Westbound			PENNSYLVANIA AVE Northbound			PENNSYLVANIA AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	1	0	1	0	0	0	0	9	0	11	16
5:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	16
5:15 PM	1	0	0	1	0	0	0	0	0	0	3	0	5	19
5:30 PM	0	0	0	1	0	0	0	0	0	0	8	0	9	27
5:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	8	24
Count Total	2	1	0	3	0	1	0	2	1	0	30	0	40	0
Peak Hour	2	1	0	2	0	0	0	0	0	0	19	0	24	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



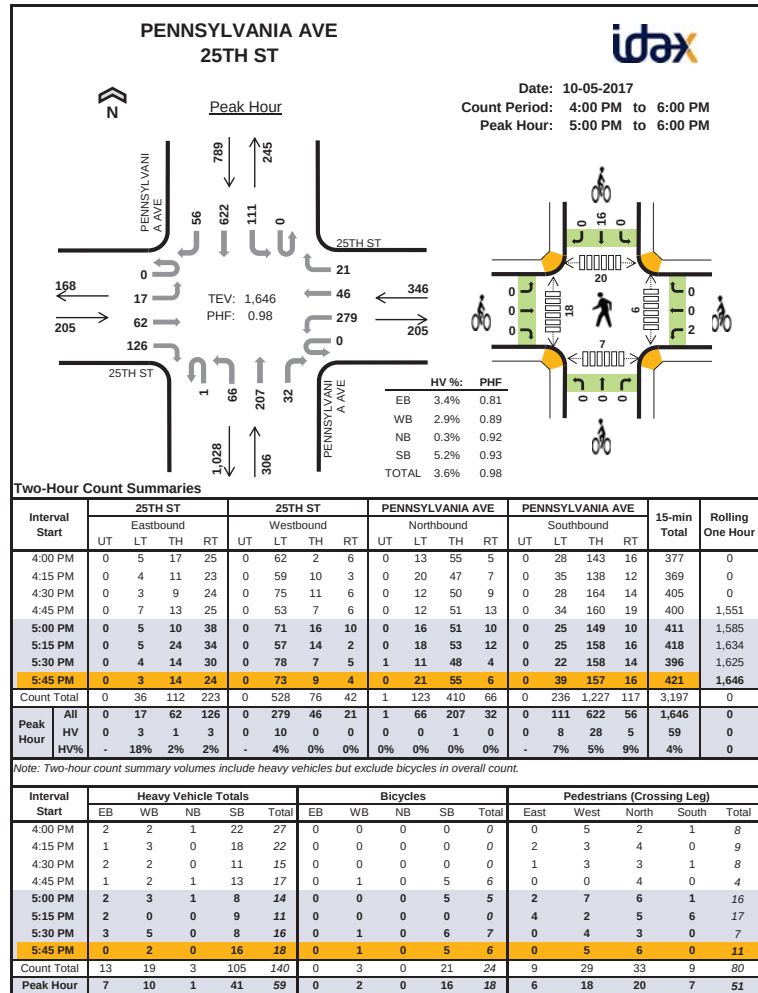
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	25TH ST Eastbound				25TH ST Westbound				PENNSYLVANIA AVE Northbound				PENNSYLVANIA AVE Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	1	2	0	5	0	0	1	0	2	0	0	2	11	2	27	0	
7:15 AM	0	0	0	0	0	9	1	0	0	0	1	0	0	3	11	2	27	0	
7:30 AM	0	1	3	1	0	7	1	1	0	0	0	0	0	1	13	1	29	0	
7:45 AM	0	1	1	0	0	2	2	1	0	0	0	1	0	0	1	10	1	20	103
8:00 AM	0	2	2	0	0	4	0	0	0	0	1	0	0	4	8	3	24	100	
8:15 AM	0	1	1	1	0	6	0	0	0	0	1	2	0	2	9	1	24	97	
8:30 AM	0	1	1	1	0	5	1	0	0	0	5	0	0	1	12	4	31	99	
8:45 AM	0	2	0	1	0	1	0	1	0	0	0	1	0	0	1	1	8	87	
Count Total	0	9	9	6	0	39	5	3	1	1	13	0	0	14	75	15	190	0	
Peak Hour	0	5	5	2	0	17	3	1	0	0	1	9	0	0	8	39	9	99	0

Two-Hour Count Summaries - Bikes

Interval Start	25TH ST Eastbound			25TH ST Westbound			PENNSYLVANIA AVE Northbound			PENNSYLVANIA AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	8	0	0	0	0	8	0
7:45 AM	0	1	0	0	0	0	0	8	0	0	2	0	11	22
8:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4	24
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	26
8:30 AM	0	0	0	0	0	0	0	5	0	0	0	0	5	23
8:45 AM	1	4	0	0	0	0	0	5	0	0	1	0	11	23
Count Total	1	5	0	0	0	0	0	35	0	0	4	0	45	0
Peak Hour	0	1	0	0	0	0	0	19	0	0	3	0	23	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



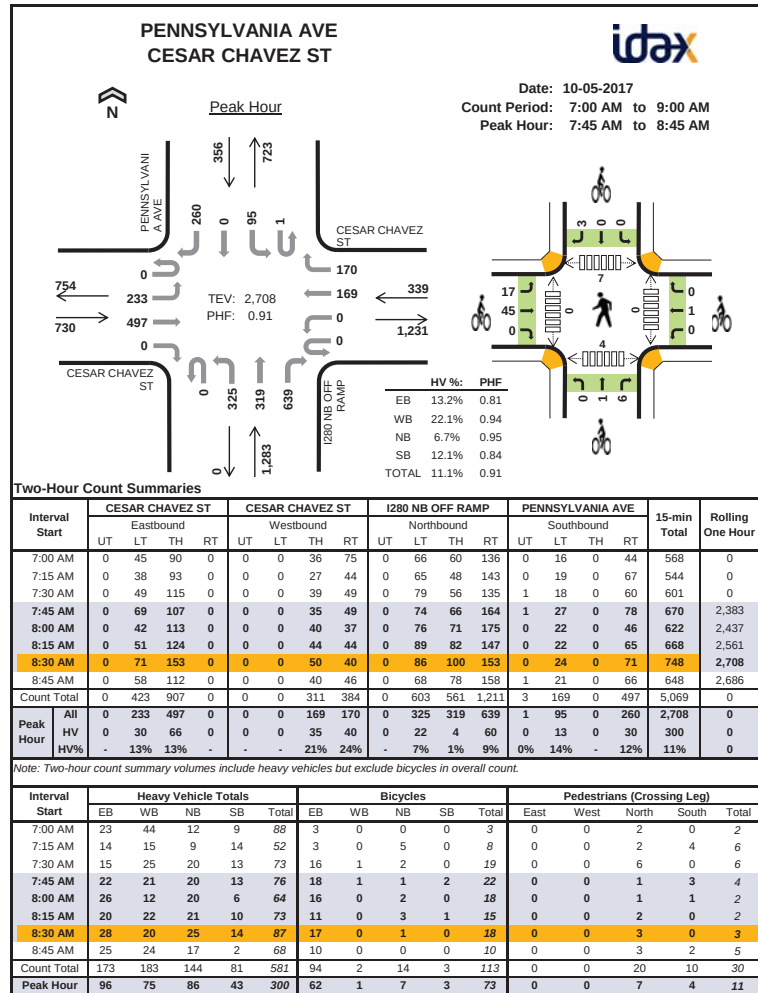
Two-Hour Count Summaries - Heavy Vehicles

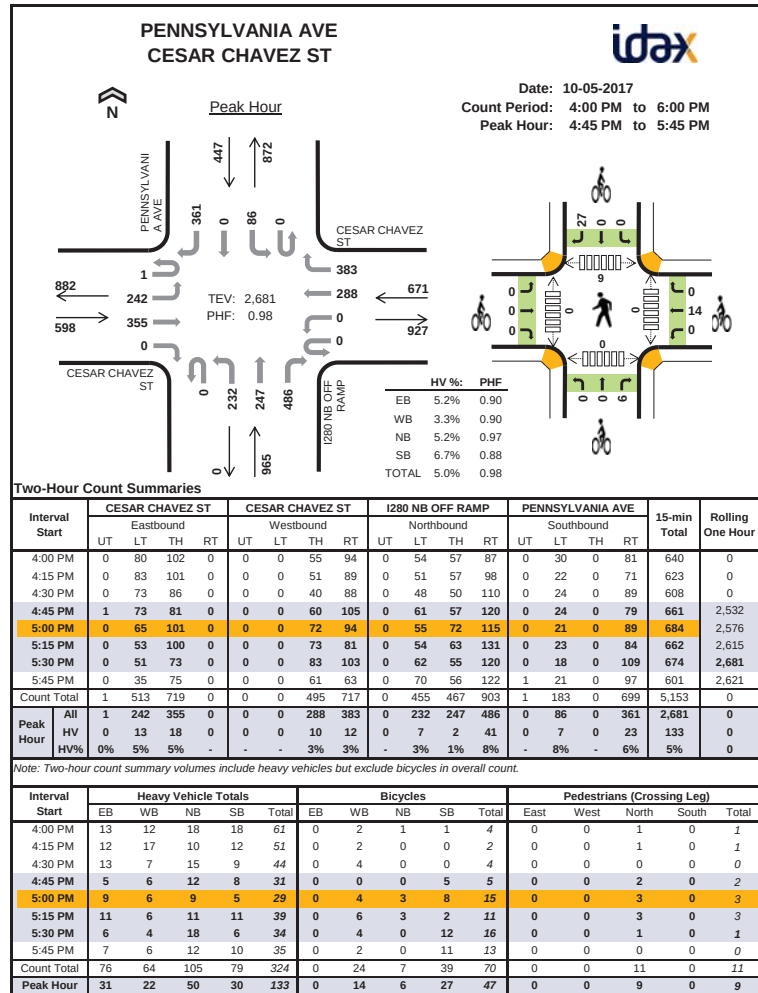
Interval Start	25TH ST Eastbound				25TH ST Westbound				PENNSYLVANIA AVE Northbound				PENNSYLVANIA AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	0	0	2	0	0	0	1	0	0	0	3	17	2	27	0
4:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	2	15	1	22	0
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	9	1	15	0
4:45 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	3	9	1	17	81
5:00 PM	0	1	0	1	0	3	0	0	0	0	1	0	0	3	4	1	14	68
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	2	11	57
5:30 PM	0	1	0	2	0	5	0	0	0	0	0	0	0	2	5	1	16	58
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	12	1	18	59
Count Total	0	8	2	3	0	19	0	0	0	2	1	0	0	17	78	10	140	0
Peak Hour	0	3	1	3	0	10	0	0	0	0	1	0	0	8	28	5	59	0

Two-Hour Count Summaries - Bikes

Interval Start	25TH ST Eastbound			25TH ST Westbound			PENNSYLVANIA AVE Northbound			PENNSYLVANIA AVE Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	5	0	6	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	5	11
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:30 PM	0	0	0	1	0	0	0	0	0	0	6	0	7	18
5:45 PM	0	0	0	1	0	0	0	0	0	0	5	0	6	18
Count Total	0	0	0	3	0	0	0	0	0	0	21	0	24	0
Peak Hour	0	0	0	2	0	0	0	0	0	0	16	0	18	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.





Two-Hour Count Summaries - Heavy Vehicles

Interval Start	CESAR CHAVEZ ST Eastbound				CESAR CHAVEZ ST Westbound				I280 NB OFF RAMP Northbound				PENNSYLVANIA AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	9	0	0	0	1	11	0	5	1	12	0	7	0	11	61	0
4:15 PM	0	4	8	0	0	0	2	15	0	3	0	7	0	5	0	7	51	0
4:30 PM	0	3	10	0	0	0	4	3	0	1	0	14	0	4	0	5	44	0
4:45 PM	0	2	3	0	0	0	2	4	0	3	1	8	0	3	0	5	31	187
5:00 PM	0	6	3	0	0	0	2	4	0	2	1	6	0	1	0	4	29	155
5:15 PM	0	4	7	0	0	0	4	2	0	1	0	10	0	3	0	8	39	143
5:30 PM	0	1	5	0	0	0	2	2	0	1	0	17	0	0	0	6	34	133
5:45 PM	0	1	6	0	0	0	2	4	0	0	0	12	0	3	0	7	35	137
Count Total	0	25	51	0	0	0	19	45	0	16	3	86	0	26	0	53	324	0
Peak Hour	0	13	18	0	0	0	10	12	0	7	2	41	0	7	0	23	133	0

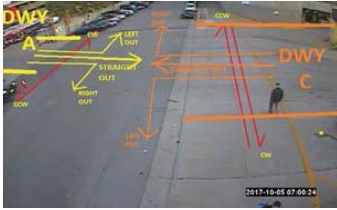
Two-Hour Count Summaries - Bikes

Interval Start	CESAR CHAVEZ ST Eastbound				CESAR CHAVEZ ST Westbound				I280 NB OFF RAMP Northbound				PENNSYLVANIA AVE Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	2	0		0	0	1		0	0	1		4	0
4:15 PM	0	0	0		0	2	0		0	0	0		0	0	0		2	0
4:30 PM	0	0	0		0	4	0		0	0	0		0	0	0		4	0
4:45 PM	0	0	0		0	0	0		0	0	0		0	0	5		5	15
5:00 PM	0	0	0		0	4	0		0	0	3		0	0	8		15	26
5:15 PM	0	0	0		0	6	0		0	0	3		0	0	2		11	35
5:30 PM	0	0	0		0	4	0		0	0	0		0	0	12		16	47
5:45 PM	0	0	0		0	2	0		0	0	0		0	0	11		13	55
Count Total	0	0	0		0	24	0		0	0	7		0	0	39		70	0
Peak Hour	0	0	0		0	14	0		0	0	6		0	0	27		47	0

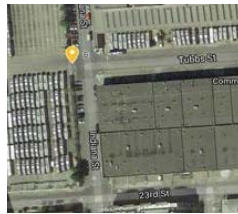
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

[illegible]

	PED & BICYCLE			BICYCLE		
	PEDESTRIAN			BICYCLIST		
	CCW	CCW	TOTAL	CCW	CCW	TOTAL
6:00	3	12		0	0	
6:15	3	13		0	0	
6:30	11	4		0	0	
6:45	2	8		0	0	
7:00	4	2		0	0	
7:15	1	3		0	0	
7:30	2	1		0	0	
7:45	1	0		0	0	
8:00	3	2		0	0	
8:15	1	0		0	0	
8:30	0	0		0	0	
8:45	0	2		0	0	
9:00	1	4		0	0	
9:15	0	3		0	0	
9:30	1	3		0	0	
9:45	1	1		0	0	
4:00	0	0		0	0	
4:15	0	1		0	0	
4:30	0	3		0	0	
4:45	0	1		0	0	
5:00	1	0		0	0	
5:15	0	0		0	0	
5:30	1	7		0	0	
5:45	4	2		0	0	

[illegible]

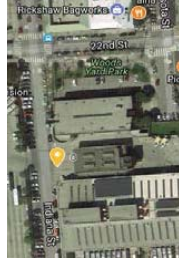
	PED & BICYCLE					
	PEDESTRIAN			BICYCLIST		
	CW	CCW	TOTAL	CW	CCW	TOTAL
6:00	1	1	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	1	0	0	0	0	0
7:00	5	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	1	0	0	0	0	0
7:45	1	0	0	0	0	0
8:00	1	0	0	0	0	0
8:15	1	0	0	0	0	0
8:30	0	0	0	0	0	0
8:45	1	1	0	0	0	0
9:00	0	0	0	0	0	0
9:15	0	0	0	0	0	0
9:30	1	1	0	0	0	0
9:45	1	0	0	0	0	0
4:00	1	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	3	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	1	0	0	0	0
5:30	0	0	0	0	0	0
5:45	0	1	0	0	0	0



LOCATION: C
DATE: 10/5/2017

	DRIVEWAY											
	LEFT IN				RIGHT IN				STRAIGHT IN			
	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL
6:00	0	0	0	0	3	0	1	0	0	0	0	0
6:15	0	0	0	0	1	4	0	0	0	0	0	0
6:30	0	0	0	0	1	1	0	0	1	3	0	0
6:45	0	0	0	0	0	0	0	0	0	3	0	0
7:00	0	0	0	0	1	1	0	0	0	1	0	0
7:15	0	0	0	0	0	0	0	0	1	0	0	0
7:30	0	0	0	0	0	1	0	0	0	0	0	0
7:45	2	0	0	0	3	1	0	0	0	0	0	0
8:00	2	0	0	0	1	1	0	0	0	0	0	0
8:15	0	0	0	0	1	1	0	0	0	0	0	0
8:30	1	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	1	0	0	0
3:15	0	1	0	0	0	0	0	0	0	1	0	0
3:30	0	0	0	0	0	0	0	0	0	1	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	1	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	2	0	0	0	1	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	1	0	0	0	0	1	0	0
5:30	2	0	0	0	1	0	0	0	0	0	0	0
5:45	0	0	0	0	2	0	0	0	1	0	0	0

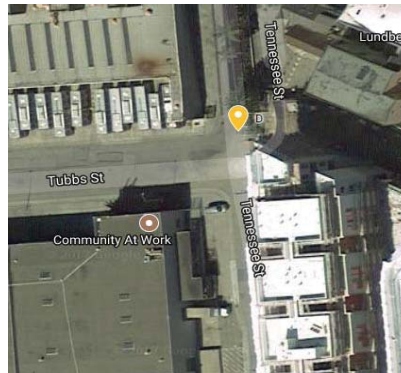
	PEDESTRIAN			BICYCLIST		
	LEFT IN			RIGHT IN		
	CW	CCW	TOTAL	CW	CCW	TOTAL
6:00	3	2	5	0	0	0
6:15	3	3	6	0	0	0
6:30	6	4	10	0	0	0
6:45	2	2	4	0	0	0
7:00	4	3	7	0	0	0
7:15	4	9	13	0	0	0
7:30	4	6	10	0	0	0
7:45	7	3	10	1	0	1
8:00	4	6	10	0	0	0
8:15	2	6	8	0	0	0
8:30	3	5	8	0	0	0
8:45	2	7	9	0	0	0
3:00	3	7	10	0	0	0
3:15	7	1	8	0	0	0
3:30	2	1	3	0	0	0
3:45	3	6	9	0	0	0
4:00	2	1	3	0	0	0
4:15	7	6	13	0	0	0
4:30	9	2	11	0	0	0
4:45	4	5	9	0	0	0
5:00	5	5	10	0	0	0
5:15	4	4	8	0	1	1
5:30	8	6	14	0	1	1
5:45	8	4	12	0	0	0



LOCATION: D
DATE: 10/5/2017

	DRIVEWAY											
	LEFT IN				RIGHT IN				LEFT OUT			
	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL
6:00	0	0	0	0	1	0	0	0	1	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	2	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	1	0
7:00	0	0	0	0	1	0	0	0	1	0	0	0
7:15	0	0	0	0	0	0	0	0	0	1	0	0
7:30	0	0	0	0	0	0	0	0	1	0	0	0
7:45	1	0	0	0	0	0	0	0	0	1	0	0
8:00	0	0	0	0	0	0	0	0	1	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	5	1	0	0
3:15	0	0	0	0	0	0	0	0	1	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	1	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	3	0	0
4:30	0	0	0	0	0	0	0	0	1	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	1	0	1	0
5:15	0	0	0	0	0	0	0	0	1	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	2	0	0	0	1	0	0	0

	PEDESTRIAN			BICYCLIST		
	LEFT IN			RIGHT IN		
	CW	CCW	TOTAL	CW	CCW	TOTAL
6:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	1	0	1	0	0	0
7:45	1	0	1	0	0	0
8:00	1	1	2	0	0	0
8:15	2	0	2	0	0	0
8:30	1	1	2	0	0	0
8:45	0	0	0	0	0	0
3:00	1	0	1	3	0	3
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	1	0	1	0	0	0
4:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0
5:15	1	3	4	0	0	0

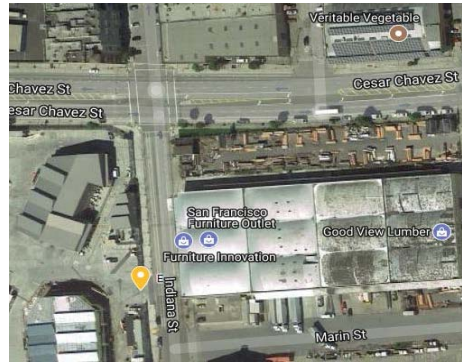




LOCATION: E
DATE: 10/5/2017

	DRIVEWAY				LEFT IN				RIGHT IN				LEFT OUT				RIGHT OUT			
	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
8:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	PED & BICYCLE			BICYCLIST		
	PEDESTRIAN			BICYCLIST		
	CW	CCW	TOTAL	CW	CCW	TOTAL
6:00	0	1	0	0	0	0
6:15	1	1	0	0	0	0
6:30	2	0	0	0	0	0
6:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0
7:15	0	1	0	0	0	0
7:30	0	0	0	0	0	0
7:45	1	0	0	0	0	0
8:00	1	0	0	0	0	0
8:15	0	1	0	0	0	0
8:30	0	1	0	0	0	0
8:45	0	0	0	0	0	0
3:00	0	1	0	0	0	0
3:15	0	0	0	0	0	0
3:30	1	1	0	0	0	0
3:45	1	0	0	0	0	0
4:00	1	1	0	0	0	0
4:15	1	0	0	0	0	0
4:30	0	0	0	0	0	0
4:45	1	0	0	0	0	0
5:00	1	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	1	1	0	0	0	0

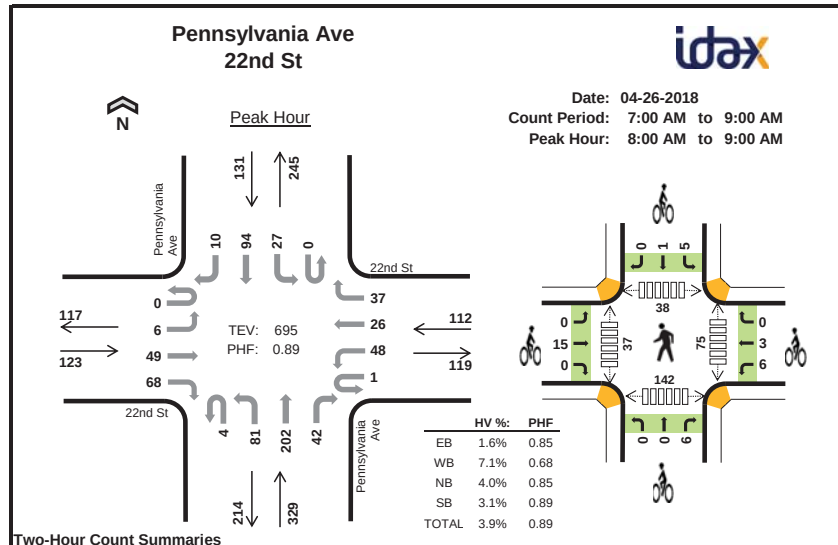


LOCATION: F
DATE: 10/5/2017

	DRIVEWAY				LEFT IN				RIGHT IN				LEFT OUT				RIGHT OUT			
	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL	AUTOMOBILE	BUS	TRUCK	LIGHT RAIL
6:00	0	0	0	0	0	1	0	0	0	0	1	6	0	0	0	0	0	0	0	0
6:15	1	0	0	0	0	3	1	0	0	0	1	8	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	4	0	1	0	0	1	6	1	0	0	0	0	0	0	0
7:00	1	0	0	0	0	4	0	0	0	0	3	5	1	0	0	0	0	0	0	0
7:15	0	0	0	0	0	3	0	1	0	0	2	1	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	2	0	1	0	0	1	1	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	1	0	1	0	0	3	0	2	0	0	0	0	0	0	0
8:15	0	0	0	0	0	4	0	2	0	0	2	0	2	0	0	0	0	0	0	0
8:30	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	4	1	1	0	0	4	1	2	0	0	0	0	0	0	0
3:00	1	0	0	0	0	2	1	1	0	0	0	6	1	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	1	0	0	3	3	1	0	0	1	0	0	0	0
3:30	1	0	0	0	0	0	0	0	0	0	3	5	0	0	0	1	0	0	0	0
3:45	0	0	0	0	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0
4:00	1	0	0	0	0	3	0	1	0	0	2	0	2	0	0	0	0	0	0	0
4:15	0	0	0	0	0	2	2	2	0	0	4	0	2	0	0	0	0	0	0	0
4:30	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0
5:15	2	0	0	0	0	3	0	3	0	0	2	0	0	0	0	1	0	0	0	0
5:30	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0
5:45	0	0	0	0	0	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0

	PED & BICYCLE			BICYCLIST		
	PEDESTRIAN			BICYCLIST		
	CW	CCW	TOTAL	CW	CCW	TOTAL
6:00	6	1	0	0	0	0
6:15	0	0	0	0	0	0
6:30	1	1	0	0	0	0
6:45	0	0	0	0	0	0
7:00	2	1	0	0	0	0
7:15	0	1	0	0	0	0
7:30	0	0	0	0	0	0
7:45	1	1	0	0	0	0
8:00	2	1	0	0	0	0
8:15	1	2	0	0	0	0
8:30	1	1	0	0	0	0
8:45	5	0	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	1	1	0	0	0	0
4:00	1	1	0	0	0	0
4:15	1	0	0	0	0	0
4:30	2	0	0	0	0	0
4:45	0	1	0	0	0	0
5:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	1	0	0	0	0	0
5:45	1	1	0	0	0	0





Interval Start	22nd St Eastbound				22nd St Westbound				Pennsylvania Ave Northbound				Pennsylvania Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	4	18	0	12	4	5	1	13	24	12	0	2	18	1	118	0
7:15 AM	0	1	4	9	1	12	3	4	0	9	19	12	0	4	10	1	89	0
7:30 AM	0	3	11	17	0	14	9	6	1	14	26	13	1	3	22	4	144	0
7:45 AM	0	2	18	5	0	12	6	11	0	15	33	12	0	12	24	5	155	506
8:00 AM	0	0	13	23	0	6	4	8	0	23	50	13	0	6	22	6	174	562
8:15 AM	0	3	11	13	1	9	3	8	1	18	35	6	0	3	23	0	134	607
8:30 AM	0	2	12	20	0	19	13	9	0	22	54	10	0	9	23	2	195	658
8:45 AM	0	1	13	12	0	14	6	12	3	18	63	13	0	9	26	2	192	695
Count Total	0	16	86	117	2	98	48	63	6	132	304	91	1	48	168	21	1,201	0
All	0	6	49	68	1	48	26	37	4	81	202	42	0	27	94	10	695	0
Peak Hour	0	0	1	1	0	7	1	0	0	2	4	7	0	0	4	0	27	0
HV%	-	0%	2%	1%	0%	15%	4%	0%	0%	2%	2%	17%	-	0%	4%	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	3	0	5	0	0	1	1	2	26	6	8	36	76
7:15 AM	0	3	2	0	5	1	2	0	0	3	6	2	8	6	22
7:30 AM	0	4	4	0	8	1	0	0	1	2	21	10	12	50	93
7:45 AM	0	2	3	3	8	4	2	1	0	7	25	17	12	48	102
8:00 AM	0	2	4	3	9	2	2	1	1	6	25	9	12	47	93
8:15 AM	0	2	3	1	6	2	2	1	0	5	7	7	7	19	40
8:30 AM	2	2	3	0	7	5	3	3	2	13	32	8	13	35	88
8:45 AM	0	2	3	0	5	6	2	1	3	12	11	13	6	41	71
Count Total	2	19	25	7	53	21	13	8	8	50	153	72	78	282	585
Peak Hour	2	8	13	4	27	15	9	6	6	36	75	37	38	142	292

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	22nd St Eastbound				22nd St Westbound				Pennsylvania Ave Northbound				Pennsylvania Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	0	0	1	2	0	0	0	0	0	5	0
7:15 AM	0	0	0	0	0	2	0	1	0	0	1	1	0	0	0	0	5	0
7:30 AM	0	0	0	0	0	4	0	0	0	0	3	1	0	0	0	0	8	0
7:45 AM	0	0	0	0	0	1	1	0	0	0	0	3	0	0	2	1	8	26
8:00 AM	0	0	0	0	0	2	0	0	0	1	1	2	0	0	3	0	9	30
8:15 AM	0	0	0	0	0	2	0	0	0	0	1	2	0	0	1	0	6	31
8:30 AM	0	0	1	1	0	1	1	0	0	1	1	1	0	0	0	0	7	30
8:45 AM	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	5	27
Count Total	0	0	1	1	0	16	2	1	0	3	10	12	0	0	6	1	53	0
Peak Hour	0	0	1	1	0	7	1	0	0	2	4	7	0	0	4	0	27	0

Two-Hour Count Summaries - Bikes																		
Interval Start	22nd St Eastbound			22nd St Westbound			Pennsylvania Ave Northbound			Pennsylvania Ave Southbound			15-min Total	Rolling One Hour				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0				
7:15 AM	0	1	0	1	0	1	0	0	1	0	0	0	3	0				
7:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	0				
7:45 AM	0	4	0	1	1	0	0	0	1	0	0	0	7	14				
8:00 AM	0	2	0	0	2	0	0	0	1	1	0	0	6	18				
8:15 AM	0	2	0	2	0	0	0	0	1	0	0	0	5	20				
8:30 AM	0	5	0	2	1	0	0	0	3	2	0	0	13	31				
8:45 AM	0	6	0	2	0	0	0	0	1	2	1	0	12	36				
Count Total	0	21	0	8	4	1	0	1	7	7	1	0	50	0				
Peak Hour	0	15	0	6	3	0	0	0	6	5	1	0	36	0				

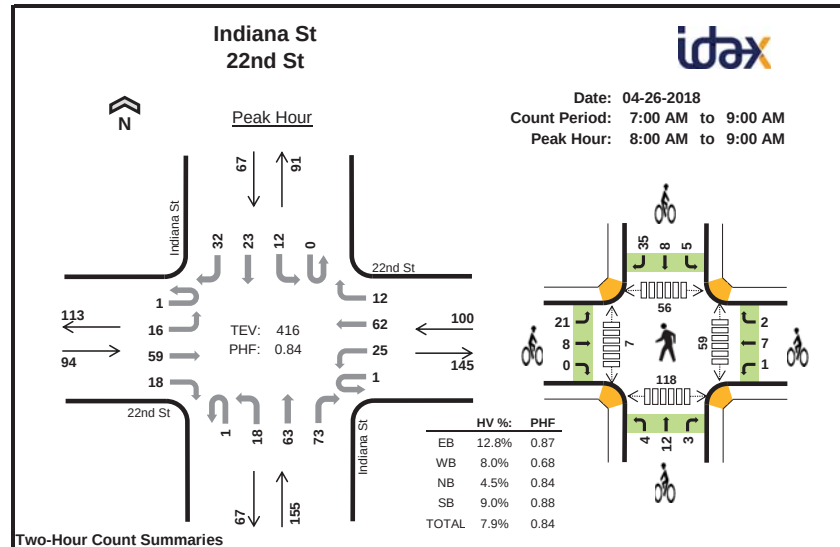
Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	2	0	4	0	2	0	0	2	5	4	6	11	26
4:15 PM	0	1	3	1	5	1	2	1	0	4	5	2	4	6	17
4:30 PM	1	2	2	0	5	0	4	1	0	5	2	2	3	13	20
4:45 PM	0	1	4	2	7	0	14	1	0	15	14	8	7	35	64
5:00 PM	0	2	4	0	6	0	0	1	0	1	2	1	5	5	13
5:15 PM	2	1	1	0	4	1	3	0	0	4	14	6	7	31	58
5:30 PM	0	1	3	0	4	0	12	1	0	13	20	13	7	37	77
5:45 PM	0	2	1	0	3	0	11	1	0	12	15	8	14	27	64
Count Total	3	12	20	3	38	2	48	6	0	56	77	44	53	165	339
Peak Hour	2	6	9	0	17	1	26	3	0	30	51	28	33	100	212

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	22nd St Eastbound				22nd St Westbound				Indiana St Northbound				Indiana St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	1	3	6	5	0	1	4	1	0	7	8	13	0	3	3	10	65	0
7:15 AM	0	4	11	5	0	5	16	3	0	0	7	16	0	3	6	6	82	0
7:30 AM	0	5	13	7	0	3	19	3	0	8	10	10	0	4	6	3	91	0
7:45 AM	1	12	11	5	0	3	10	4	0	7	10	12	0	3	9	6	93	331
8:00 AM	0	8	15	4	0	4	8	0	0	4	18	19	0	5	7	3	95	361
8:15 AM	1	3	13	5	1	6	12	5	0	4	12	15	0	4	5	7	93	372
8:30 AM	0	3	16	3	0	9	24	4	0	6	18	22	0	1	5	13	124	405
8:45 AM	0	2	15	6	0	6	18	3	1	4	15	17	0	2	6	9	104	416
Count Total	3	40	100	40	1	37	111	23	1	40	98	124	0	25	47	57	747	0
All	1	16	59	18	1	25	62	12	1	18	63	73	0	12	23	32	416	0
Peak Hour	0	2	8	2	1	0	5	2	0	0	7	0	0	0	1	5	33	0
HV%	0%	13%	14%	11%	100%	0%	8%	17%	0%	0%	11%	0%	-	0%	4%	16%	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	3	2	7	0	3	3	8	14	7	1	7	10	25
7:15 AM	1	4	2	1	8	1	2	3	4	10	8	1	6	13	28
7:30 AM	2	5	1	3	11	1	7	5	11	24	3	1	12	15	31
7:45 AM	4	4	0	1	9	6	1	4	7	18	15	1	15	42	73
8:00 AM	2	0	2	2	6	4	4	5	15	28	7	1	11	27	46
8:15 AM	4	3	2	1	10	6	0	7	7	20	13	2	17	12	44
8:30 AM	2	2	1	2	7	7	4	5	21	37	13	2	15	35	65
8:45 AM	4	3	2	1	10	12	2	2	5	21	26	2	13	44	85
Count Total	19	23	13	13	68	37	23	34	78	172	92	11	96	198	397
Peak Hour	12	8	7	6	33	29	10	19	48	106	59	7	56	118	240

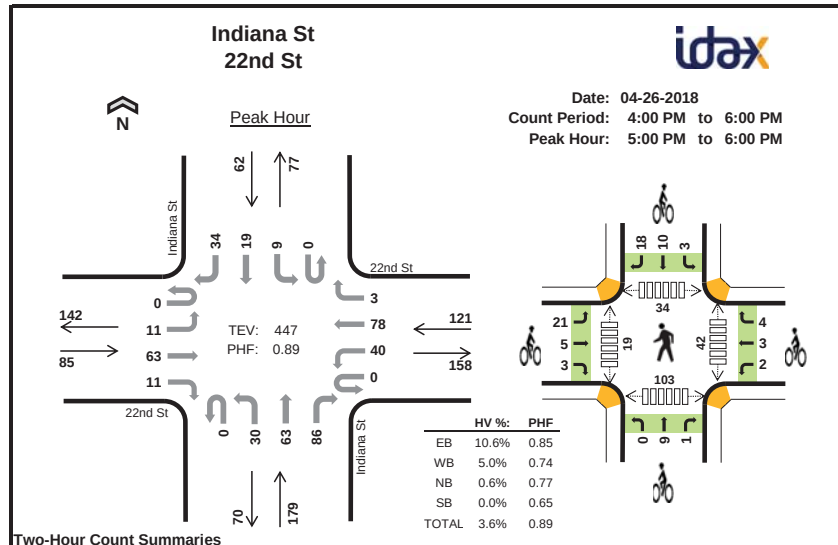
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22nd St Eastbound				22nd St Westbound				Indiana St Northbound				Indiana St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	1	0	1	1	1	0	1	0	1	7	0
7:15 AM	0	0	1	0	0	0	3	1	0	0	1	1	0	0	0	1	8	0
7:30 AM	0	1	1	0	0	0	3	2	0	0	1	0	0	0	1	2	11	0
7:45 AM	0	1	3	0	0	0	4	0	0	0	0	0	0	0	1	0	9	35
8:00 AM	0	0	1	1	0	0	0	0	0	0	2	0	0	0	1	1	6	34
8:15 AM	0	1	3	0	1	0	1	1	0	0	2	0	0	0	0	1	10	36
8:30 AM	0	1	1	0	0	0	2	0	0	0	1	0	0	0	0	2	7	32
8:45 AM	0	0	3	1	0	0	2	1	0	0	2	0	0	0	0	1	10	33
Count Total	0	4	13	2	1	0	16	6	0	1	10	2	0	1	3	9	68	0
Peak Hour	0	2	8	2	1	0	5	2	0	0	7	0	0	0	1	5	33	0

Two-Hour Count Summaries - Bikes

Interval Start	22nd St Eastbound				22nd St Westbound				Indiana St Northbound				Indiana St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0		0	3	0		3	0	0		1	0	7		14	0
7:15 AM	1	0	0		0	2	0		0	2	1		0	1	3		10	0
7:30 AM	0	1	0		1	6	0		4	1	0		2	0	9		24	0
7:45 AM	4	2	0		0	1	0		1	3	0		0	0	7		18	66
8:00 AM	4	0	0		1	2	1		0	3	2		1	4	10		28	80
8:15 AM	5	1	0		0	0	0		2	5	0		1	0	6		20	90
8:30 AM	4	3	0		0	3	1		2	3	0		3	2	16		37	103
8:45 AM	8	4	0		0	2	0		0	1	1		0	2	3		21	106
Count Total	26	11	0		2	19	2		12	18	4		8	9	61		172	0
Peak Hour	21	8	0		1	7	2		4	12	3		5	8	35		106	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	22nd St Eastbound				22nd St Westbound				Indiana St Northbound				Indiana St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	9	0	0	2	21	2	0	4	10	16	0	2	5	4	77	0
4:15 PM	0	1	6	0	0	1	19	3	0	5	11	24	0	3	9	3	85	0
4:30 PM	0	1	20	3	0	3	23	1	0	2	20	30	0	4	12	12	131	0
4:45 PM	0	2	15	1	0	3	17	2	0	2	14	27	0	3	5	4	95	388
5:00 PM	0	5	15	3	0	5	17	1	0	11	19	28	0	3	7	7	121	432
5:15 PM	0	2	16	2	0	10	21	1	0	6	8	16	0	2	4	8	96	443
5:30 PM	0	4	18	3	0	6	19	0	0	6	22	20	0	0	3	4	105	417
5:45 PM	0	0	14	3	0	19	21	1	0	7	14	22	0	4	5	15	125	447
Count Total	0	17	113	15	0	49	158	11	0	43	118	183	0	21	50	57	835	0
Peak Hour	0	11	63	11	0	40	78	3	0	30	63	86	0	9	19	34	447	0
	0	0	6	3	0	0	6	0	0	0	0	1	0	0	0	0	16	0
	-	0%	10%	27%	-	0%	8%	0%	-	0%	0%	1%	-	0%	0%	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	2	0	6	0	0	1	2	3	13	1	6	7	27
4:15 PM	3	2	0	0	5	4	3	2	3	12	6	0	11	12	29
4:30 PM	1	1	2	0	4	0	1	1	7	9	8	5	9	8	30
4:45 PM	1	2	4	0	7	13	2	1	2	18	14	8	8	32	62
5:00 PM	4	2	1	0	7	1	2	1	5	9	12	3	6	10	31
5:15 PM	1	1	0	0	2	8	1	3	5	17	9	8	13	27	57
5:30 PM	3	1	0	0	4	9	3	1	10	23	11	2	7	35	55
5:45 PM	1	2	0	0	3	11	3	5	11	30	10	6	8	31	55
Count Total	15	14	9	0	38	46	15	15	45	121	83	33	68	162	346
Peak Hour	9	6	1	0	16	29	9	10	31	79	42	19	34	103	198

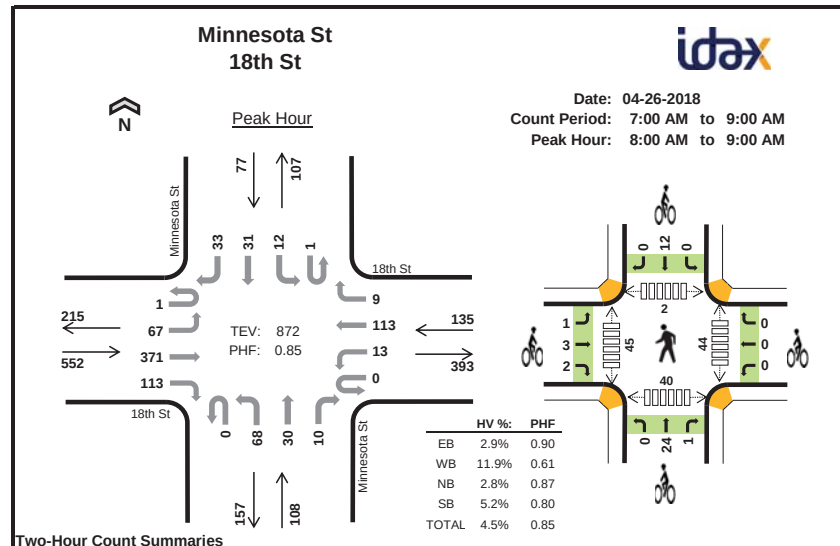
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22nd St Eastbound				22nd St Westbound				Indiana St Northbound				Indiana St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	1	2	0	0	0	0	2	0	0	0	0	6	0
4:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	4	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	1	3	0	0	0	0	7	22
5:00 PM	0	0	2	2	0	0	2	0	0	0	0	1	0	0	0	0	7	23
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	20
5:30 PM	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4	20
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	16
Count Total	0	0	12	3	0	1	13	0	0	0	3	6	0	0	0	0	38	0
Peak Hour	0	0	6	3	0	0	6	0	0	0	0	1	0	0	0	0	16	0

Two-Hour Count Summaries - Bikes

Interval Start	22nd St Eastbound				22nd St Westbound				Indiana St Northbound				Indiana St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	1	0		0	1	1		3	0
4:15 PM	3	1	0		0	2	1		0	2	0		0	1	2		12	0
4:30 PM	0	0	0		1	0	0		0	1	0		1	2	4		9	0
4:45 PM	9	4	0		0	2	0		0	1	0		0	0	2		18	42
5:00 PM	1	0	0		0	1	1		0	1	0		0	2	3		9	48
5:15 PM	6	2	0		0	1	0		0	3	0		1	1	3		17	53
5:30 PM	5	2	2		0	1	2		0	1	0		1	4	5		23	67
5:45 PM	9	1	1		2	0	1		0	4	1		1	3	7		30	79
Count Total	33	10	3		3	7	5		0	14	1		4	14	27		121	0
Peak Hour	21	5	3		2	3	4		0	9	1		3	10	18		79	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start	18th St Eastbound				18th St Westbound				Minnesota St Northbound				Minnesota St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	9	36	10	0	1	17	2	1	7	4	1	2	2	3	7	102	0
7:15 AM	1	10	56	21	0	3	23	1	0	12	2	2	0	2	10	6	149	0
7:30 AM	0	11	65	19	0	5	26	5	0	17	5	5	1	3	12	11	185	0
7:45 AM	0	11	65	15	0	3	25	2	0	18	4	4	0	7	4	8	166	602
8:00 AM	0	18	82	17	0	1	29	0	0	17	9	1	0	1	9	10	194	694
8:15 AM	1	16	88	25	0	3	10	2	0	14	6	3	1	4	4	7	184	729
8:30 AM	0	16	97	40	0	5	25	5	0	16	6	5	0	4	11	9	239	783
8:45 AM	0	17	104	31	0	4	49	2	0	21	9	1	0	3	7	7	255	872
Count Total	2	108	593	178	0	25	204	19	1	122	45	22	4	26	60	65	1,474	0
Peak Hour	1	67	371	113	0	13	113	9	0	68	30	10	1	12	31	33	872	0
	0%	0%	4%	1%	-	23%	12%	0%	-	3%	3%	0%	0%	8%	6%	3%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	4	0	0	7	0	0	1	0	1	4	12	1	3	20
7:15 AM	4	7	0	1	12	1	0	2	3	6	12	7	0	5	24
7:30 AM	5	5	2	0	12	1	1	4	2	8	9	5	0	8	22
7:45 AM	4	6	0	0	10	1	1	2	3	7	18	12	0	3	33
8:00 AM	5	5	1	0	11	2	0	4	7	13	4	9	0	6	19
8:15 AM	2	1	0	0	3	1	0	4	0	5	14	8	0	13	35
8:30 AM	5	4	1	2	12	1	0	6	2	9	11	10	0	9	30
8:45 AM	4	6	1	2	13	2	0	11	3	16	15	18	2	12	47
Count Total	32	38	5	5	80	9	2	34	20	65	87	81	3	59	230
Peak Hour	16	16	3	4	39	6	0	25	12	43	44	45	2	40	131

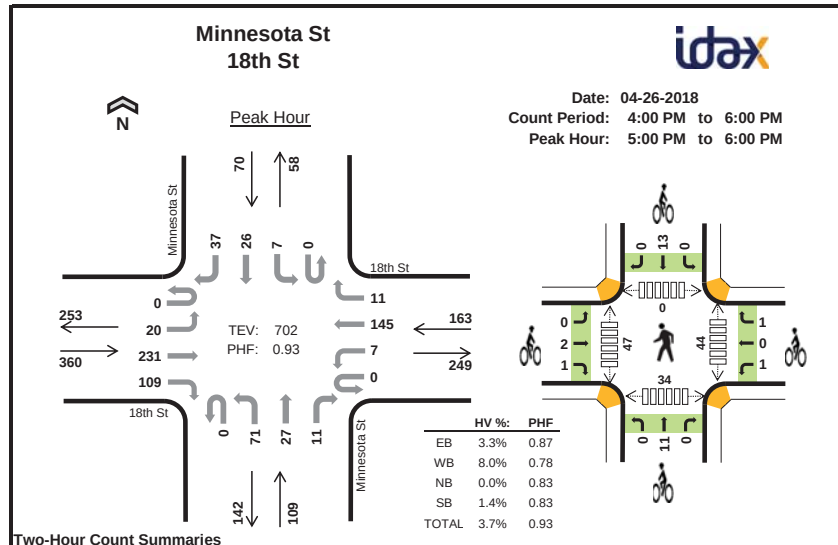
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound				18th St Westbound				Minnesota St Northbound				Minnesota St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	0	0	4	0	0	1	6	0	0	0	0	0	0	1	0	0	12	0
7:30 AM	0	0	3	2	0	1	4	0	0	1	1	0	0	0	0	0	12	0
7:45 AM	0	0	4	0	0	1	5	0	0	0	0	0	0	0	0	0	10	41
8:00 AM	0	0	5	0	0	1	4	0	0	1	0	0	0	0	0	0	11	45
8:15 AM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	36
8:30 AM	0	0	5	0	0	1	3	0	0	0	1	0	0	0	1	1	12	36
8:45 AM	0	0	4	0	0	1	5	0	0	1	0	0	0	1	1	0	13	39
Count Total	0	0	29	3	0	7	31	0	0	3	2	0	0	2	2	1	80	0
Peak Hour	0	0	15	1	0	3	13	0	0	2	1	0	0	1	2	1	39	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound			18th St Westbound			Minnesota St Northbound			Minnesota St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	1	0	1	0	3	0	6	0
7:30 AM	1	0	0	0	0	1	0	3	1	0	2	0	8	0
7:45 AM	1	0	0	1	0	0	0	2	0	0	3	0	7	22
8:00 AM	0	1	1	0	0	0	0	4	0	0	7	0	13	34
8:15 AM	1	0	0	0	0	0	0	4	0	0	0	0	5	33
8:30 AM	0	0	1	0	0	0	0	5	1	0	2	0	9	34
8:45 AM	0	2	0	0	0	0	0	11	0	0	3	0	16	43
Count Total	3	3	3	1	0	1	1	30	3	0	20	0	65	0
Peak Hour	1	3	2	0	0	0	0	24	1	0	12	0	43	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	18th St Eastbound				18th St Westbound				Minnesota St Northbound				Minnesota St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	9	45	10	0	1	33	3	0	11	5	4	0	1	3	6	131	0
4:15 PM	0	8	44	15	0	1	25	5	0	7	6	7	1	3	5	8	135	0
4:30 PM	0	2	49	13	0	0	27	2	0	15	15	0	0	2	7	6	138	0
4:45 PM	0	8	52	14	0	3	21	5	0	16	7	2	0	1	2	12	143	547
5:00 PM	0	1	51	14	0	3	45	4	0	15	8	4	0	3	4	11	163	579
5:15 PM	0	8	63	31	0	1	29	3	0	19	9	5	0	0	8	13	189	633
5:30 PM	0	5	62	21	0	1	37	0	0	19	6	1	0	3	7	7	169	664
5:45 PM	0	6	55	43	0	2	34	4	0	18	4	1	0	1	7	6	181	702
Count Total	0	47	421	161	0	12	251	26	0	120	60	24	1	14	43	69	1,249	0
All	0	20	231	109	0	7	145	11	0	71	27	11	0	7	26	37	702	0
HV	0	1	10	1	0	4	9	0	0	0	0	0	0	0	0	1	26	0
HV%	-	5%	4%	1%	-	57%	6%	0%	-	0%	0%	0%	-	0%	0%	3%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	3	1	1	9	0	0	3	0	3	5	7	0	1	13
4:15 PM	5	4	0	0	9	0	0	1	5	6	4	4	0	6	14
4:30 PM	3	3	0	0	6	0	0	1	2	3	7	8	0	3	18
4:45 PM	5	3	0	0	8	0	0	2	8	10	4	10	0	6	20
5:00 PM	3	3	0	0	6	0	1	2	5	8	15	15	0	5	35
5:15 PM	4	3	0	1	8	0	1	3	4	8	11	13	0	4	28
5:30 PM	2	4	0	0	6	1	0	2	2	5	10	5	0	6	21
5:45 PM	3	3	0	0	6	2	0	4	2	8	8	14	0	19	41
Count Total	29	26	1	2	58	3	2	18	28	51	64	76	0	50	190
Peak Hour	12	13	0	1	26	3	2	11	13	29	44	47	0	34	125

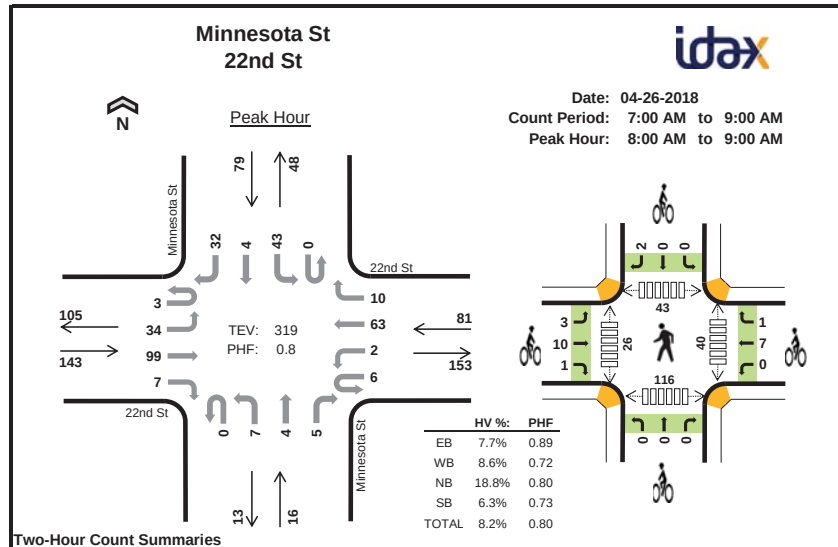
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound				18th St Westbound				Minnesota St Northbound				Minnesota St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	0	0	1	2	0	0	0	0	1	0	0	1	0	9	0
4:15 PM	0	0	5	0	0	1	3	0	0	0	0	0	0	0	0	0	9	0
4:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
4:45 PM	0	0	5	0	0	1	2	0	0	0	0	0	0	0	0	0	8	32
5:00 PM	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0	0	6	29
5:15 PM	0	1	3	0	0	1	2	0	0	0	0	0	0	0	0	1	8	28
5:30 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6	28
5:45 PM	0	0	3	0	0	1	2	0	0	0	0	0	0	0	0	0	6	26
Count Total	0	1	27	1	0	7	19	0	0	0	0	1	0	0	1	1	58	0
Peak Hour	0	1	10	1	0	4	9	0	0	0	0	0	0	0	0	1	26	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound			18th St Westbound			Minnesota St Northbound			Minnesota St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	5	0	6	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	8	0	10	22
5:00 PM	0	0	0	1	0	0	0	2	0	0	5	0	8	27
5:15 PM	0	0	0	0	0	1	0	3	0	0	4	0	8	29
5:30 PM	0	1	0	0	0	0	0	2	0	0	2	0	5	31
5:45 PM	0	1	1	0	0	0	0	4	0	0	2	0	8	29
Count Total	0	2	1	1	0	1	0	18	0	0	28	0	51	0
Peak Hour	0	2	1	1	0	1	0	11	0	0	13	0	29	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	22nd St Eastbound				22nd St Westbound				Minnesota St Northbound				Minnesota St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	17	2	0	0	5	0	0	0	0	1	0	5	0	1	36	0
7:15 AM	0	5	22	1	0	0	14	0	0	0	1	1	0	6	1	11	62	0
7:30 AM	1	6	23	0	1	1	12	3	0	1	0	2	0	6	2	8	66	0
7:45 AM	1	5	20	1	0	1	13	5	0	1	0	0	0	7	0	2	56	220
8:00 AM	2	9	25	2	2	0	10	1	0	2	1	1	0	8	2	1	66	250
8:15 AM	0	6	28	1	2	1	15	2	0	2	2	1	0	9	2	8	79	267
8:30 AM	1	12	26	1	1	1	23	3	0	1	1	3	0	14	0	13	100	301
8:45 AM	0	7	20	3	1	0	15	4	0	2	0	0	0	12	0	10	74	319
Count Total	5	55	181	11	7	4	107	18	0	9	5	9	0	67	7	54	539	0
All HV	3	34	99	7	6	2	63	10	0	7	4	5	0	43	4	32	319	0
Peak Hour HV%	0%	6%	8%	14%	0%	0%	11%	0%	-	29%	0%	20%	-	5%	25%	6%	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	2	0	0	4	2	3	0	0	5	4	2	9	12	27
7:15 AM	2	4	1	1	8	0	1	0	3	4	7	5	11	12	35
7:30 AM	1	2	0	2	5	3	5	0	1	9	13	2	5	25	45
7:45 AM	4	5	0	0	9	2	1	0	0	3	7	6	26	28	67
8:00 AM	2	2	2	1	7	2	2	0	1	5	7	9	11	24	51
8:15 AM	5	1	1	3	10	2	0	0	0	2	10	4	7	20	41
8:30 AM	1	2	0	0	3	6	4	0	0	10	9	7	5	34	55
8:45 AM	3	2	0	1	6	4	2	0	1	7	14	6	20	38	78
Count Total	20	20	4	8	52	21	18	0	6	45	71	41	94	193	399
Peak Hour	11	7	3	5	26	14	8	0	2	24	40	26	43	116	225

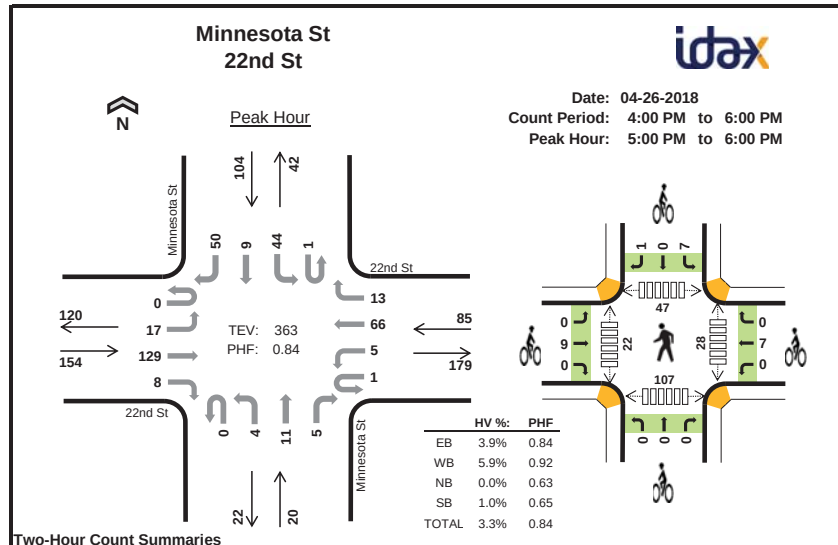
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22nd St Eastbound			22nd St Westbound			Minnesota St Northbound			Minnesota St Southbound			15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	1	0	0	0	2	0	0	0	0	0	4	0
7:15 AM	0	0	1	1	0	0	4	0	0	0	1	0	8	0
7:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	5	0
7:45 AM	1	1	2	0	0	1	3	1	0	0	0	0	9	26
8:00 AM	0	0	2	0	0	0	2	0	0	1	0	1	7	29
8:15 AM	0	1	3	1	0	0	1	0	0	1	0	0	10	31
8:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	3	29
8:45 AM	0	1	2	0	0	0	2	0	0	0	0	1	6	26
Count Total	1	4	13	2	0	1	18	1	0	2	1	1	52	0
Peak Hour	0	2	8	1	0	0	7	0	0	2	0	1	26	0

Two-Hour Count Summaries - Bikes

Interval Start	22nd St Eastbound			22nd St Westbound			Minnesota St Northbound			Minnesota St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	0
7:15 AM	0	0	0	0	1	0	0	0	0	2	0	1	4	0
7:30 AM	1	2	0	0	5	0	0	0	0	0	0	1	9	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	21
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	5	21
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	19
8:30 AM	2	3	1	0	4	0	0	0	0	0	0	0	10	20
8:45 AM	1	3	0	0	1	1	0	0	0	0	0	1	7	24
Count Total	4	16	1	0	17	1	0	0	0	2	0	4	45	0
Peak Hour	3	10	1	0	7	1	0	0	0	0	0	2	24	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	22nd St Eastbound				22nd St Westbound				Minnesota St Northbound				Minnesota St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	1	8	15	2	0	0	16	0	0	2	1	0	5	1	5	57	0		
4:15 PM	0	4	28	1	0	0	17	4	0	1	0	0	0	2	0	5	61	0	
4:30 PM	0	4	49	2	0	1	22	4	0	2	2	2	0	7	0	3	98	0	
4:45 PM	0	11	33	0	0	0	15	3	0	1	0	0	0	2	0	5	70	286	
5:00 PM	0	3	39	4	1	1	14	2	0	0	1	1	0	9	0	9	84	313	
5:15 PM	0	2	29	1	0	1	19	3	0	0	3	1	1	6	1	13	80	332	
5:30 PM	0	7	30	1	0	1	16	5	0	1	3	2	0	13	5	7	91	325	
5:45 PM	0	5	31	2	0	2	17	3	0	3	4	1	0	16	3	21	108	363	
Count Total	1	44	254	13	1	6	136	24	0	8	15	8	1	60	10	68	649	0	
Peak Hour	All	0	17	129	8	1	5	66	13	0	4	11	5	1	44	9	50	363	0
	HV	0	0	6	0	0	0	5	0	0	0	0	0	0	1	0	0	12	0
	HV%	-	0%	5%	0%	0%	0%	8%	0%	-	0%	0%	0%	0%	2%	0%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	0	6	0	0	0	1	1	7	4	10	17	38
4:15 PM	3	2	0	0	5	1	3	0	0	4	8	6	10	17	41
4:30 PM	1	2	0	0	3	0	1	0	0	1	5	2	6	18	31
4:45 PM	4	1	0	0	5	4	1	0	4	9	2	3	12	19	36
5:00 PM	3	1	0	1	5	0	1	0	2	3	2	4	11	28	45
5:15 PM	1	1	0	0	2	3	1	0	1	5	11	4	12	17	44
5:30 PM	1	1	0	0	2	3	3	0	3	9	6	8	15	35	64
5:45 PM	1	2	0	0	3	3	2	0	2	7	9	6	9	27	51
Count Total	17	13	0	1	31	14	12	0	13	39	50	37	85	178	350
Peak Hour	6	5	0	1	12	9	7	0	8	24	28	22	47	107	204

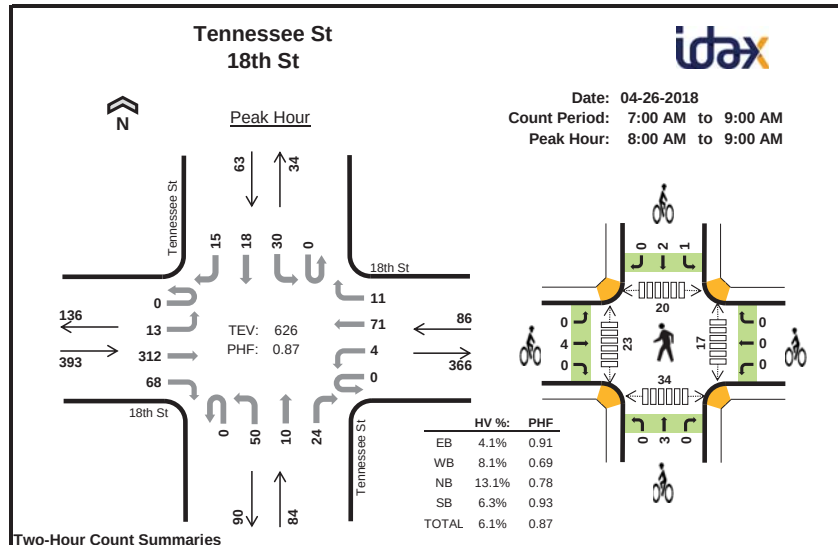
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22nd St Eastbound				22nd St Westbound				Minnesota St Northbound				Minnesota St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	19
5:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	5	18
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	14
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	12
Count Total	0	0	17	0	0	0	13	0	0	0	0	0	0	1	0	0	31	0
Peak Hour	0	0	6	0	0	0	5	0	0	0	0	0	0	1	0	0	12	0

Two-Hour Count Summaries - Bikes

Interval Start	22nd St Eastbound				22nd St Westbound				Minnesota St Northbound				Minnesota St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	0	0		1	0	0		1	0
4:15 PM	0	1	0		0	3	0		0	0	0		0	0	0		4	0
4:30 PM	0	0	0		0	1	0		0	0	0		0	0	0		1	0
4:45 PM	0	4	0		0	1	0		0	0	0		3	0	1		9	15
5:00 PM	0	0	0		0	1	0		0	0	0		1	0	1		3	17
5:15 PM	0	3	0		0	1	0		0	0	0		1	0	0		5	18
5:30 PM	0	3	0		0	3	0		0	0	0		3	0	0		9	26
5:45 PM	0	3	0		0	2	0		0	0	0		2	0	0		7	24
Count Total	0	14	0		0	12	0		0	0	0		11	0	2		39	0
Peak Hour	0	9	0		0	7	0		0	0	0		7	0	1		24	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	18th St Eastbound				18th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	24	13	0	0	5	0	0	10	1	1	0	2	6	7	72	0
7:15 AM	1	1	43	13	0	0	10	0	0	13	0	2	0	2	7	2	94	0
7:30 AM	0	1	58	16	0	1	16	1	0	14	1	0	0	4	7	6	125	0
7:45 AM	0	3	63	11	0	1	12	0	0	16	0	2	0	3	7	5	123	414
8:00 AM	0	3	58	23	0	1	15	2	0	11	3	2	0	6	7	4	135	477
8:15 AM	0	2	75	18	0	1	6	4	0	8	5	12	0	10	5	2	148	531
8:30 AM	0	5	96	5	0	1	20	5	0	10	1	5	0	5	3	7	163	569
8:45 AM	0	3	83	22	0	1	30	0	0	21	1	5	0	9	3	2	180	626
Count Total	1	21	500	121	0	6	114	12	0	103	12	29	0	41	45	35	1,040	0
All	0	13	312	68	0	4	71	11	0	50	10	24	0	30	18	15	626	0
HV	0	2	12	2	0	0	7	0	0	8	1	2	0	0	3	1	38	0
HV%	-	15%	4%	3%	-	0%	10%	0%	-	16%	10%	8%	-	0%	17%	7%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	2	2	0	7	0	0	0	0	0	4	2	1	1	8
7:15 AM	4	4	4	1	13	1	3	0	2	6	3	6	4	7	20
7:30 AM	4	3	2	1	10	1	1	1	1	4	5	2	0	6	13
7:45 AM	3	2	5	1	11	0	1	0	0	1	2	13	7	11	33
8:00 AM	5	2	3	2	12	1	0	0	0	1	5	6	6	7	24
8:15 AM	1	0	3	1	5	0	0	1	0	1	7	3	3	11	24
8:30 AM	5	3	2	0	10	1	0	0	0	1	1	3	3	7	14
8:45 AM	5	2	3	1	11	2	0	2	3	7	4	11	8	9	32
Count Total	30	18	24	7	79	6	5	4	6	21	31	46	32	59	168
Peak Hour	16	7	11	4	38	4	0	3	3	10	17	23	20	34	94

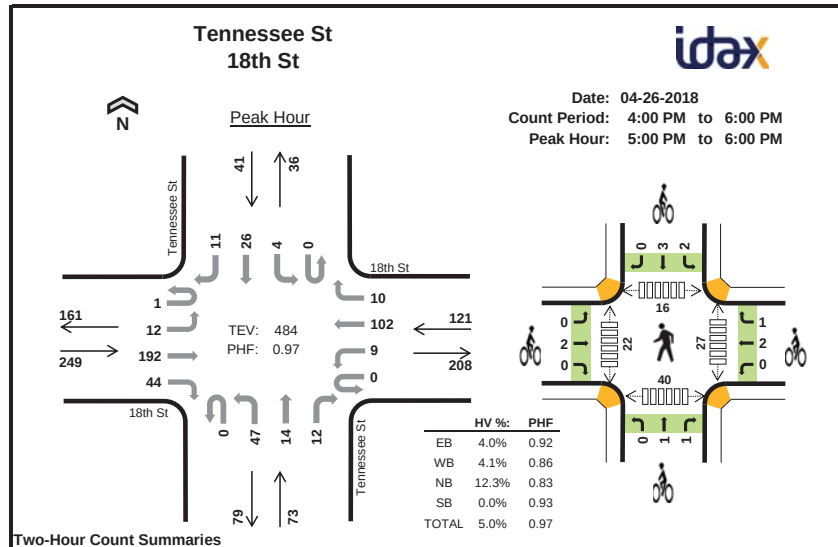
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound				18th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0
7:15 AM	0	0	4	0	0	0	4	0	0	3	0	1	0	0	1	0	13	0
7:30 AM	0	0	3	1	0	1	2	0	0	2	0	0	0	0	0	1	10	0
7:45 AM	0	0	3	0	0	0	2	0	0	5	0	0	0	0	1	0	11	41
8:00 AM	0	0	4	1	0	0	2	0	0	3	0	0	0	0	2	0	12	46
8:15 AM	0	0	1	0	0	0	0	0	0	1	1	1	0	0	1	0	5	38
8:30 AM	0	1	4	0	0	0	3	0	0	2	0	0	0	0	0	0	10	38
8:45 AM	0	1	3	1	0	0	2	0	0	2	0	1	0	0	0	1	11	38
Count Total	0	2	25	3	0	1	17	0	0	20	1	3	0	0	5	2	79	0
Peak Hour	0	2	12	2	0	0	7	0	0	8	1	2	0	0	3	1	38	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound			18th St Westbound			Tennessee St Northbound			Tennessee St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	2	0	0	0	0	1	1	6	0
7:30 AM	0	1	0	0	1	0	0	1	0	0	1	0	4	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	11
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	12
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	7
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
8:45 AM	0	2	0	0	0	0	0	2	0	1	2	0	7	10
Count Total	0	6	0	0	3	2	0	4	0	1	4	1	21	0
Peak Hour	0	4	0	0	0	0	0	3	0	1	2	0	10	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	18th St Eastbound				18th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	3	43	4	0	0	13	1	0	21	2	9	0	3	2	1	102	0	
4:15 PM	0	4	43	4	1	1	10	3	0	18	4	3	0	1	2	2	96	0	
4:30 PM	0	1	44	9	1	1	11	3	0	17	4	3	0	5	5	1	105	0	
4:45 PM	1	4	35	13	0	2	10	3	1	12	3	2	0	0	4	4	94	397	
5:00 PM	1	2	39	16	0	2	31	2	0	16	4	2	0	1	6	3	125	420	
5:15 PM	0	2	52	14	0	4	22	4	0	9	4	2	0	1	9	1	124	448	
5:30 PM	0	4	52	8	0	0	25	3	0	10	4	4	0	0	6	3	119	462	
5:45 PM	0	4	49	6	0	3	24	1	0	12	2	4	0	2	5	4	116	484	
Count Total		2	24	357	74	2	13	146	20	1	115	27	29	0	13	39	19	881	0
Peak Hour	All	1	12	192	44	0	9	102	10	0	47	14	12	0	4	26	11	484	0
	HV	0	0	10	0	0	0	5	0	0	8	0	1	0	0	0	0	24	0
	HV%	0%	0%	5%	0%	-	0%	5%	0%	-	17%	0%	8%	-	0%	0%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	1	4	0	11	0	0	2	0	2	2	4	3	3	12
4:15 PM	5	1	4	0	10	0	0	1	0	1	3	3	1	10	17
4:30 PM	2	1	3	0	6	0	0	0	0	0	3	6	0	1	10
4:45 PM	5	1	2	0	8	0	0	1	0	1	2	5	3	6	16
5:00 PM	2	1	2	0	5	0	2	0	0	2	6	5	1	6	18
5:15 PM	3	1	2	0	6	0	0	1	3	4	4	4	3	11	22
5:30 PM	2	2	2	0	6	1	0	0	1	2	6	5	3	7	21
5:45 PM	3	1	3	0	7	1	1	1	1	4	11	8	9	16	44
Count Total	28	9	22	0	59	2	3	6	5	16	37	40	23	60	160
Peak Hour	10	5	9	0	24	2	3	2	5	12	27	22	16	40	105

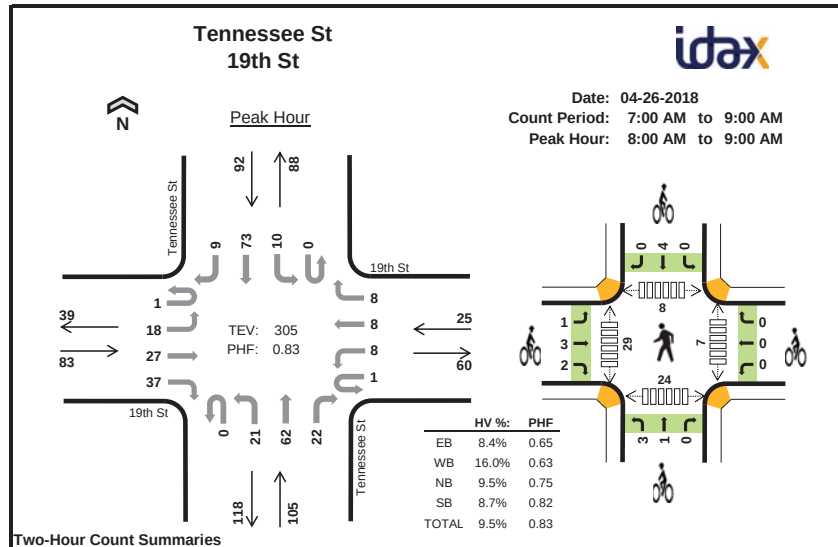
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound				18th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	1	0	0	1	0	0	2	0	2	0	0	0	0	11	0
4:15 PM	0	0	5	0	0	0	1	0	0	3	0	1	0	0	0	0	10	0
4:30 PM	0	0	1	1	0	0	1	0	0	2	1	0	0	0	0	0	6	0
4:45 PM	0	0	5	0	0	0	1	0	0	2	0	0	0	0	0	0	8	35
5:00 PM	0	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	5	29
5:15 PM	0	0	3	0	0	0	1	0	0	2	0	0	0	0	0	0	6	25
5:30 PM	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	6	25
5:45 PM	0	0	3	0	0	0	1	0	0	2	0	1	0	0	0	0	7	24
Count Total	0	0	26	2	0	0	9	0	0	17	1	4	0	0	0	0	59	0
Peak Hour	0	0	10	0	0	0	5	0	0	8	0	1	0	0	0	0	24	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound			18th St Westbound			Tennessee St Northbound			Tennessee St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	7
5:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	9
5:45 PM	0	1	0	0	1	0	0	0	1	1	0	0	4	12
Count Total	0	2	0	0	2	1	0	5	1	2	3	0	16	0
Peak Hour	0	2	0	0	2	1	0	1	1	2	3	0	12	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	19th St Eastbound				19th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	4	2	0	1	1	2	0	4	9	1	0	1	14	2	42	0
7:15 AM	0	6	3	4	0	1	0	2	0	0	6	0	0	3	14	1	40	0
7:30 AM	0	3	3	9	0	0	1	3	0	0	9	1	0	2	16	3	50	0
7:45 AM	0	2	6	3	0	1	2	1	0	4	14	2	0	7	13	2	57	189
8:00 AM	0	1	4	3	1	1	1	2	0	4	12	5	0	3	22	3	62	209
8:15 AM	1	8	4	9	0	1	1	1	0	3	18	3	0	2	23	2	76	245
8:30 AM	0	6	14	12	0	2	2	3	0	7	9	9	0	2	6	3	75	270
8:45 AM	0	3	5	13	0	4	4	2	0	7	23	5	0	3	22	1	92	305
Count Total	1	30	43	55	1	11	12	16	0	29	100	26	0	23	130	17	494	0
Peak Hour	1	18	27	37	1	8	8	8	0	21	62	22	0	10	73	9	305	0
	0%	11%	11%	5%	0%	13%	0%	38%	-	5%	15%	0%	-	30%	5%	11%	10%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	2	0	3	0	0	0	0	0	10	2	1	2	15
7:15 AM	2	0	3	1	6	0	0	0	1	1	9	2	1	4	16
7:30 AM	1	1	2	2	6	0	0	2	1	3	12	3	1	5	21
7:45 AM	2	1	4	2	9	2	0	0	0	2	1	4	1	3	9
8:00 AM	1	1	3	5	10	2	0	1	1	4	3	10	1	2	16
8:15 AM	2	2	2	1	7	1	0	0	0	1	1	4	0	1	6
8:30 AM	2	0	3	2	7	2	0	1	0	3	0	6	3	13	22
8:45 AM	2	1	2	0	5	1	0	2	3	6	3	9	4	8	24
Count Total	13	6	21	13	53	8	0	6	6	20	39	40	12	38	129
Peak Hour	7	4	10	8	29	6	0	4	4	14	7	29	8	24	68

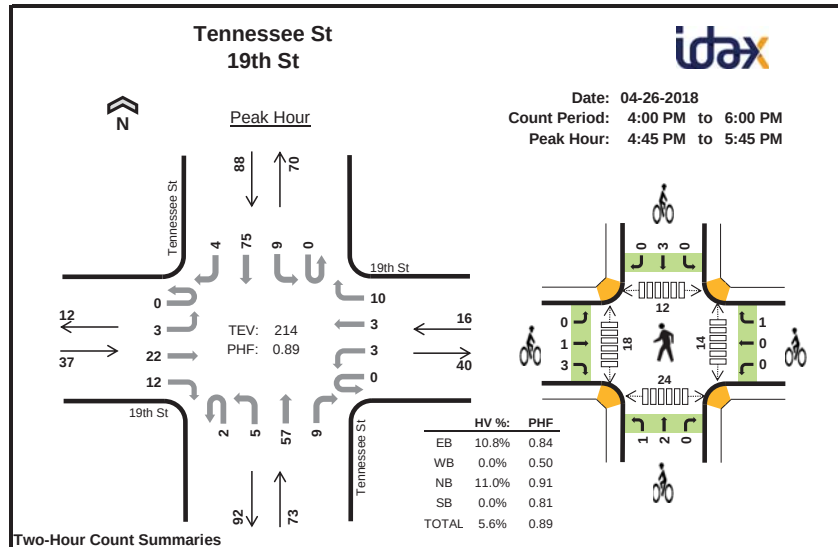
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	19th St Eastbound				19th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	3	0	0	0	1	0	6	0
7:30 AM	0	0	1	0	0	0	0	1	0	0	2	0	0	0	2	0	6	0
7:45 AM	0	1	1	0	0	0	0	1	0	0	3	1	0	2	0	0	9	24
8:00 AM	0	0	1	0	0	0	0	1	0	0	3	0	0	1	3	1	10	31
8:15 AM	0	1	1	0	0	1	0	1	0	0	2	0	0	0	1	0	7	32
8:30 AM	0	0	1	1	0	0	0	0	0	1	2	0	0	2	0	0	7	33
8:45 AM	0	1	0	1	0	0	0	1	0	0	2	0	0	0	0	0	5	29
Count Total	0	4	6	3	0	1	0	5	0	1	19	1	0	5	7	1	53	0
Peak Hour	0	2	3	2	0	1	0	3	0	1	9	0	0	3	4	1	29	0

Two-Hour Count Summaries - Bikes

Interval Start	19th St Eastbound				19th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:15 AM	0	0	0		0	0	0		0	0	0		0	1	0		1	0
7:30 AM	0	0	0		0	0	0		0	2	0		0	1	0		3	0
7:45 AM	1	1	0		0	0	0		0	0	0		0	0	0		2	6
8:00 AM	0	2	0		0	0	0		1	0	0		0	1	0		4	10
8:15 AM	0	0	1		0	0	0		0	0	0		0	0	0		1	10
8:30 AM	1	1	0		0	0	0		1	0	0		0	0	0		3	10
8:45 AM	0	0	1		0	0	0		1	1	0		0	3	0		6	14
Count Total	2	4	2		0	0	0		3	3	0		0	6	0		20	0
Peak Hour	1	3	2		0	0	0		3	1	0		0	4	0		14	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	19th St Eastbound				19th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	11	1	1	0	1	2	0	1	20	2	0	2	5	0	49	0
4:15 PM	0	2	5	2	0	0	2	1	0	2	22	3	0	3	4	1	47	0
4:30 PM	0	4	6	4	0	2	0	4	0	1	12	2	0	2	11	1	49	0
4:45 PM	0	1	5	2	0	1	0	2	0	0	14	1	0	2	21	1	50	195
5:00 PM	0	1	5	3	0	0	0	3	1	1	15	2	0	4	16	1	52	198
5:15 PM	0	1	7	3	0	1	0	1	1	2	13	4	0	2	24	1	60	211
5:30 PM	0	0	5	4	0	1	3	4	0	2	15	2	0	1	14	1	52	214
5:45 PM	0	1	9	4	0	0	3	5	0	0	12	3	0	3	7	2	49	213
Count Total	0	13	53	23	1	5	9	22	2	9	123	19	0	19	102	8	408	0
Peak Hour	0	3	22	12	0	3	3	10	2	5	57	9	0	9	75	4	214	0
	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0	12	0
	-	0%	18%	0%	-	0%	0%	0%	0%	0%	14%	0%	-	0%	0%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	3	1	6	0	1	3	0	4	4	9	3	7	23
4:15 PM	2	0	3	0	5	2	0	2	0	4	1	1	1	2	5
4:30 PM	2	1	2	1	6	0	0	0	0	0	1	4	2	0	7
4:45 PM	1	0	2	0	3	3	1	0	0	4	0	5	1	4	10
5:00 PM	1	0	2	0	3	1	0	0	0	1	8	6	4	10	28
5:15 PM	1	0	2	0	3	0	0	1	3	4	2	2	1	4	9
5:30 PM	1	0	2	0	3	0	0	2	0	2	4	5	6	6	21
5:45 PM	1	0	2	0	3	0	0	2	0	2	6	9	2	7	24
Count Total	11	1	18	2	32	6	2	10	3	21	26	41	20	40	127
Peak Hour	4	0	8	0	12	4	1	3	3	11	14	18	12	24	68

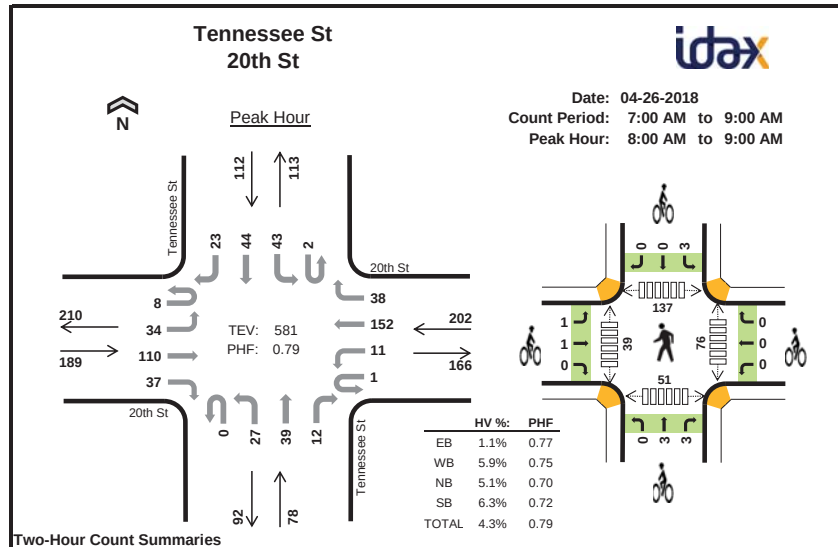
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	19th St Eastbound				19th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	0	0	0	0	0	0	0	3	0	0	0	1	0	6	0
4:15 PM	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	5	0
4:30 PM	0	1	1	0	0	1	0	0	0	0	2	0	0	1	0	0	6	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	20
5:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	17
5:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	15
5:30 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	12
5:45 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	12
Count Total	0	4	7	0	0	1	0	0	0	0	18	0	0	1	1	0	32	0
Peak Hour	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0	12	0

Two-Hour Count Summaries - Bikes

Interval Start	19th St Eastbound				19th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	1	0		0	3	0		0	0	0		4	0
4:15 PM	0	2	0		0	0	0		0	2	0		0	0	0		4	0
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:45 PM	0	1	2		0	0	1		0	0	0		0	0	0		4	12
5:00 PM	0	0	1		0	0	0		0	0	0		0	0	0		1	9
5:15 PM	0	0	0		0	0	0		0	1	0		0	3	0		4	9
5:30 PM	0	0	0		0	0	0		1	1	0		0	0	0		2	11
5:45 PM	0	0	0		0	0	0		1	1	0		0	0	0		2	9
Count Total	0	3	3		0	1	1		2	8	0		0	3	0		21	0
Peak Hour	0	1	3		0	0	1		1	2	0		0	3	0		11	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	20th St Eastbound				20th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	8	4	0	0	10	4	0	2	6	0	0	1	12	1	50	0
7:15 AM	0	0	6	2	1	1	13	3	0	2	2	1	0	3	9	5	48	0
7:30 AM	1	1	15	1	0	0	18	4	0	5	5	1	0	7	10	6	74	0
7:45 AM	0	3	14	1	0	1	28	8	0	5	5	1	0	4	4	6	80	252
8:00 AM	0	4	14	4	0	0	24	8	0	8	9	3	0	13	9	3	99	301
8:15 AM	4	8	27	9	1	2	32	11	0	4	6	1	0	9	12	7	133	386
8:30 AM	1	10	33	14	0	7	52	8	0	8	10	1	1	7	5	7	164	476
8:45 AM	3	12	36	10	0	2	44	11	0	7	14	7	1	14	18	6	185	581
Count Total	9	40	153	45	2	13	221	57	0	41	57	15	2	58	79	41	833	0
All	8	34	110	37	1	11	152	38	0	27	39	12	2	43	44	23	581	0
Peak Hour	0	0	2	0	0	0	3	9	0	1	3	0	0	2	3	2	25	0
HV%	0%	0%	2%	0%	0%	0%	2%	24%	-	4%	8%	0%	0%	5%	7%	9%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	0	0	2	1	0	1	0	2	6	6	9	8	29
7:15 AM	1	3	1	2	7	1	0	0	1	2	5	2	6	10	23
7:30 AM	0	2	0	2	4	0	0	3	1	4	9	2	11	9	31
7:45 AM	0	5	1	0	6	1	0	1	0	2	11	6	10	15	42
8:00 AM	0	4	2	3	9	0	0	5	1	6	10	7	21	7	45
8:15 AM	0	4	1	1	6	0	0	0	1	1	18	9	29	16	72
8:30 AM	0	2	1	2	5	1	0	1	0	2	24	16	45	14	99
8:45 AM	2	2	0	1	5	1	0	0	1	2	24	7	42	14	87
Count Total	3	24	6	11	44	5	0	11	5	21	107	55	173	93	428
Peak Hour	2	12	4	7	25	2	0	6	3	11	76	39	137	51	303

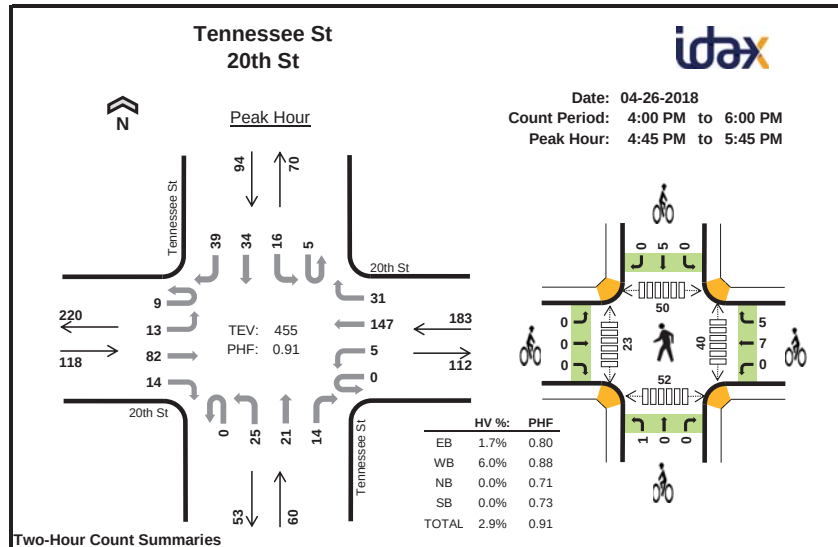
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	20th St Eastbound			20th St Westbound			Tennessee St Northbound			Tennessee St Southbound			15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	1	0	0	0	1	2	0	0	1	0	7	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	4	0
7:45 AM	0	0	0	0	0	1	1	3	0	1	0	0	6	19
8:00 AM	0	0	0	0	0	0	1	3	0	1	1	1	9	26
8:15 AM	0	0	0	0	0	0	2	2	0	0	1	0	6	25
8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	5	26
8:45 AM	0	0	2	0	0	0	0	2	0	0	0	0	5	25
Count Total	0	0	3	0	0	1	5	18	0	2	4	0	44	0
Peak Hour	0	0	2	0	0	0	3	9	0	1	3	0	25	0

Two-Hour Count Summaries - Bikes

Interval Start	20th St Eastbound			20th St Westbound			Tennessee St Northbound			Tennessee St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	0
7:30 AM	0	0	0	0	0	0	0	2	1	0	1	0	4	0
7:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	10
8:00 AM	0	0	0	0	0	0	0	2	3	1	0	0	6	14
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	13
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	11
8:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	2	11
Count Total	1	4	0	0	0	0	1	6	4	3	2	0	21	0
Peak Hour	1	1	0	0	0	0	0	3	3	3	0	0	11	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	20th St Eastbound				20th St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	2	7	16	2	0	5	18	10	0	4	7	4	0	1	2	3	81	0
4:15 PM	1	9	9	1	0	2	19	14	0	5	4	1	0	1	2	4	72	0
4:30 PM	1	3	17	8	0	5	22	8	0	3	7	4	0	3	6	7	94	0
4:45 PM	2	3	16	0	0	0	41	10	0	3	5	1	0	3	8	7	99	346
5:00 PM	4	5	22	6	0	0	28	8	0	8	3	7	1	2	9	7	110	375
5:15 PM	2	4	21	6	0	1	35	8	0	6	4	2	3	6	10	13	121	424
5:30 PM	1	1	23	2	0	4	43	5	0	8	9	4	1	5	7	12	125	455
5:45 PM	7	3	12	8	0	4	26	6	0	5	6	7	0	1	4	6	95	451
Count Total	20	35	136	33	0	21	232	69	0	42	45	30	5	22	48	59	797	0
All	9	13	82	14	0	5	147	31	0	25	21	14	5	16	34	39	455	0
Peak Hour	0	0	2	0	0	0	3	8	0	0	0	0	0	0	0	0	13	0
HV%	0%	0%	2%	0%	-	0%	2%	26%	-	0%	0%	0%	0%	0%	0%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	1	1	5	1	1	2	0	4	8	6	4	8	26
4:15 PM	0	4	0	0	4	0	1	0	0	1	2	1	6	10	19
4:30 PM	2	3	0	1	6	0	0	0	0	0	4	2	10	9	25
4:45 PM	1	3	0	0	4	0	1	0	2	3	8	6	11	5	30
5:00 PM	0	3	0	0	3	0	3	0	0	3	8	8	17	7	40
5:15 PM	0	3	0	0	3	0	3	0	3	6	8	5	14	15	42
5:30 PM	1	2	0	0	3	0	5	1	0	6	16	4	8	25	53
5:45 PM	0	2	0	0	2	0	1	1	0	2	10	8	19	25	62
Count Total	4	23	1	2	30	1	15	4	5	25	64	40	89	104	297
Peak Hour	2	11	0	0	13	0	12	1	5	18	40	23	50	52	165

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	20th St Eastbound			20th St Westbound			Tennessee St Northbound			Tennessee St Southbound			15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	1	3	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	1	2	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	1	2	0	0	0	0	4	19
5:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	3	17
5:15 PM	0	0	0	0	0	0	1	2	0	0	0	0	3	16
5:30 PM	0	0	1	0	0	0	0	2	0	0	0	0	3	13
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	11
Count Total	0	0	4	0	0	0	5	18	0	0	0	1	30	0
Peak Hour	0	0	2	0	0	0	3	8	0	0	0	0	13	0

Two-Hour Count Summaries - Bikes

Interval Start	20th St Eastbound			20th St Westbound			Tennessee St Northbound			Tennessee St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	1	0	0	2	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	2	0	3	8
5:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	7
5:15 PM	0	0	0	0	2	1	0	0	0	0	3	0	6	12
5:30 PM	0	0	0	0	2	3	1	0	0	0	0	0	6	18
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	17
Count Total	0	1	0	0	9	6	1	3	0	0	5	0	25	0
Peak Hour	0	0	0	0	7	5	1	0	0	0	5	0	18	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Project Manager: (415) 310-6469

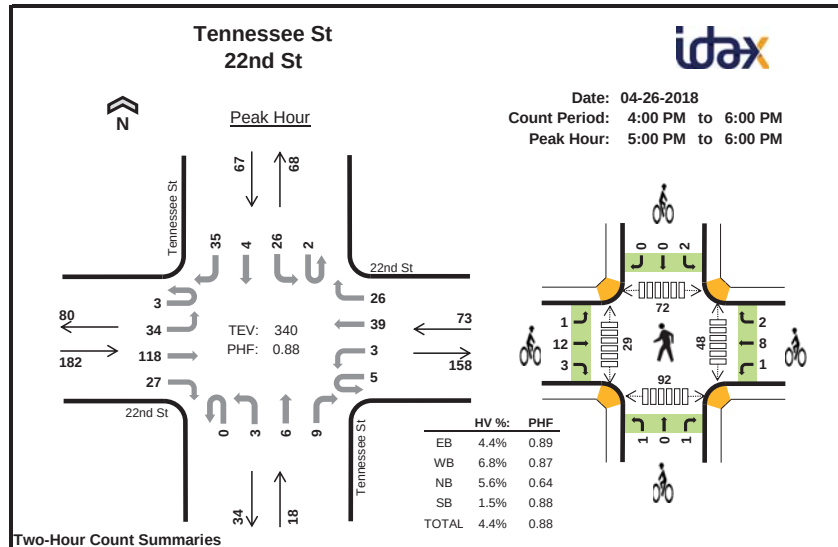
Project Manager: (415) 310-6469

Project Manager: (415) 310-6469

Project Manager: (415) 310-6469

Project Manager: (415) 310-6469

Project Manager: (415) 310-6469



Two-Hour Count Summaries

Interval Start	22nd St				22nd St				Tennessee St				Tennessee St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	5	17	0	3	1	6	2	0	1	1	0	0	2	1	9	48	0	
4:15 PM	0	1	28	1	1	2	11	6	0	1	1	0	0	3	1	9	65	0	
4:30 PM	0	7	50	1	3	0	14	5	0	0	0	0	1	6	0	13	100	0	
4:45 PM	0	3	29	1	1	1	17	2	0	0	0	2	0	4	0	2	62	275	
5:00 PM	0	10	31	10	1	0	7	8	0	1	0	4	0	5	0	10	87	314	
5:15 PM	0	4	23	5	1	1	12	7	0	0	1	2	0	3	1	11	71	320	
5:30 PM	2	7	34	5	2	0	9	5	0	2	1	0	0	9	1	8	85	305	
5:45 PM	1	13	30	7	1	2	11	6	0	0	4	3	2	9	2	6	97	340	
Count Total	3	50	242	30	13	7	87	41	0	5	8	11	3	41	6	68	615	0	
Peak Hour	All	3	34	118	27	5	3	39	26	0	3	6	9	2	26	4	35	340	0
	HV HV%	0%	0%	7%	1%	0%	0%	5%	0%	-	0%	0%	1%	0%	1%	0%	0%	15%	0
		0%	0%	6%	4%	0%	0%	13%	0%	-	0%	0%	11%	0%	4%	0%	0%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	2	0	1	6	0	0	1	0	1	8	3	11	16	38
4:15 PM	4	2	0	0	6	2	3	1	0	6	6	11	20	21	58
4:30 PM	1	1	0	1	3	2	1	0	0	3	10	9	18	13	50
4:45 PM	3	1	0	0	4	7	1	1	2	11	10	12	21	19	62
5:00 PM	5	1	1	0	7	1	2	0	0	3	15	5	16	30	66
5:15 PM	1	1	0	0	2	4	1	0	2	7	9	7	16	15	47
5:30 PM	1	1	0	0	2	6	5	2	0	13	15	7	17	30	69
5:45 PM	1	2	0	1	4	5	3	0	0	8	9	10	23	17	59
Count Total	19	11	1	3	34	27	16	5	4	52	82	64	142	161	449
Peak Hour	8	5	1	1	15	16	11	2	2	31	48	29	72	92	241

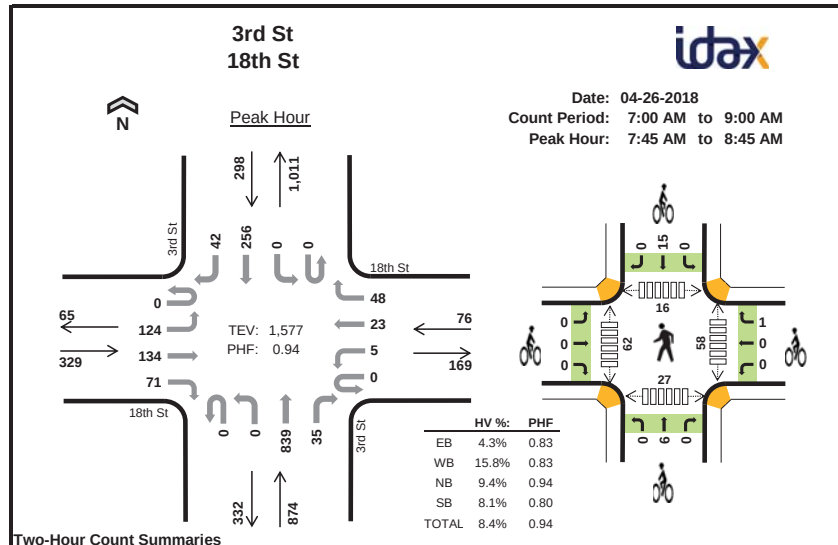
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	22nd St Eastbound				22nd St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1	6	0
4:15 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0
4:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	19
5:00 PM	0	0	4	1	0	0	1	0	0	0	0	1	0	0	0	0	7	20
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	15
Count Total	0	0	18	1	0	0	11	0	0	0	0	1	0	1	0	2	34	0
Peak Hour	0	0	7	1	0	0	5	0	0	0	0	1	0	1	0	0	15	0

Two-Hour Count Summaries - Bikes

Interval Start	22nd St Eastbound				22nd St Westbound				Tennessee St Northbound				Tennessee St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	1	0		0	0	0		1	0
4:15 PM	0	2	0		0	3	0		0	1	0		0	0	0		6	0
4:30 PM	0	2	0		0	1	0		0	0	0		0	0	0		3	0
4:45 PM	1	6	0		0	1	0		0	0	1		0	2	0		11	21
5:00 PM	0	0	1		1	1	0		0	0	0		0	0	0		3	23
5:15 PM	0	4	0		0	1	0		0	0	0		2	0	0		7	24
5:30 PM	0	5	1		0	4	1		1	0	1		0	0	0		13	34
5:45 PM	1	3	1		0	2	1		0	0	0		0	0	0		8	31
Count Total	2	22	3		1	13	2		1	2	2		2	2	0		52	0
Peak Hour	1	12	3		1	8	2		1	0	1		2	0	0		31	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	18th St Eastbound				18th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	11	13	6	0	0	3	5	0	0	115	0	0	0	48	3	204	0
7:15 AM	0	8	24	10	0	0	6	5	0	0	145	3	0	0	57	4	262	0
7:30 AM	0	27	15	15	0	1	10	7	0	0	184	3	0	0	87	8	357	0
7:45 AM	0	23	30	13	0	0	3	11	0	0	199	6	0	0	70	9	364	1,187
8:00 AM	0	33	26	11	0	0	9	14	0	0	219	10	0	0	57	11	390	1,373
8:15 AM	0	37	37	20	0	4	2	14	0	0	224	8	0	0	52	6	404	1,515
8:30 AM	0	31	41	27	0	1	9	9	0	0	197	11	0	0	77	16	419	1,577
8:45 AM	0	36	44	22	0	1	20	16	0	2	116	28	0	0	68	6	359	1,572
Count Total	0	206	230	124	0	7	62	81	0	2	1,399	69	0	0	516	63	2,759	0
All	0	124	134	71	0	5	23	48	0	0	839	35	0	0	256	42	1,577	0
HV	0	1	3	10	0	0	3	9	0	0	81	1	0	0	19	5	132	0
HV%	-	1%	2%	14%	-	0%	13%	19%	-	-	10%	3%	-	-	7%	12%	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	14	4	24	0	0	1	2	3	8	9	3	1	21
7:15 AM	3	5	20	5	33	0	2	2	2	6	8	10	5	3	26
7:30 AM	4	2	17	11	34	0	1	1	2	4	14	7	3	3	27
7:45 AM	4	2	17	10	33	0	1	1	4	6	13	10	3	4	30
8:00 AM	4	5	23	7	39	0	0	3	3	6	7	15	5	4	31
8:15 AM	2	1	19	2	24	0	0	2	3	5	29	18	6	9	62
8:30 AM	4	4	23	5	36	0	0	0	5	5	9	19	2	10	40
8:45 AM	4	3	13	7	27	2	0	1	0	3	14	13	6	0	33
Count Total	29	24	146	51	250	2	4	11	21	38	102	101	33	34	270
Peak Hour	14	12	82	24	132	0	1	6	15	22	58	62	16	27	163

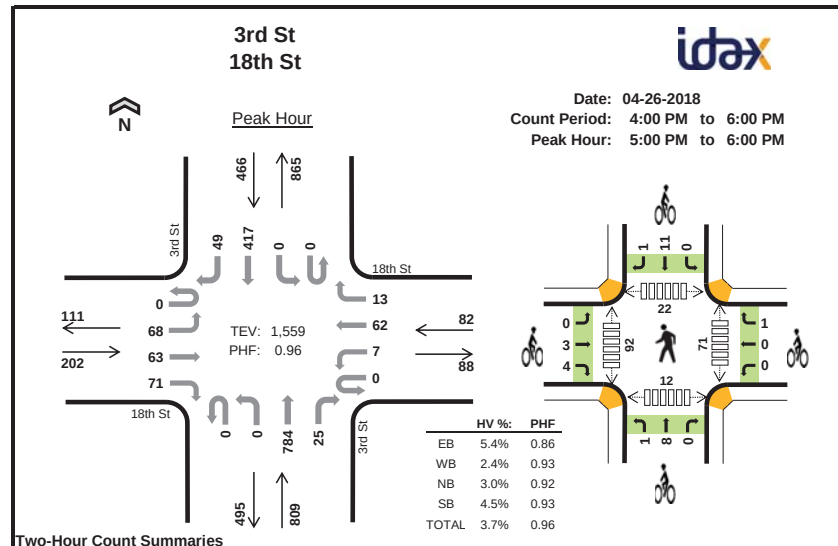
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound				18th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	3	0	0	1	1	0	0	14	0	0	0	3	1	24	0
7:15 AM	0	0	0	3	0	0	3	2	0	0	20	0	0	0	4	1	33	0
7:30 AM	0	2	0	2	0	0	1	1	0	0	17	0	0	0	9	2	34	0
7:45 AM	0	0	1	3	0	0	0	2	0	0	16	1	0	0	8	2	33	124
8:00 AM	0	0	2	2	0	0	1	4	0	0	23	0	0	0	6	1	39	139
8:15 AM	0	1	0	1	0	0	0	1	0	0	19	0	0	0	2	0	24	130
8:30 AM	0	0	0	4	0	0	2	2	0	0	23	0	0	0	3	2	36	132
8:45 AM	0	1	1	2	0	0	0	3	0	0	12	1	0	0	6	1	27	126
Count Total	0	5	4	20	0	0	8	16	0	0	144	2	0	0	41	10	250	0
Peak Hour	0	1	3	10	0	0	3	9	0	0	81	1	0	0	19	5	132	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound				18th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0		0	0	0		0	1	0		0	2	0		3	0
7:15 AM	0	0	0		0	2	0		0	2	0		0	1	1		6	0
7:30 AM	0	0	0		0	1	0		0	1	0		0	2	0		4	0
7:45 AM	0	0	0		0	0	1		0	1	0		0	4	0		6	19
8:00 AM	0	0	0		0	0	0		0	3	0		0	3	0		6	22
8:15 AM	0	0	0		0	0	0		0	2	0		0	3	0		5	21
8:30 AM	0	0	0		0	0	0		0	0	0		0	5	0		5	22
8:45 AM	0	1	1		0	0	0		0	1	0		0	0	0		3	19
Count Total	0	1	1		0	3	1		0	11	0		0	20	1		38	0
Peak Hour	0	0	0		0	0	1		0	6	0		0	15	0		22	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	18th St Eastbound				18th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	19	21	11	0	3	9	1	0	0	204	0	0	0	66	4	338	0
4:15 PM	0	15	14	18	0	4	5	2	0	0	218	3	0	0	86	9	374	0
4:30 PM	0	16	16	19	0	1	7	2	0	1	209	3	0	0	82	7	363	0
4:45 PM	0	4	12	16	0	1	6	2	0	0	218	5	0	0	102	9	375	1,450
5:00 PM	0	14	15	15	0	1	18	3	0	0	159	5	0	0	96	18	344	1,456
5:15 PM	0	20	12	13	0	4	14	4	0	0	202	10	0	0	112	13	404	1,486
5:30 PM	0	20	22	17	0	1	15	2	0	0	208	4	0	0	104	11	404	1,527
5:45 PM	0	14	14	26	0	1	15	4	0	0	215	6	0	0	105	7	407	1,559
Count Total	0	122	126	135	0	16	89	20	0	1	1,633	36	0	0	753	78	3,009	0
Peak Hour	0	68	63	71	0	7	62	13	0	0	784	25	0	0	417	49	1,559	0
Peak Hour HV%	0	2	2	7	0	1	0	1	0	0	23	1	0	0	17	4	58	0
	-	3%	3%	10%	-	14%	0%	8%	-	-	3%	4%	-	-	4%	8%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	0	8	3	17	0	0	1	0	1	12	15	5	3	35
4:15 PM	4	0	7	5	16	0	0	0	1	1	13	12	4	6	35
4:30 PM	4	2	5	6	17	0	0	1	2	3	25	13	5	6	49
4:45 PM	4	0	4	5	13	0	0	2	0	2	10	10	2	3	25
5:00 PM	2	0	5	8	15	0	1	4	2	7	16	16	2	3	37
5:15 PM	3	2	8	4	17	1	0	1	4	6	9	14	6	3	32
5:30 PM	1	0	4	5	10	2	0	3	5	10	13	31	5	0	49
5:45 PM	5	0	7	4	16	4	0	1	1	6	33	31	9	6	79
Count Total	29	4	48	40	121	7	1	13	15	36	131	142	38	30	341
Peak Hour	11	2	24	21	58	7	1	9	12	29	71	92	22	12	197

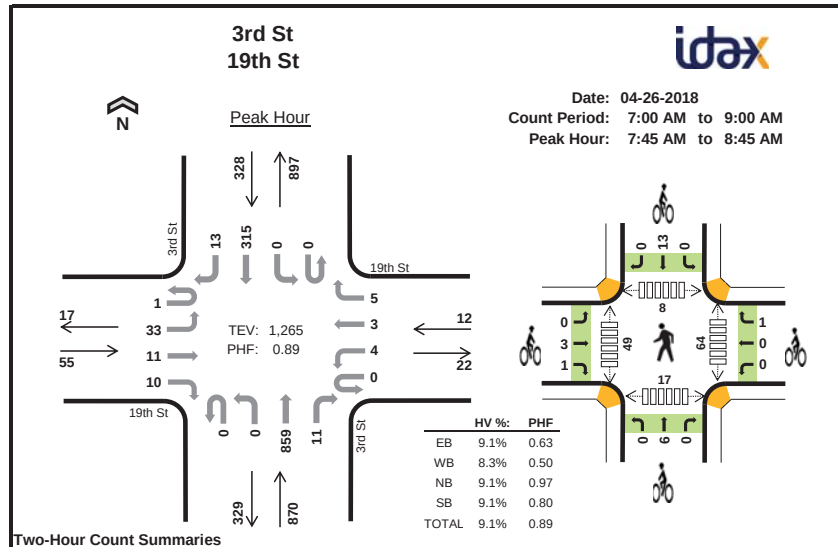
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound				18th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	4	0	0	0	0	0	0	8	0	0	0	2	1	17	0
4:15 PM	0	1	0	3	0	0	0	0	0	0	7	0	0	0	4	1	16	0
4:30 PM	0	1	1	2	0	1	1	0	0	0	5	0	0	0	6	0	17	0
4:45 PM	0	0	1	3	0	0	0	0	0	0	4	0	0	0	4	1	13	63
5:00 PM	0	0	0	2	0	0	0	0	0	0	5	0	0	0	7	1	15	61
5:15 PM	0	0	1	2	0	1	0	1	0	0	7	1	0	0	3	1	17	62
5:30 PM	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	1	10	55
5:45 PM	0	2	0	3	0	0	0	0	0	0	7	0	0	0	3	1	16	58
Count Total	0	5	5	19	0	2	1	1	0	0	47	1	0	0	33	7	121	0
Peak Hour	0	2	2	7	0	1	0	1	0	0	23	1	0	0	17	4	58	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound				18th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	1	0		0	0	0		1	0
4:15 PM	0	0	0		0	0	0		0	0	0		0	1	0		1	0
4:30 PM	0	0	0		0	0	0		0	1	0		0	2	0		3	0
4:45 PM	0	0	0		0	0	0		0	2	0		0	0	0		2	7
5:00 PM	0	0	0		0	0	1		1	3	0		0	1	1		7	13
5:15 PM	0	1	0		0	0	0		0	1	0		0	4	0		6	18
5:30 PM	0	1	1		0	0	0		0	3	0		0	5	0		10	25
5:45 PM	0	1	3		0	0	0		0	1	0		0	1	0		6	29
Count Total	0	3	4		0	0	1		1	12	0		0	14	1		36	0
Peak Hour	0	3	4		0	0	1		1	8	0		0	11	1		29	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start	19th St Eastbound				19th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	1	1	0	3	0	0	1	1	0	0	111	1	0	0	54	1	174	0	
7:15 AM	0	2	1	2	0	1	0	2	0	0	146	0	0	0	64	4	222	0	
7:30 AM	0	5	0	0	0	0	1	3	0	0	183	1	0	0	99	2	294	0	
7:45 AM	1	7	1	4	0	0	0	1	0	0	206	3	0	0	79	3	305	995	
8:00 AM	0	10	1	1	0	0	2	1	0	0	215	2	0	0	64	3	299	1,120	
8:15 AM	0	6	1	1	0	1	0	1	0	0	218	2	0	0	76	1	307	1,205	
8:30 AM	0	10	8	4	0	3	1	2	0	0	220	4	0	0	96	6	354	1,265	
8:45 AM	0	3	6	3	0	0	1	1	0	0	148	25	0	0	84	7	278	1,238	
Count Total		2	44	18	18	0	5	6	12	0	0	1,447	38	0	0	616	27	2,233	0
Peak Hour	All	1	33	11	10	0	4	3	5	0	0	859	11	0	0	315	13	1,265	0
	HV	0	3	0	2	0	0	0	1	0	0	79	0	0	0	29	1	115	0
	HV%	0%	9%	0%	20%	-	0%	0%	20%	-	-	9%	0%	-	-	9%	8%	9%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	13	6	20	0	0	0	3	3	8	6	3	3	20
7:15 AM	0	2	16	6	24	0	0	2	1	3	9	9	3	1	22
7:30 AM	1	2	14	11	28	0	0	1	3	4	11	7	3	0	21
7:45 AM	2	0	17	12	31	1	0	1	3	5	21	7	3	2	33
8:00 AM	1	0	21	8	30	2	1	2	3	8	13	10	1	5	29
8:15 AM	1	0	17	3	21	0	0	2	2	4	16	20	2	4	42
8:30 AM	1	1	24	7	33	1	0	1	5	7	14	12	2	6	34
8:45 AM	0	0	13	8	21	0	0	3	2	5	16	15	5	3	39
Count Total	7	5	135	61	208	4	1	12	22	39	108	86	22	24	240
Peak Hour	5	1	79	30	115	4	1	6	13	24	64	49	8	17	138

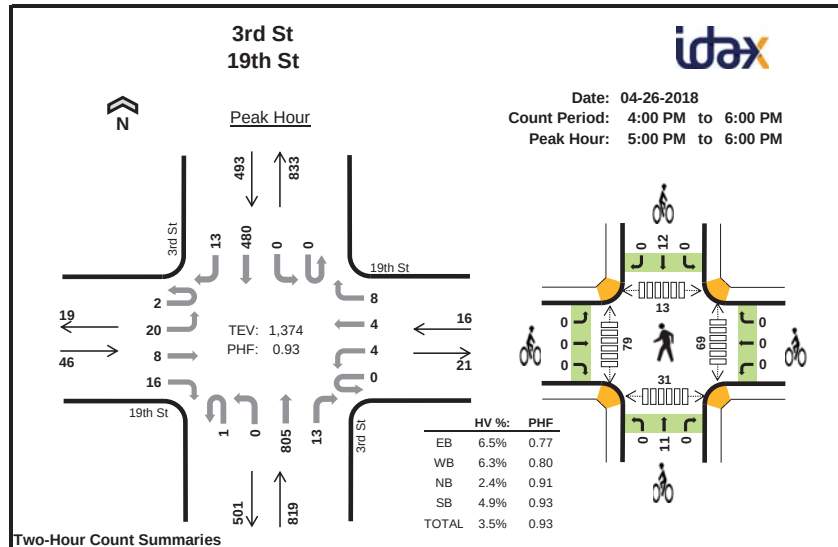
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	19th St Eastbound				19th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	6	0	20	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	16	0	0	0	6	0	24	0
7:30 AM	0	1	0	0	0	0	0	2	0	0	14	0	0	0	11	0	28	0
7:45 AM	0	1	0	1	0	0	0	0	0	0	17	0	0	0	11	1	31	103
8:00 AM	0	1	0	0	0	0	0	0	0	0	21	0	0	0	8	0	30	113
8:15 AM	0	0	0	1	0	0	0	0	0	0	17	0	0	0	3	0	21	110
8:30 AM	0	1	0	0	0	0	0	1	0	0	24	0	0	0	7	0	33	115
8:45 AM	0	0	0	0	0	0	0	0	0	0	12	1	0	0	8	0	21	105
Count Total	0	5	0	2	0	0	0	5	0	0	134	1	0	0	60	1	208	0
Peak Hour	0	3	0	2	0	0	0	1	0	0	79	0	0	0	29	1	115	0

Two-Hour Count Summaries - Bikes

Interval Start	19th St Eastbound			19th St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0
7:45 AM	0	0	1	0	0	0	0	1	0	0	3	0	5	15
8:00 AM	0	2	0	0	0	1	0	2	0	0	3	0	8	20
8:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	21
8:30 AM	0	1	0	0	0	0	0	1	0	0	5	0	7	24
8:45 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	24
Count Total	0	3	1	0	0	1	0	12	0	0	22	0	39	0
Peak Hour	0	3	1	0	0	1	0	6	0	0	13	0	24	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Interval Start	19th St Eastbound				19th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	5	3	7	0	0	0	1	0	0	199	4	0	0	76	4	299	0
4:15 PM	0	6	4	1	0	0	0	3	0	0	214	4	0	0	109	3	344	0
4:30 PM	0	7	1	1	0	1	2	1	0	0	227	3	0	0	95	3	341	0
4:45 PM	0	2	3	1	0	0	2	1	0	0	218	5	0	0	115	1	348	1,332
5:00 PM	2	3	2	2	0	1	0	4	0	0	166	3	0	0	111	1	295	1,328
5:15 PM	0	7	3	5	0	1	1	1	0	0	199	4	0	0	127	1	349	1,333
5:30 PM	0	5	1	4	0	2	1	0	1	0	224	1	0	0	115	6	360	1,352
5:45 PM	0	5	2	5	0	0	2	3	0	0	216	5	0	0	127	5	370	1,374
Count Total	2	40	19	26	0	5	8	14	1	0	1,663	29	0	0	875	24	2,706	0
Peak Hour	2	20	8	16	0	4	4	8	1	0	805	13	0	0	480	13	1,374	0
	0	3	0	0	0	1	0	0	0	0	20	0	0	0	24	0	48	0
	0%	15%	0%	0%	-	25%	0%	0%	0%	-	2%	0%	-	-	5%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	10	6	18	0	1	1	1	3	8	7	3	7	25
4:15 PM	1	0	6	7	14	2	0	0	0	2	14	7	1	1	23
4:30 PM	1	1	4	9	15	0	0	1	2	3	18	8	2	2	30
4:45 PM	0	1	3	7	11	1	0	2	0	3	10	7	0	5	22
5:00 PM	1	0	4	7	12	0	0	4	0	4	14	15	2	6	37
5:15 PM	1	1	7	7	16	0	0	1	4	5	12	17	2	10	41
5:30 PM	1	0	3	4	8	0	0	5	5	10	13	25	2	4	44
5:45 PM	0	0	6	6	12	0	0	1	3	4	30	22	7	11	70
Count Total	7	3	43	53	106	3	1	15	15	34	119	108	19	46	292
Peak Hour	3	1	20	24	48	0	0	11	12	23	69	79	13	31	192

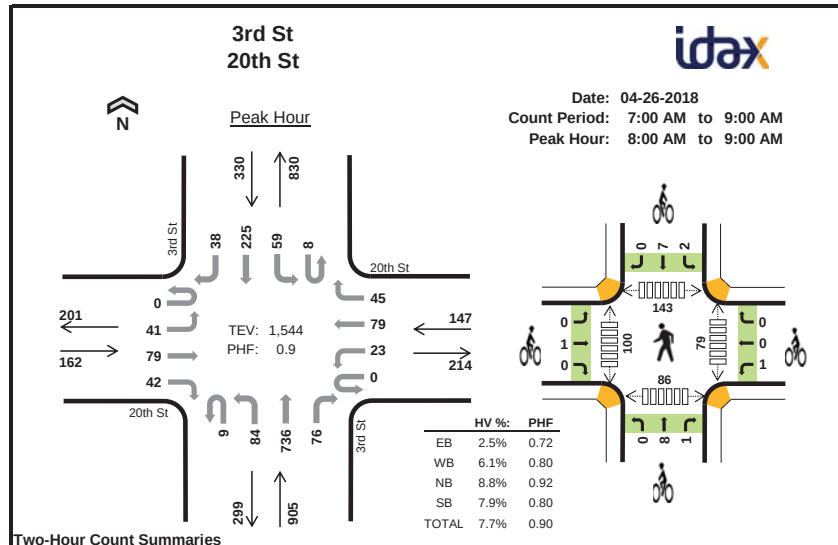
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	19th St				19th St				3rd St				3rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	1	0	0	0	0	0	0	10	0	0	0	6	0	18	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	7	0	14	0
4:30 PM	0	0	1	0	0	0	0	1	0	0	3	1	0	0	8	1	15	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	7	0	11	58
5:00 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	7	0	12	52
5:15 PM	0	1	0	0	0	1	0	0	0	0	7	0	0	0	7	0	16	54
5:30 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	8	47
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	12	48
Count Total	0	5	1	1	0	1	0	2	0	0	42	1	0	0	52	1	106	0
Peak Hour	0	3	0	0	0	1	0	0	0	0	20	0	0	0	24	0	48	0

Two-Hour Count Summaries - Bikes

Interval Start	19th St Eastbound			19th St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3	0
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
4:45 PM	1	0	0	0	0	0	0	2	0	0	0	0	3	11
5:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	4	12
5:15 PM	0	0	0	0	0	0	0	1	0	0	4	0	5	15
5:30 PM	0	0	0	0	0	0	0	5	0	0	5	0	10	22
5:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	23
Count Total	1	0	2	0	1	0	0	15	0	0	15	0	34	0
Peak Hour	0	0	0	0	0	0	0	11	0	0	12	0	23	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	20th St Eastbound				20th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	2	3	0	1	4	7	1	5	95	10	0	4	44	5	184	0
7:15 AM	0	2	4	5	0	2	4	7	1	12	141	9	0	11	57	3	258	0
7:30 AM	0	7	10	5	0	4	3	7	3	13	164	13	2	17	76	5	329	0
7:45 AM	0	5	14	2	0	5	8	7	1	19	192	13	0	14	62	9	351	1,122
8:00 AM	0	6	17	6	0	4	11	9	2	17	199	10	3	6	54	4	348	1,286
8:15 AM	0	12	15	11	0	5	20	12	3	15	194	18	2	13	53	9	382	1,410
8:30 AM	0	13	9	17	0	6	24	10	1	26	198	20	0	21	64	18	427	1,508
8:45 AM	0	10	38	8	0	8	24	14	3	26	145	28	3	19	54	7	387	1,544
Count Total	0	58	109	57	0	35	98	73	15	133	1,328	121	10	105	464	60	2,666	0
All	0	41	79	42	0	23	79	45	9	84	736	76	8	59	225	38	1,544	0
HV	0	1	3	0	0	1	1	7	0	3	67	10	0	1	18	7	119	0
HV%	-	2%	4%	0%	-	4%	1%	16%	0%	4%	9%	13%	0%	2%	8%	18%	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	3	9	5	17	0	0	0	4	4	9	11	23	8	51
7:15 AM	2	2	16	7	27	0	0	2	0	2	16	13	31	18	78
7:30 AM	1	1	17	12	31	0	0	1	2	3	12	15	33	17	77
7:45 AM	0	4	14	12	30	1	0	1	4	6	34	15	30	26	105
8:00 AM	1	3	20	8	32	0	0	1	4	5	19	25	41	16	101
8:15 AM	0	0	25	3	28	0	0	3	2	5	22	21	41	24	108
8:30 AM	1	3	23	7	34	0	0	1	2	3	18	33	29	32	112
8:45 AM	2	3	12	8	25	1	1	4	1	7	20	21	32	14	87
Count Total	7	19	136	62	224	2	1	13	19	35	150	154	260	155	719
Peak Hour	4	9	80	26	119	1	1	9	9	20	79	100	143	86	408

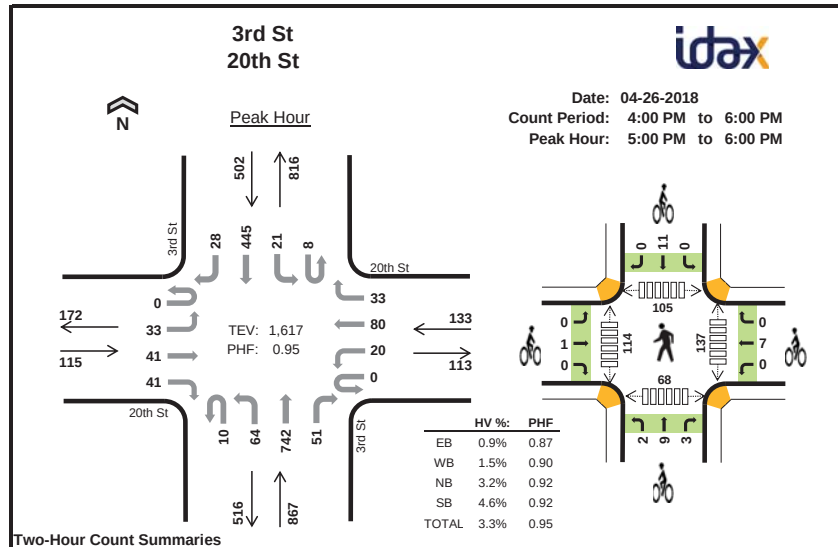
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	20th St Eastbound				20th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	3	0	0	9	0	0	0	2	3	17	0
7:15 AM	0	0	1	1	0	0	0	2	0	1	14	1	0	1	3	3	27	0
7:30 AM	0	0	1	0	0	1	0	0	0	0	15	2	0	1	10	1	31	0
7:45 AM	0	0	0	0	0	1	0	3	0	1	12	1	0	2	7	3	30	105
8:00 AM	0	0	1	0	0	0	1	2	0	1	18	1	0	0	6	2	32	120
8:15 AM	0	0	0	0	0	0	0	0	0	2	18	5	0	0	2	1	28	121
8:30 AM	0	1	0	0	0	1	0	2	0	0	20	3	0	1	5	1	34	124
8:45 AM	0	0	2	0	0	0	0	3	0	0	11	1	0	0	5	3	25	119
Count Total	0	1	5	1	0	3	1	15	0	5	117	14	0	5	40	17	224	0
Peak Hour	0	1	3	0	0	1	1	7	0	3	67	10	0	1	18	7	119	0

Two-Hour Count Summaries - Bikes

Interval Start	20th St Eastbound				20th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0		0	0	0		0	0	0		0	4	0		4	0
7:15 AM	0	0	0		0	0	0		0	2	0		0	0	0		2	0
7:30 AM	0	0	0		0	0	0		0	1	0		0	2	0		3	0
7:45 AM	0	1	0		0	0	0		0	1	0		0	4	0		6	15
8:00 AM	0	0	0		0	0	0		0	1	0		0	4	0		5	16
8:15 AM	0	0	0		0	0	0		0	3	0		1	1	0		5	19
8:30 AM	0	0	0		0	0	0		0	1	0		0	2	0		3	19
8:45 AM	0	1	0		1	0	0		0	3	1		1	0	0		7	20
Count Total	0	2	0		1	0	0		0	12	1		2	17	0		35	0
Peak Hour	0	1	0		1	0	0		0	8	1		2	7	0		20	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	20th St Eastbound				20th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	10	5	8	0	1	10	6	5	13	184	7	2	5	69	12	337	0
4:15 PM	0	3	5	4	0	3	14	4	3	9	203	9	2	10	94	7	370	0
4:30 PM	0	5	10	9	1	1	12	9	8	19	219	8	2	5	85	7	400	0
4:45 PM	0	5	7	8	1	5	18	11	2	20	194	8	3	2	106	10	400	1,507
5:00 PM	0	7	16	10	0	7	16	10	3	17	152	13	2	9	92	6	360	1,530
5:15 PM	0	6	12	9	0	1	23	10	3	15	184	9	1	5	124	6	408	1,568
5:30 PM	0	12	10	10	0	5	24	8	2	20	201	12	2	2	110	7	425	1,593
5:45 PM	0	8	3	12	0	7	17	5	2	12	205	17	3	5	119	9	424	1,617
Count Total	0	56	68	70	2	30	134	63	28	125	1,542	83	17	43	799	64	3,124	0
All	0	33	41	41	0	20	80	33	10	64	742	51	8	21	445	28	1,617	0
HV	0	0	1	0	0	1	0	1	1	3	19	5	0	0	15	8	54	0
HV%	-	0%	2%	0%	-	5%	0%	3%	10%	5%	3%	10%	0%	0%	3%	29%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	2	10	7	20	1	1	1	0	3	15	11	16	15	57
4:15 PM	0	1	8	8	17	1	0	1	1	3	21	21	21	13	76
4:30 PM	2	3	6	8	19	0	0	3	2	5	30	18	25	24	97
4:45 PM	1	0	2	7	10	1	0	2	0	3	22	16	25	9	72
5:00 PM	0	1	5	6	12	0	2	5	0	7	40	25	23	11	99
5:15 PM	0	0	10	7	17	0	1	2	3	6	22	16	31	11	80
5:30 PM	1	1	4	4	10	0	3	6	5	14	23	32	23	23	101
5:45 PM	0	0	9	6	15	1	1	1	3	6	52	41	28	23	144
Count Total	5	8	54	53	120	4	8	21	14	47	225	180	192	129	726
Peak Hour	1	2	28	23	54	1	7	14	11	33	137	114	105	68	424

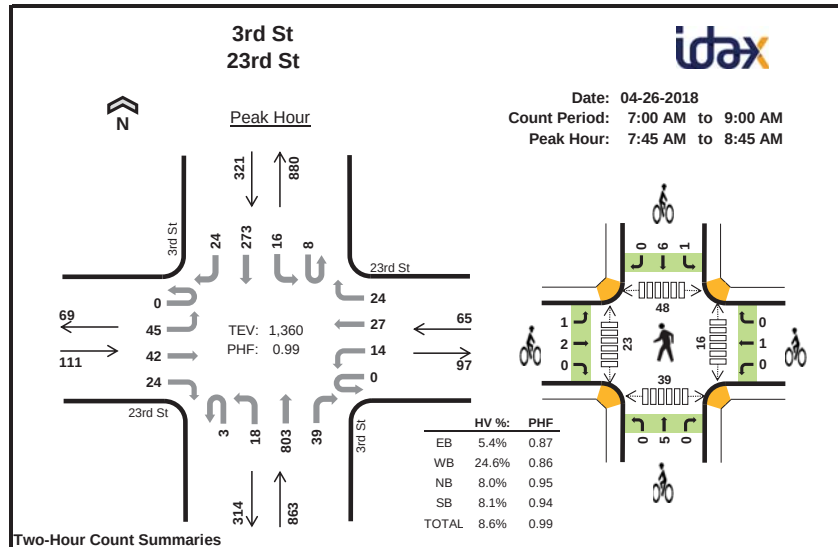
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	20th St Eastbound				20th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	2	0	0	8	2	0	0	4	3	20	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	6	2	0	1	4	3	17	0
4:30 PM	0	0	1	1	0	0	1	2	0	1	3	2	0	1	5	2	19	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	1	0	1	4	2	10	66
5:00 PM	0	0	0	0	0	1	0	0	0	1	3	1	0	0	4	2	12	58
5:15 PM	0	0	0	0	0	0	0	0	1	1	7	1	0	0	5	2	17	58
5:30 PM	0	0	1	0	0	0	0	1	0	1	2	1	0	0	3	1	10	49
5:45 PM	0	0	0	0	0	0	0	0	0	0	7	2	0	0	3	3	15	54
Count Total	0	1	2	2	0	2	1	5	1	4	37	12	0	3	32	18	120	0
Peak Hour	0	0	1	0	0	1	0	1	1	3	19	5	0	0	15	8	54	0

Two-Hour Count Summaries - Bikes

Interval Start	20th St Eastbound			20th St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	1	0	0	1	0	0	0	0	3	0
4:15 PM	0	1	0	0	0	0	1	0	0	0	1	0	3	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0
4:45 PM	1	0	0	0	0	0	1	1	0	0	0	0	3	14
5:00 PM	0	0	0	0	2	0	1	3	1	0	0	0	7	18
5:15 PM	0	0	0	0	1	0	0	0	2	0	3	0	6	21
5:30 PM	0	0	0	0	3	0	1	5	0	0	5	0	14	30
5:45 PM	0	1	0	0	1	0	0	1	0	0	3	0	6	33
Count Total	1	3	0	0	8	0	4	14	3	0	14	0	47	0
Peak Hour	0	1	0	0	7	0	2	9	3	0	11	0	33	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	23rd St Eastbound				23rd St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	3	9	5	0	2	5	9	0	6	105	9	1	4	52	5	215	0	
7:15 AM	0	7	10	10	0	1	4	3	0	2	161	11	2	3	64	6	284	0	
7:30 AM	0	6	8	7	1	6	1	6	0	7	161	3	5	6	81	4	302	0	
7:45 AM	0	14	10	2	0	2	7	5	0	6	207	13	3	3	64	6	342	1,143	
8:00 AM	0	10	9	8	0	5	8	5	0	4	194	8	2	4	71	6	334	1,262	
8:15 AM	0	13	12	7	0	3	6	5	2	7	204	8	1	5	63	8	344	1,322	
8:30 AM	0	8	11	7	0	4	6	9	1	1	198	10	2	4	75	4	340	1,360	
8:45 AM	0	11	15	2	0	2	5	4	0	5	194	6	2	3	73	10	332	1,350	
Count Total		0	72	84	48	1	25	42	46	3	38	1,424	68	18	32	543	49	2,493	0
Peak Hour	All	0	45	42	24	0	14	27	24	3	18	803	39	8	16	273	24	1,360	0
	HV	0	3	3	0	0	2	7	7	0	1	67	1	1	0	25	0	117	0
	HV%	-	7%	7%	0%	-	14%	26%	29%	0%	6%	8%	3%	13%	0%	9%	0%	9%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	5	8	6	23	0	0	3	3	6	3	5	8	6	22
7:15 AM	3	2	16	5	26	0	0	0	0	0	2	6	8	7	23
7:30 AM	0	4	14	13	31	0	1	1	1	3	6	9	10	8	33
7:45 AM	3	3	10	8	24	1	0	0	1	2	0	4	7	2	13
8:00 AM	2	4	20	9	35	0	1	2	3	6	7	4	14	17	42
8:15 AM	1	4	22	4	31	1	0	1	2	4	3	8	11	4	26
8:30 AM	0	5	17	5	27	1	0	2	1	4	6	7	16	16	45
8:45 AM	0	1	13	5	19	1	0	3	1	5	9	15	11	4	39
Count Total	13	28	120	55	216	4	2	12	12	30	36	58	85	64	243
Peak Hour	6	16	69	26	117	3	1	5	7	16	16	23	48	39	126

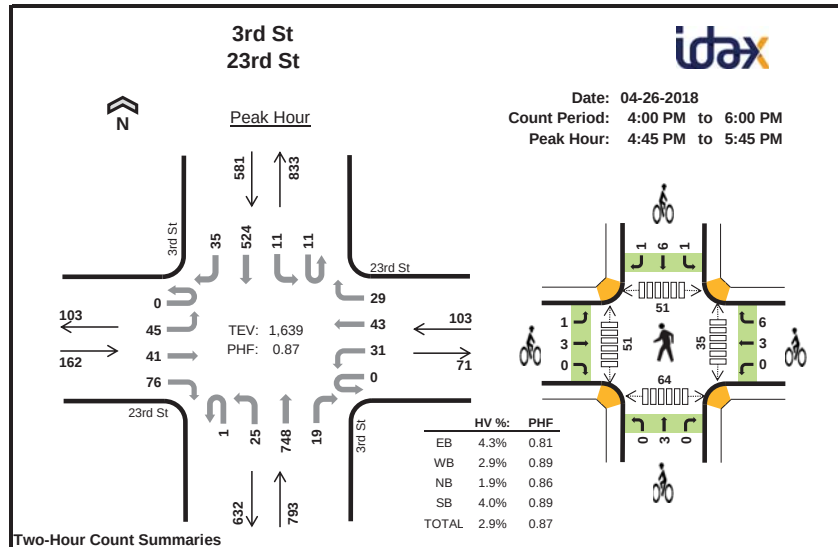
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23rd St Eastbound				23rd St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	3	0	2	1	2	0	1	7	0	0	0	6	0	23	0
7:15 AM	0	0	1	2	0	1	1	0	0	0	16	0	0	0	5	0	26	0
7:30 AM	0	0	0	0	0	1	0	3	0	0	14	0	0	1	11	1	31	0
7:45 AM	0	2	1	0	0	0	2	1	0	0	10	0	0	0	8	0	24	104
8:00 AM	0	0	2	0	0	1	2	1	0	0	20	0	1	0	8	0	35	116
8:15 AM	0	1	0	0	0	1	2	1	0	1	20	1	0	0	4	0	31	121
8:30 AM	0	0	0	0	0	0	1	4	0	0	17	0	0	0	5	0	27	117
8:45 AM	0	0	0	0	0	0	0	1	0	1	11	1	0	2	3	0	19	112
Count Total	0	4	4	5	0	6	9	13	0	3	115	2	1	3	50	1	216	0
Peak Hour	0	3	3	0	0	2	7	7	0	1	67	1	1	0	25	0	117	0

Two-Hour Count Summaries - Bikes

Interval Start	23rd St Eastbound			23rd St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	2	0	0	3	0	6	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	1	0	3	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	11
8:00 AM	0	0	0	0	1	0	0	2	0	1	2	0	6	11
8:15 AM	0	1	0	0	0	0	0	1	0	0	2	0	4	15
8:30 AM	0	1	0	0	0	0	0	2	0	0	1	0	4	16
8:45 AM	0	1	0	0	0	0	0	3	0	1	0	0	5	19
Count Total	1	3	0	0	1	1	1	11	0	2	10	0	30	0
Peak Hour	1	2	0	0	1	0	0	5	0	1	6	0	16	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	23rd St Eastbound				23rd St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	12	0	5	0	6	11	4	0	2	181	4	3	9	76	8	321	0	
4:15 PM	0	13	3	8	0	4	11	4	0	3	182	3	4	5	86	5	331	0	
4:30 PM	0	4	5	5	0	3	10	4	1	4	221	8	2	4	106	8	385	0	
4:45 PM	0	11	13	4	0	6	10	4	1	10	203	6	3	4	116	12	403	1,440	
5:00 PM	0	8	11	25	0	6	15	4	0	7	151	4	4	2	107	12	356	1,475	
5:15 PM	0	14	8	18	0	10	8	11	0	2	174	5	1	3	145	9	408	1,552	
5:30 PM	0	12	9	29	0	9	10	10	0	6	220	4	3	2	156	2	472	1,639	
5:45 PM	0	14	6	19	0	14	7	9	1	1	177	3	7	1	137	6	402	1,638	
Count Total		0	88	55	113	0	58	82	50	3	35	1,509	37	27	30	929	62	3,078	0
Peak Hour	All	0	45	41	76	0	31	43	29	1	25	748	19	11	11	524	35	1,639	0
	HV	0	0	5	2	0	1	1	1	0	1	14	0	0	2	19	2	48	0
	HV%	-	0%	12%	3%	-	3%	2%	3%	0%	4%	2%	0%	0%	18%	4%	6%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	0	3	7	14	0	4	1	1	6	4	5	8	7	24
4:15 PM	1	1	3	5	10	1	0	1	4	6	9	6	12	14	41
4:30 PM	2	1	4	6	13	2	0	0	1	3	6	8	12	13	39
4:45 PM	1	1	2	7	11	0	2	0	1	3	6	16	10	15	47
5:00 PM	5	0	3	6	14	1	2	1	2	6	13	13	15	22	63
5:15 PM	0	0	6	6	12	0	4	1	3	8	5	17	18	11	51
5:30 PM	1	2	4	4	11	3	1	1	2	7	11	5	8	16	40
5:45 PM	6	0	6	3	15	1	2	0	4	7	9	15	12	24	60
Count Total	20	5	31	44	100	8	15	5	18	46	63	85	95	122	365
Peak Hour	7	3	15	23	48	4	9	3	8	24	35	51	51	64	201

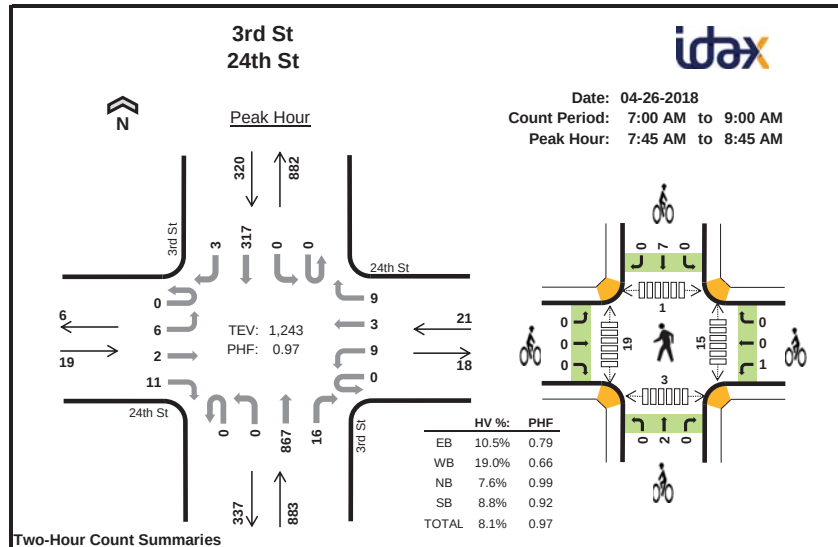
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	23rd St Eastbound				23rd St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	0	0	0	0	0	0	0	0	3	0	0	3	4	0	14	0
4:15 PM	0	1	0	0	0	1	0	0	0	0	3	0	0	0	4	1	10	0
4:30 PM	0	1	1	0	0	0	0	1	0	0	4	0	0	0	5	1	13	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	2	0	0	1	6	0	11	48
5:00 PM	0	0	3	2	0	0	0	0	0	0	3	0	0	1	4	1	14	48
5:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	1	12	50
5:30 PM	0	0	1	0	0	1	0	1	0	1	3	0	0	0	4	0	11	48
5:45 PM	0	1	3	2	0	0	0	0	0	0	6	0	0	0	3	0	15	52
Count Total	0	7	9	4	0	2	1	2	0	1	30	0	0	5	35	4	100	0
Peak Hour	0	0	5	2	0	1	1	1	0	1	14	0	0	2	19	2	48	0

Two-Hour Count Summaries - Bikes

Interval Start	23rd St Eastbound			23rd St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	2	2	0	1	0	0	1	0	6	0
4:15 PM	1	0	0	0	0	0	0	1	0	0	4	0	6	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	1	0	3	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	1	0	3	18
5:00 PM	0	1	0	0	1	1	0	1	0	1	0	1	6	18
5:15 PM	0	0	0	0	0	1	3	0	1	0	3	0	8	20
5:30 PM	1	2	0	0	1	0	0	1	0	0	2	0	7	24
5:45 PM	0	1	0	1	1	0	0	0	0	0	4	0	7	28
Count Total	2	5	1	1	6	8	0	5	0	1	16	1	46	0
Peak Hour	1	3	0	0	3	6	0	3	0	1	6	1	24	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	7	8	16	0	0	2	3	5	2	3	0	1	6
7:15 AM	3	1	14	9	27	0	0	0	0	0	1	7	0	1	9
7:30 AM	0	2	15	11	28	0	0	0	1	1	2	4	0	0	6
7:45 AM	0	1	12	7	20	0	1	0	2	3	1	0	0	1	2
8:00 AM	1	1	21	12	35	0	0	2	2	4	3	6	1	1	11
8:15 AM	0	2	17	4	23	0	0	0	2	2	3	7	0	1	11
8:30 AM	1	0	17	5	23	0	0	0	1	1	8	6	0	0	14
8:45 AM	0	2	11	4	17	0	1	1	1	3	7	8	5	0	20
Count Total	5	10	114	60	189	0	2	5	12	19	27	41	6	5	79
Peak Hour	2	4	67	28	101	0	1	2	7	10	15	19	1	3	38

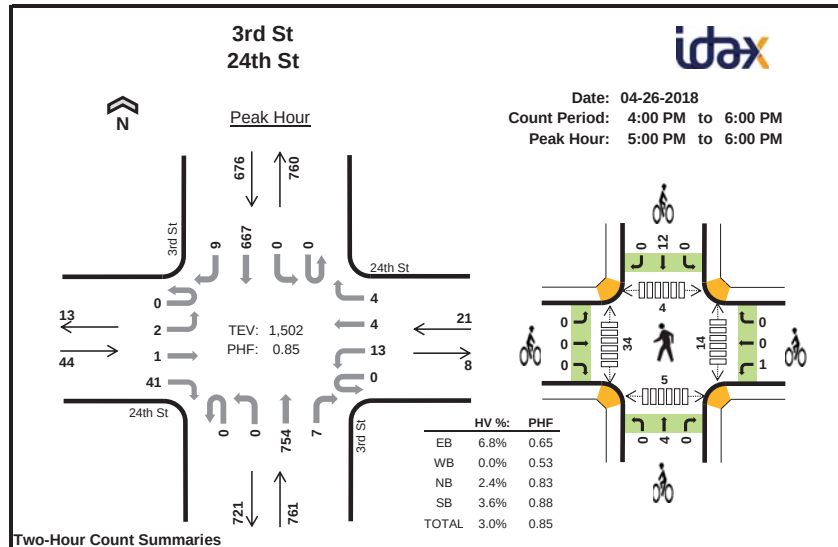
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	24th St Eastbound				24th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	7	0	0	0	8	0	16	0
7:15 AM	0	0	0	3	0	0	0	1	0	0	14	0	0	0	9	0	27	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	15	0	0	0	11	0	28	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	10	2	0	0	7	0	20	91
8:00 AM	0	1	0	0	0	1	0	0	0	0	21	0	0	0	12	0	35	110
8:15 AM	0	0	0	0	0	0	1	1	0	0	16	1	0	0	4	0	23	106
8:30 AM	0	1	0	0	0	0	0	0	0	0	17	0	0	0	5	0	23	101
8:45 AM	0	0	0	0	0	0	0	2	0	0	10	1	0	0	3	1	17	98
Count Total	0	2	0	3	0	2	1	7	0	0	110	4	0	0	59	1	189	0
Peak Hour	0	2	0	0	0	1	1	2	0	0	64	3	0	0	28	0	101	0

Two-Hour Count Summaries - Bikes

Interval Start	24th St Eastbound			24th St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	2	0	3	9
8:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	10
8:45 AM	0	0	0	0	1	0	0	1	0	0	1	0	3	10
Count Total	0	0	0	1	1	0	0	5	0	0	12	0	19	0
Peak Hour	0	0	0	1	0	0	0	2	0	0	7	0	10	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	24th St Eastbound				24th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	6	0	9	0	3	1	1	0	0	174	1	0	0	87	0	282	0
4:15 PM	0	3	1	6	0	2	1	3	0	0	176	4	0	0	94	1	291	0
4:30 PM	0	2	1	4	0	3	0	0	0	0	253	2	0	0	114	2	381	0
4:45 PM	0	3	1	6	0	1	0	2	0	0	212	3	0	0	129	0	357	1,311
5:00 PM	0	1	1	15	0	1	1	0	0	0	167	3	0	0	138	1	328	1,357
5:15 PM	0	0	0	8	0	4	1	0	0	0	184	1	0	0	171	2	371	1,437
5:30 PM	0	1	0	10	0	6	1	3	0	0	228	2	0	0	189	3	443	1,499
5:45 PM	0	0	0	8	0	2	1	1	0	0	175	1	0	0	169	3	360	1,502
Count Total	0	16	4	66	0	22	6	10	0	0	1,569	17	0	0	1,091	12	2,813	0
Peak Hour	0	2	1	41	0	13	4	4	0	0	754	7	0	0	667	9	1,502	0
	0	0	1	2	0	0	0	0	0	0	18	0	0	0	24	0	45	0
	-	0%	100%	5%	-	0%	0%	0%	-	-	2%	0%	-	-	4%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	5	7	0	0	1	1	2	3	4	2	1	10
4:15 PM	1	0	4	4	9	0	0	0	4	4	3	5	0	2	10
4:30 PM	0	0	3	5	8	0	0	0	2	2	4	4	0	0	8
4:45 PM	0	0	2	4	6	0	0	0	1	1	2	9	0	1	12
5:00 PM	3	0	4	6	13	0	0	1	0	1	4	10	2	3	19
5:15 PM	0	0	5	7	12	0	0	1	3	4	3	11	0	2	16
5:30 PM	0	0	3	5	8	0	1	1	4	6	4	5	1	0	10
5:45 PM	0	0	6	6	12	0	0	1	5	6	3	8	1	0	12
Count Total	4	0	29	42	75	0	1	5	20	26	26	56	6	9	97
Peak Hour	3	0	18	24	45	0	1	4	12	17	14	34	4	5	57

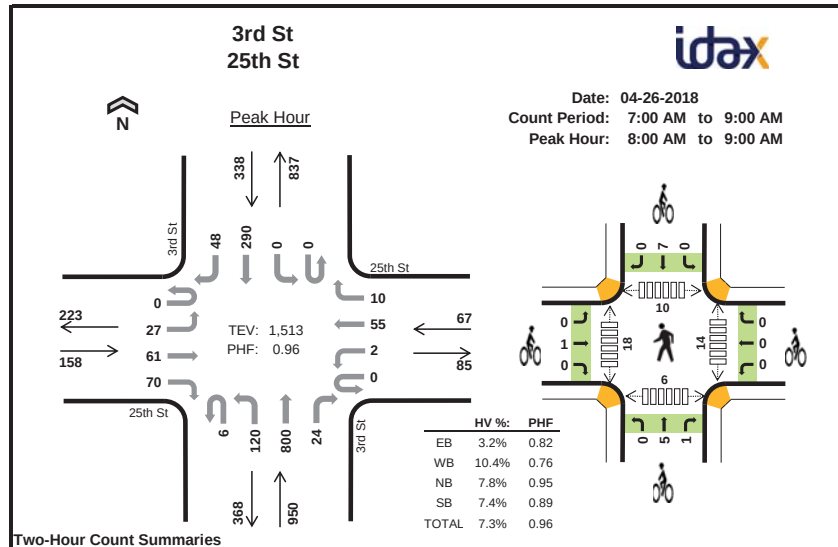
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	24th St Eastbound				24th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	9	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	30
5:00 PM	0	0	1	2	0	0	0	0	0	0	4	0	0	0	6	0	13	36
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12	39
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8	39
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	12	45
Count Total	0	0	1	3	0	0	0	0	0	0	29	0	0	0	42	0	75	0
Peak Hour	0	0	1	2	0	0	0	0	0	0	18	0	0	0	24	0	45	0

Two-Hour Count Summaries - Bikes

Interval Start	24th St Eastbound			24th St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	9
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	8
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	8
5:30 PM	0	0	0	1	0	0	0	1	0	0	4	0	6	12
5:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	6	17
Count Total	0	0	0	1	0	0	0	5	0	1	18	1	26	0
Peak Hour	0	0	0	1	0	0	0	4	0	0	12	0	17	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	25th St Eastbound				25th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	17	16	0	0	19	1	1	28	115	7	1	0	58	9	275	0
7:15 AM	0	7	7	16	0	3	10	1	3	22	171	6	0	0	67	12	325	0
7:30 AM	0	4	11	16	0	2	8	1	0	39	178	6	0	0	88	7	360	0
7:45 AM	0	8	13	13	0	1	11	2	1	39	218	7	0	0	60	10	383	1,343
8:00 AM	0	5	11	14	0	2	16	4	2	29	206	6	0	0	86	9	390	1,458
8:15 AM	0	6	20	16	0	0	13	2	3	28	207	11	0	0	60	9	375	1,508
8:30 AM	0	10	9	19	0	0	13	3	0	24	195	2	0	0	69	12	356	1,504
8:45 AM	0	6	21	21	0	0	13	1	1	39	192	5	0	0	75	18	392	1,513
Count Total	0	49	109	131	0	8	103	15	11	248	1,482	50	1	0	563	86	2,856	0
All	0	27	61	70	0	2	55	10	6	120	800	24	0	0	290	48	1,513	0
Peak Hour	0	3	1	1	0	0	6	1	0	7	65	2	0	0	23	2	111	0
HV%	-	11%	2%	1%	-	0%	11%	10%	0%	6%	8%	8%	-	-	8%	4%	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	14	10	26	0	0	1	3	4	2	2	1	0	5
7:15 AM	1	2	15	11	29	0	0	0	0	0	1	2	1	0	4
7:30 AM	1	2	17	11	31	0	0	1	2	3	1	0	1	1	3
7:45 AM	0	2	13	9	24	0	0	0	1	1	2	3	1	5	11
8:00 AM	0	0	23	9	32	0	0	3	3	6	3	4	1	2	10
8:15 AM	1	2	23	7	33	0	0	1	2	3	4	1	2	2	9
8:30 AM	1	5	14	6	26	1	0	1	1	3	3	4	5	0	12
8:45 AM	3	0	14	3	20	0	0	1	1	2	4	9	2	2	17
Count Total	7	15	133	66	221	1	0	8	13	22	20	25	14	12	71
Peak Hour	5	7	74	25	111	1	0	6	7	14	14	18	10	6	48

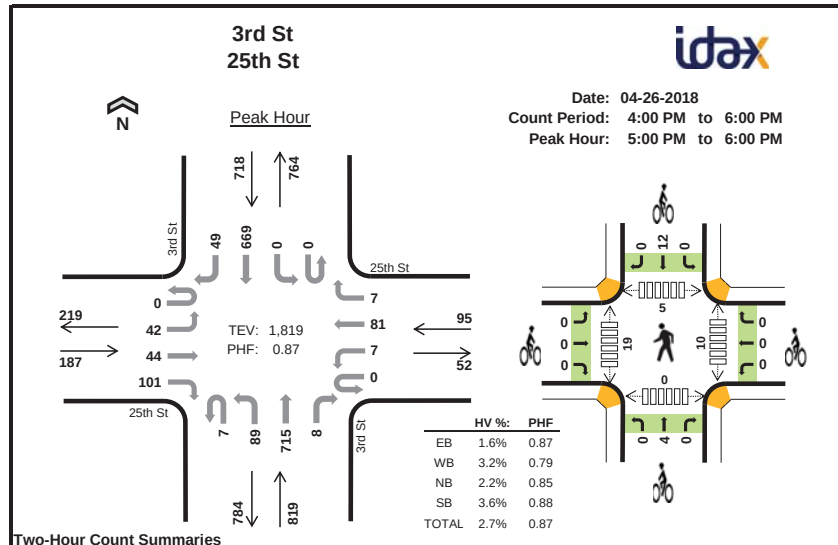
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	25th St Eastbound				25th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	2	0	0	7	7	0	0	0	9	1	26	0
7:15 AM	0	1	0	0	0	0	1	1	0	4	11	0	0	0	9	2	29	0
7:30 AM	0	0	0	1	0	1	1	0	0	3	13	1	0	0	11	0	31	0
7:45 AM	0	0	0	0	0	0	2	0	0	3	10	0	0	0	7	2	24	110
8:00 AM	0	0	0	0	0	0	0	0	0	2	21	0	0	0	8	1	32	116
8:15 AM	0	0	1	0	0	0	2	0	0	1	20	2	0	0	7	0	33	120
8:30 AM	0	1	0	0	0	0	4	1	0	1	13	0	0	0	5	1	26	115
8:45 AM	0	2	0	1	0	0	0	0	0	3	11	0	0	0	3	0	20	111
Count Total	0	4	1	2	0	1	12	2	0	24	106	3	0	0	59	7	221	0
Peak Hour	0	3	1	1	0	0	6	1	0	7	65	2	0	0	23	2	111	0

Two-Hour Count Summaries - Bikes

Interval Start	25th St Eastbound			25th St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	8
8:00 AM	0	0	0	0	0	0	0	2	1	0	3	0	6	10
8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	13
8:30 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	13
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	14
Count Total	0	1	0	0	0	0	0	7	1	0	13	0	22	0
Peak Hour	0	1	0	0	0	0	0	5	1	0	7	0	14	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries

Interval Start	25th St				25th St				3rd St				3rd St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	4	13	20	0	1	17	0	0	16	176	5	0	0	76	20	348	0	
4:15 PM	0	11	8	18	0	5	9	0	2	22	172	4	0	0	99	13	363	0	
4:30 PM	0	13	10	21	0	4	29	6	4	32	222	6	0	0	89	12	448	0	
4:45 PM	0	9	15	22	0	3	21	4	0	16	204	5	0	0	122	18	439	1,598	
5:00 PM	0	10	8	27	0	3	21	1	6	20	161	3	0	0	140	14	414	1,664	
5:15 PM	0	5	13	26	0	2	25	3	1	20	170	2	0	0	164	14	445	1,746	
5:30 PM	0	17	13	24	0	1	18	2	0	20	218	2	0	0	197	8	520	1,818	
5:45 PM	0	10	10	24	0	1	17	1	0	29	166	1	0	0	168	13	440	1,819	
Count Total		0	79	90	182	0	20	157	17	13	175	1,489	28	0	0	1,055	112	3,417	0
Peak Hour	All	0	42	44	101	0	7	81	7	7	89	715	8	0	0	669	49	1,819	0
	HV	0	1	1	1	0	0	1	2	0	3	15	0	0	0	25	1	50	0
	HV%	-	2%	2%	1%	-	0%	1%	29%	0%	3%	2%	0%	-	-	4%	2%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	1	3	3	11	0	0	1	0	1	1	2	0	3	6
4:15 PM	0	1	7	5	13	0	0	1	3	4	2	2	0	1	5
4:30 PM	0	3	5	4	12	0	0	0	1	1	5	4	4	2	15
4:45 PM	0	0	2	4	6	0	0	0	1	1	6	7	0	3	16
5:00 PM	1	0	4	8	13	0	0	1	0	1	4	6	1	0	11
5:15 PM	1	2	5	6	14	0	0	1	3	4	1	9	3	0	13
5:30 PM	0	1	3	6	10	0	0	1	5	6	2	2	0	0	4
5:45 PM	1	0	6	6	13	0	0	1	4	5	3	2	1	0	6
Count Total	7	8	35	42	92	0	0	6	17	23	24	34	9	9	76
Peak Hour	3	3	18	26	50	0	0	4	12	16	10	19	5	0	34

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	25th St Eastbound				25th St Westbound				3rd St Northbound				3rd St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	0	0	0	1	0	0	1	2	0	0	0	3	0	11	0
4:15 PM	0	0	0	0	0	0	1	0	0	4	3	0	0	0	4	1	13	0
4:30 PM	0	0	0	0	0	1	2	0	0	1	4	0	0	0	4	0	12	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	42
5:00 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	7	1	13	44
5:15 PM	0	0	1	0	0	0	1	1	0	1	4	0	0	0	6	0	14	45
5:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	6	0	10	43
5:45 PM	0	1	0	0	0	0	0	0	0	1	5	0	0	0	6	0	13	50
Count Total	0	1	5	1	0	1	5	2	0	9	26	0	0	0	40	2	92	0
Peak Hour	0	1	1	1	0	0	1	2	0	3	15	0	0	0	25	1	50	0

Two-Hour Count Summaries - Bikes

Interval Start	25th St Eastbound			25th St Westbound			3rd St Northbound			3rd St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	7
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	7
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	7
5:30 PM	0	0	0	0	0	0	0	1	0	0	5	0	6	12
5:45 PM	0	0	0	0	0	0	0	1	0	0	4	0	5	16
Count Total	0	0	0	0	0	0	0	6	0	0	17	0	23	0
Peak Hour	0	0	0	0	0	0	0	4	0	0	12	0	16	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

5. Travel Demand Analysis

5a. Proposed Project

Memorandum

To: Jenny Delumo, Transportation Planner – SF Planning Department
Manoj Madhavan, Transportation Planner – SF Planning Department

From: José I. Farrán – Adavant Consulting
Luba C. Wyznyckyj – LCW Consulting

Date: April 30, 2018

DRAFT – Subject to Review

Re: Potrero Power Station Mixed-Use Development Project Case No. 2017-011878ENV
Estimation of Project Travel Demand

This technical memorandum describes the assumptions and methodology used to develop the travel demand, including parking and loading demand, for the mixed-use Potrero Power Station project (proposed project) in San Francisco. It presents the estimate of project-generated person and vehicle trips that would travel to and from the proposed project. "Travel demand" refers to the vehicle, transit, pedestrian, and bicycle trips that would be generated by the proposed project. "Parking demand" refers to the demand for short-term and long-term parking spaces, while "loading demand" refers to the demand for loading spaces for trucks and service vehicles during the average and peak demand hours of loading operations.

The travel demand analysis presented in this document is based on standard methodology and practices used in the evaluation of transportation impacts as part of environmental review in San Francisco, which are described in detail in the *Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)*¹ prepared by the SF Planning Department. Detailed travel demand calculations and supporting data are included in the attached Appendix.

INTRODUCTION AND BACKGROUND

The Potrero Power Station Mixed-Use Development project is located on an approximately 29.0-acre site along San Francisco's central bayshore waterfront, encompassing the site of the former Potrero Power Plant that closed in 2011. As shown on **Figure 1**, the project site is roughly bounded by 22nd Street to the north, Illinois Street to the west, 23rd Street to the south, and the San Francisco Bay to the east. Existing structures on the project site consist primarily of vacant buildings and facilities.

¹ *Transportation Impact Analysis Guidelines for Environmental Review*, San Francisco Planning Department, October 2002.



Figure 1
Proposed Project Site Location and Land Use Plan
Source: California Barrel Company LLC – October 2017

Current uses are limited and include warehousing, vehicle storage, and office space. PG&E is currently performing remediation of contaminants in several subareas within the project site. California Barrel Company LLC, the project sponsor, seeks to redevelop this site to include a mix of residential, retail, and commercial land uses and waterfront open space.

PROJECT DESCRIPTION

The Potrero Power Station Mixed-Use Development project would rezone and establish development controls for a multi-phased, mixed-use development at the project site. The proposed project would include market-rate and affordable residential units, and commercial office (including general office, research and development, and production, distribution and repair [PDR] spaces), hotel, retail, and community facility uses. The proposed project would also include public access areas and open space, playing fields and other active open space uses, shoreline improvements, an internal grid of public streets, shared public ways, and utilities infrastructure.

Table 1 summarizes the project's characteristics, including the types and amounts of proposed land uses, and details regarding proposed residential dwelling units. The proposed project would include approximately 2,682 residential units, 220 hotel rooms, 1.3 million gross square feet (gsf) of commercial office uses (including general office, research & development, and PDR), 107,439 gsf of retail uses, 25,000 gsf of assembly space, and 100,938 gsf community facilities. In total, 4.4 million square feet of land use development would be constructed. The proposed project would provide approximately 6.3 acres of publicly accessible open space that would complement the existing and planned adjacent waterfront-facing open spaces and uses (such as the Bay Trail).

CONSIDERATION OF FLEX BLOCKS

The proposed project represents the development program that the project sponsor anticipates implementing on the project site. This is the development program that would be analyzed in the environmental impact report for the project. However, the development controls on the project site would allow for flexibility of uses on certain blocks between either residential or commercial office uses (for the location of the "flex" spaces, see blocks 4, 9, 12 and 14 on **Figure 1**), depending on future market conditions. Therefore, the travel demand analysis for the proposed project includes a sensitivity analysis to determine whether the possible changes in land uses on the flex blocks would result in a higher trip generation than the proposed project. For this purpose, two additional land use scenarios were developed for the travel demand analysis to account for the potential land use changes, and are discussed throughout this report. These two additional land use scenarios are also presented on **Table 1**.

- **Scenario A**, referred to as the Maximum Residential Scenario, would include approximately 3,014 residential units (as compared to 2,682 units for the proposed project) and 421,952 gsf of general office uses (as compared to 597,723 gsf for the proposed project). Scenario A would not include any hotel uses. Total land use development under Scenario A, Maximum Residential Scenario, would be 4.3 million square feet (85,396 gsf less than the proposed project).
- **Scenario B**, referred to as the Maximum Commercial Scenario, would include approximately 2,441 residential units (as compared to 2,682 units for the proposed project) and 814,240 gsf of general office uses (as compared to 597,723 gsf for the

proposed project). Scenario B would maintain the 220 hotel rooms included as the proposed project. Total land use development under Scenario B, the Maximum Commercial Scenario, would be 4.4 million square feet (24,243 gsf less than the proposed project).

Table 1
Potrero Power Station Mixed-use Development Project
Land Use Types by Scenario

Land Use Type	Proposed Project	Scenario A Maximum Residential	Scenario B Maximum Commercial
Studio/1 -bedroom units	1,547 units	1,738 units	1,408 units
2 or more bedroom units	1,135 units	1,276 units	1,033 units
<i>Total residential units</i>	<i>2,682 units</i>	<i>3,014 units</i>	<i>2,441 units</i>
	<i>2,682,427 gsf</i>	<i>3,014,376 gsf</i>	<i>2,441,667 gsf</i>
Hotel	220 rooms	0 rooms	220 rooms
	241,574 gsf	0 gsf	241,574 gsf
General Office	597,723 gsf	421,952 gsf	814,240 gsf
Research & Development	645,738 gsf	645,738 gsf	645,738 gsf
PDR	45,040 gsf	45,040 gsf	45,040 gsf
<i>Total commercial</i>	<i>1,288,501 gsf</i>	<i>1,112,730 gsf</i>	<i>1,505,018 gsf</i>
General Retail	10,744 gsf	10,744 gsf	10,744 gsf
Supermarket	42,975 gsf	42,975 gsf	42,975 gsf
Sit-down Restaurant	16,116 gsf	16,116 gsf	16,116 gsf
Quick Service Restaurant	37,604 gsf	37,604 gsf	37,604 gsf
<i>Total retail</i>	<i>107,439 gsf</i>	<i>107,439 gsf</i>	<i>107,439 gsf</i>
Assembly Use ^(a)	25,000 gsf	25,000 gsf	25,000 gsf
Childcare	15,000 gsf	15,000 gsf	15,000 gsf
Library	10,000 gsf	10,000 gsf	10,000 gsf
Other Community Facilities ^(b)	75,938 gsf	75,938 gsf	75,938 gsf
<i>Total community facilities</i>	<i>100,938 gsf</i>	<i>100,938 gsf</i>	<i>100,938 gsf</i>
Subtotal Development	4,445,879 gsf	4,360,483 gsf	4,421,636 gsf
Public Open Space	6.3 acres	6.3 acres	6.3 acres

Note:

[a] The assembly use would include musical, dramatic and artistic performances; meeting / conference room(s); and a bonafide eating establishment. Assumes an occupancy efficiency factor of 60 percent, based on SFFD data.

[b] Community Facility uses could include a combination of recreation center, community center, uses.

Source: California Barrel Company LLC – January 2018

Under both scenarios, the amount of Research & Development, PDR, retail, assembly space, and community facilities would remain the same as the proposed project. The 6.3 acres of proposed open space would also not change under the two scenarios.

It should be noted that the Potrero Power Station Mixed-Use Development Project EIR will include analysis of a single proposed project. That is, it will not include separate analyses for multiple land use programs (e.g., similar to the Pier 70 Mixed-Use District Project and the Seawall Lot 337 and Pier 48 Mixed-Use Project which included analysis of two separate land use programs that bracketed the range of potential development). However, based on the results of the travel demand analysis for the proposed project, the quantitative analyses (e.g., transit, air and noise analyses using estimates of project trips) will be based on the scenario with the greatest trip generation in order to analyze the maximum potential impact of the proposed project.

Because of differences in the directional distribution (i.e., inbound versus outbound trips) among the various land uses (residential and offices uses in particular), the trips used in the quantitative analyses may include the inbound direction from one scenario, and the outbound direction from another scenario. For example, for the PM peak hour of analysis, inbound trips generally are from Scenarios A, the Maximum Residential Scenario, to capture the larger number of residents returning home to the 3,014 units from work outside of the project site, while the outbound trips generally are from Scenario B, the Maximum Commercial Scenario, to capture the larger number of persons leaving the 1,505,018 gsf of commercial office uses on the project site. The transit and vehicle travel demand for this "synthetic scenario" used in the quantitative analysis of the project are included in **Appendix H**.

TRAVEL DEMAND ANALYSIS METHODOLOGY

This section describes the travel demand analysis methodology developed specifically for the analysis of the Potrero Power Station development in order to account for its size, land use mix, and availability of transit.

OVERALL APPROACH

Estimating the proposed project travel demand involves forecasting the number of person and vehicle trips generated at project build-out. The methodology commonly used for estimating the travel demand of development projects in San Francisco is described in detail in the *SF Guidelines*. It is based on applying the appropriate person trip generation rates, mode of travel ratios, trip distribution factors, and average vehicle occupancies to each land use (residential, office, retail, etc.) of a proposed development.

The information presented in the *SF Guidelines* has been derived from a number of detailed travel behavior surveys conducted within San Francisco in the mid-1990s, and is generally accepted as more appropriate than using regional or nationally sourced data because of the relatively unique mix of uses, density, availability of transit, and cost and supply of parking commonly found in San Francisco. On the other hand, parts of the methodology and information included in the *SF Guidelines* cannot be directly applied to some developments such as the Potrero Power Station development because of its large scale, unique location and distinctive mixed-use character. Thus, appropriate adjustments to the methodology and information contained within the *SF Guidelines* were made to account for these factors, as described in the following sections.

PROJECT LOCATION

The project site is located well within Superdistrict 3 in the Southeast quadrant of San Francisco. Superdistricts are travel analysis zones established by the Metropolitan Transportation Commission (MTC) that provide geographic subareas for planning purposes in San Francisco. A map showing the boundaries for the four planning Superdistricts within San Francisco is included in **Appendix A**. Superdistrict 3 is bounded on the north side by Townsend, 11th and Market Streets, on the east side by the San Francisco Bay, and on the south side by the San Francisco-San Mateo County line.

The *SF Guidelines* identifies different mode split ratios, trip distribution factors, and average vehicle occupancies for work and visitor (e.g., shopping) trips depending on the San Francisco Superdistrict where a project site is located, so that factors that influence travel behavior such as transit accessibility, walkability, roadway and transit infrastructure, etc. are properly accounted for in the analysis. For example, **Table 2** provides a summary of modal split ratios for work trips based on the Superdistrict of employment. As shown in the table, Superdistrict 1 has the highest transit usage and Superdistrict 3 the lowest, while Superdistrict 3 has the highest automobile utilization and Superdistrict 1 the lowest.

Table 2
Average Mode of Travel Percentages for Work Trips in San Francisco

Mode of Travel	Work Location ^[a]			
	Superdistrict 1 NE Quadrant	Superdistrict 2 NW Quadrant	Superdistrict 3 SE Quadrant	Superdistrict 4 SW Quadrant
Auto	38.9%	52.8%	71.1%	69.7%
Transit	51.7%	31.7%	20.2%	23.0%
Walk	6.9%	12.6%	5.8%	4.9%
Other ^[b]	2.5%	2.9%	2.9%	2.4%
Total	100.0%	100.0%	100.0%	100.0%

Notes:

[a] A map showing the boundaries for the four planning Superdistricts within San Francisco is included in **Appendix A**.

[b] "Other" includes bicycle, motorcycle, and additional modes such as taxis and limousines.

Source: *SF Guidelines* – October 2002

As previously indicated, the information contained in the *SF Guidelines* has been derived from citywide surveys of employees, residents and visitors conducted in 1993 and 1995, as well as findings and assumptions from major environmental reports conducted in the 1990s. As such, the travel behavior characteristics summarized in the *SF Guidelines* reflect the transportation infrastructure and transit services available to San Francisco residents and workers at that time.

This is of particular importance in the analysis of the proposed project, since the transportation infrastructure available near the Potrero Power Plant in the 1990s was very different from today's condition, particularly in regard to public transit service and access. Specifically, the

following major public transit projects have been implemented in the vicinity of the project site since the mid-1990s:

- **Muni Third Street Light Rail Project** – Construction of the Third Street Light Rail Project south of the intersection of Third/King station along Third Street to the vicinity of the Bayshore Caltrain station was initiated by SFMTA in 2002. Full Muni Metro light rail service started in April 2007. The closest light rail station to the project site is on Third Street at 23rd Street.
- **Muni Central Subway Project** – The Central Subway Project is the second phase of the Third Street light rail line (i.e., T Third). Construction is currently underway, and the Central Subway will extend the T Third light rail line northward from its current terminus at Fourth and King Streets to a surface station south of Bryant Street and go underground at a portal under U.S. 101. From there it will continue north to stations at Moscone Center, Union Square — where it will provide passenger connections to other Muni light rail lines and BART at the Powell station — and in Chinatown, where the line will terminate at Stockton and Clay Streets. Revenue service on the Central Subway is scheduled for 2019. With initiation of service on the Central Subway, the number of light rail vehicles per train on the T Third in the project vicinity will increase from one to two.
- **Caltrain Commuter Rail Service Improvements** – Caltrain has been steadily increasing commuter rail service between San Jose and San Francisco over the past 20 years. In 1996 Caltrain operated 66 daily trains each weekday; it currently operates 92 trains per day, 22 of which provide faster service with limited stops (baby bullet trains). Caltrain's Peninsula Corridor Electrification Project currently under development will electrify the existing diesel locomotive service, allowing for an increase in the number of peak hour trains by 2022.

Adavant Consulting and LCW Consulting discussed with SF Planning staff the best approach to account for the potential changes in travel behavior in the vicinity of the proposed project resulting from the transportation improvements that have occurred in the area since the preparation of the *SF Guidelines*, as well as the transportation enhancements to be implemented by the project, such as a robust shuttle bus service. It was therefore thought reasonable to assume that by the time the proposed development is built and occupied, the travel behavior in the project vicinity would resemble the conditions somewhere between Superdistrict 1 and Superdistrict 3. Thus, an average of the travel characteristics presented in the *SF Guidelines* for Superdistricts 1 and 3 was selected for the transportation analysis of the Potrero Power Station development.

METHODOLOGY FOR THE ASSESSMENT OF INTERNAL AND LINKED TRIPS

The *SF Guidelines* do not provide a specific methodology to assess the number of internal trips, those that could remain within a large development site with a mix of uses such as the proposed project, and would, therefore, “double count” them. Similarly, the *SF Guidelines* do not provide for a methodology for estimating the number of “linked” trips, those trips that are made as intermediate stops on the way from an origin to a primary destination.² Therefore, appropriate refinements to the standard travel demand analysis approach were

² For example, an individual who stops at a cafe or retail store on the trip from home to work, or vice versa.

made to account for the size and land use mix of a project such as the Potrero Power Station development, which with its large proposed mix of residential, retail, and office uses would be expected to have more than the typical proportion of project trips internal to the site that would be assumed for a stand-alone development project using standard methodology such as the *SF Guidelines*.

To better estimate the trip-making patterns of the Potrero Power Station development, a modified trip generation model specific to the Potrero Power Station development was developed. This methodology was originally developed by Adavant Consulting staff for the analysis of the Presidio Trust Management Plan³ (a large mixed-use project in the northwest quadrant of San Francisco under the jurisdiction of the Presidio Trust) and was recently used in the analysis of the Mission Rock Project at Seawall Lot 337,⁴ as well as the Pier 70 SUD Project.⁵

A similar approach has also been proposed by the Institute of Transportation Engineers (ITE)⁶ and the Transportation Research Board (TRB).⁷ In those studies, multiple surveys of person and vehicle trips generated/attracted by various mixed use project in the U.S. were conducted, which were then compared against those trips calculated by using the standard trip generation rates for each individual type of land use (residential, office, retail, etc.).

Furthermore, the transportation analysis conducted as part of the Mission Bay Redevelopment Plan SEIR in 1998, used an earlier version of the same methodology to account for trips that would remain internal to the Mission Bay Area.⁸

The proposed methodology accounts for trips internal to the project that would still occur but would not be made by automobile or transit, instead they would remain within or in the vicinity of the project site and would occur by walking and bicycling, as well as for “linked” trips. A summary of the steps followed in the trip generation model for the Potrero Power Station development includes:

1. Determining the total number of person-trips generated during the daily, AM peak hour and PM peak hour periods by each individual land use being proposed by the project using the person trip generation rates presented in the *SF Guidelines*, or from other

³ *Presidio Trust Management Plan-Background Transportation Report for the Final EIS*, prepared by Wilbur Smith Associates for the Presidio Trust, May 2002.

⁴ The Mission Rock (Seawall Lot 337/Pier 48) Project, Case No. 2013.0208 – Estimation of Project Travel Demand Final Report, Adavant Consulting, October 22, 2014.

⁵ Pier 70 Special Use District Project, Case No. 2014-001272 – Estimation of Project Travel Demand Technical Memorandum, Revised Project with Open Space, Adavant Consulting, December 9, 2016.

⁶ *Improved Estimation of Internal Trip Capture for Mixed-Use Development*, ITE Journal, August 2010; *Alternative Approaches to Estimating Internal Traffic Capture of Mixed-Use Projects*, ITE Journal, November 2011.

⁷ *Enhancing Internal Trip capture Estimation for Mixed-Use Development*, NCHRP Report 684, Transportation Research Board, Washington DC, 2011.

⁸ *Final Mission Bay Subsequent Environmental Impact Report*, Appendix D-Transportation, p. D.32, Case No. 96.771E, San Francisco Planning Department, Final Certification Date: September 17, 1998

sources such as the ITE or field counts conducted specifically for this study, for those time periods not included in the *SF Guidelines* such as the AM peak hour period;

2. Estimating the number of project person-trips by place of trip origin/destination and calculate their respective modal splits among auto, transit, and other (walk, bicycle, motorcycle, and additional modes such as taxis and limousines) for each land use during the daily, AM peak hour and PM peak hour periods;
3. Identifying the number of person-trips generated during the daily, AM peak hour and PM peak hour periods with an origin or destination in Superdistricts 1 or 3;⁹ they represent the universe of trips from where the project-related internal trips will be calculated and shifted to transit, and other (walk, bicycle, motorcycle, and additional modes such as taxis and limousines) modes;
4. Grouping the auto and transit person-trips generated in Superdistricts 1 and 3 during the daily, AM peak hour and PM peak hour periods by each individual land use into two categories: trip productions, for those land uses where the trips typically originate at the beginning of the day, such as residential uses; and trip attractions, for those land uses at which the trips typically arrive at the beginning of the day, such as office, retail, and restaurant;
5. Applying an initial linked trip factors and internal capture rates to each individual land use within the production and attraction categories based on ITE, San Diego Association of Governments (SANDAG) or other similar sources, and engineering judgment. (A discussion about the selection of the most appropriate internal trip capture rates for each land use is presented in the next section of this document.);
6. Iteratively adjusting the linked trip factors and internal capture rates applied to each individual land use until the number of production trips equals the number of attraction trips for each study period (daily, AM peak hour and PM peak hour);
7. Shifting the resulting number of attraction and production trips calculated for each individual land use from the original auto and transit modes to other modes (walk, bicycle, motorcycle, and additional modes such as taxis and limousines); they represent the additional person-trips that would be considered internal to the project; and
8. Performing a reasonableness check of the resulting internal person trip capture rates by comparing the data obtained at the completion of the previous steps against similar results available from ITE, TRB, and other sources, such as previous EIR analyses. (A discussion about the reasonableness of the results obtained is presented starting on **page 17** of this document, Estimation of Internal Project Trips).

⁹ The Potrero Power Station development is located in Superdistrict 3, and the Superdistrict 1 boundary is in close proximity of the project site and the most likely destination of non-motorized trips.

ASSESSMENT OF INTERNAL TRIP CAPTURE RATES

Table 3 on the following page summarizes typical maximum internal trip capture rates for typical mixed-use land uses obtained from recognized transportation planning sources for the weekday daily, AM peak hour, and PM peak hour periods. The sources include capture rates for major land use types, such as residential, office and retail obtained from the TRB and the ITE. Using the information presented in the table as an initial point of analysis and through an iterative process, the actual internal trip capture rates to be used in the transportation analysis of the Potrero Power Station development were identified, which are also summarized in **Table 3**.

The internal trip capture rates obtained from various sources and summarized in the table represent highest possible values, that is, they result from the most favorable balance of land-uses as well as their relatively close proximity; as such these rates represent maximum values for internal trip rate capture. On the other hand, as explained in the previous section of this document, the internal trip capture rates selected for the analysis of the Potrero Power Station development are methodologically constrained by the need for the number of production trips to equal the number of attraction trips for each study period (daily, AM peak hour, and PM peak hour). Thus, as shown in the table, the selected internal trip capture rates have generally lower values than those obtained from the standard unconstrained rates. The capture rate varies between the proposed project and two scenarios because of differences in the amount of residential and office development, and thus the number of productions and attractions available for internalization. These rates are in line with those previously estimated for the Mission Rock (Seawall Lot 337/Pier 48) and Pier 70 Special Use District projects.

Table 3
Maximum Internal Trip Capture Rates within a Mixed-Use Project from Various Sources

Land Use Type	Daily		AM Peak Hour		PM Peak Hour	
	NCHRP ^(a) & ITE ^(b)	Selected for Analysis ^(c) Prop. Scen. A Project	ITE ^(d)	Selected for Analysis ^(c) Prop. Scen. A Project	NCHRP ^(a) & ITE ^(b)	Selected for Analysis ^(c) Prop. Scen. A Project
Residential (all unit types)	38%	35%	36%	37%	20%	19%
General Office ^(e)	22%	20%	22%	14%	32%	21%
General Retail	30%	20%	28%	20%	50%	30%
Restaurant	30% ^(f)	15% / 26%	20% / 28%	15% / 26%	31% ^(g)	25% / 30%

Notes:

- (a) *Enhancing Internal Trip Capture Estimation for Mixed-Use Development*, NCHRP Report 684, Table 3, p. 11; Transportation Research Board, Washington DC, 2012.
- (b) *Trip Generation Manual*, 9th Edition, Volume 1: User's Guide and Handbook, Tables 7.1 and 7.2 (pp. 93-94); Institute of Transportation Engineers, Washington DC, 2012 (based on a limited sample size of mixed-use projects).
- (c) The internal capture rates selected for the transportation analysis of the Potrero Power Station development are constrained by the need for each scenario to match trip origins with trip destinations (productions/attractions) within the project site. The differences in the selected trip capture rates reflect the mix of uses within each scenario and match potential residential trips with office trips, office trips with retail trips, etc.
- (d) *Improved Estimation of Internal Trip Capture for Mixed-Use Development*, Tables 2 and 3 (pp. 26-27), ITE Journal, August 2010.
- (e) PDR uses in San Francisco are typically assumed to have travel characteristics similar to those of General Office uses.
- (f) Analyzed within the retail land use category by NCHRP and ITE.
- (g) There is no distinction in the ITE analysis between sit-down and quick service restaurant uses.

Source: Adavant Consulting from various sources, as noted – April 2018.

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TRAVEL DEMAND FOR THE PROPOSED MIXED-USE DEVELOPMENT

As noted above, travel demand refers to the vehicle, transit, pedestrian and bicycle trips generated by the Potrero Power Station development. This section presents the assumptions and results of the travel and parking demand estimation for the Potrero Power Station development. The detailed travel demand calculations for the proposed project, as well as scenarios A and B, are presented in **Appendices C, D and E**, respectively. **Appendix F** contains the parking demand calculations using the *SF Guidelines* methodology, and **Appendix G** presents the commercial loading demand calculations.

PERSON-TRIP GENERATION

The first step in calculating travel demand is to determine the person-trip generation rate. Internal capture rates and mode splits are then applied to the person-trip generation rate.

The person-trip generation estimates for the proposed project and two scenarios include residents, guests, employees and visitors to the proposed development. The weekday daily and PM peak hour person-trip generation for the proposed uses at Potrero Power Station are generally based on the appropriate rates as provided by Table C-1 in the *SF Guidelines*. Trip generation rates for those land uses not included in the *SF Guidelines*, such as libraries, community centers, and open space, were obtained from other nationally recognized sources, such as the ITE or the San Diego Association of Governments. Trip generation information for Research and Development uses was obtained from the Mission Bay Final Supplemental EIR, prepared for the San Francisco Planning Department in 1998. Given that the proposed assembly space could include eating establishments, it has been analyzed as a sit-down restaurant, with a 60 percent occupancy efficiency factor based on SFFD. Trip generation for the AM peak hour was estimated¹⁰ using information obtained from the ITE¹¹. The detailed calculations of the trip generation rates for all land uses are presented in **Appendix B**.

Table 4 presents the weekday daily, AM peak hour, and PM peak hour person-trip generation rates for the proposed land uses. As shown in the table, the overall trip generation rates for the proposed project and the two scenarios are very similar, particularly during the PM peak hour. Similarly, **Table 5** presents the total number of weekday daily, AM peak hour, and PM peak hour person-trips (internal plus external trips) generated by the proposed project and the two scenarios based on the rates summarized in **Table 4**.

¹⁰ The *SF Guidelines* do not include trip generation rate estimates for the AM peak hour.

¹¹ *Trip Generation* (9th Edition) Institute of Transportation Engineers, Washington DC, 2012.

Table 4

Potrero Power Station Person-Trip Generation Rates by Land Use

Land Use Type	Daily	AM Peak Hour		PM Peak Hour	
		% of Daily	Rate	% of Daily	Rate
Residential (studio/1-bedroom)	7.5 / unit	14.2% [c]	1.1 / unit	17.3%	1.3 / unit
Residential (2+ bedrooms)	10.0 / unit	14.2% [c]	1.4 / unit	17.3%	1.7 / unit
Hotel	7.0 / room	8.8% [c]	0.6 / room	10.0%	0.7 / room
General Office	18.1 / 1000 gsf	8.9% [c]	1.6 / 1000 gsf	8.5%	1.5 / 1000 gsf
Research & Development	8.0 / 1000 gsf [d]	18.2% [c]	1.5 / 1000 gsf	10.0% [d]	1.3 / 1000 gsf
PDR [d]	18.1 / 1000 gsf	8.9% [c]	1.6 / 1000 gsf	8.5%	1.5 / 1000 gsf
General Retail	150 / 1000 gsf	2.3% [c]	3.5 / 1000 gsf	9.0%	13.5 / 1000 gsf
Supermarket	297 / 1000 gsf	2.6% [c]	7.8 / 1000 gsf	7.3%	21.7 / 1000 gsf
Sit-down Restaurant	200 / 1000 gsf	1.1% [c]	2.2 / 1000 gsf	10.0% [d]	20.0 / 1000 gsf
Quick Service Restaurant	600 / 1000 gsf [e]	1.1% [c]	6.5 / 1000 gsf	10.0% [d]	60.0 / 1000 gsf
Assembly Use [f]	200 / 1000 gsf	1.1% [c]	2.2 / 1000 gsf	10.0% [d]	20.0 / 1000 gsf
Childcare	67 / 1000 gsf	17.8% [c]	11.9 / 1000 gsf	18.0%	12.1 / 1000 gsf
Library	195 / 1000 gsf [d]	2.0% [d]	3.9 / 1000 gsf	16.2% [d]	31.5 / 1000 gsf
Community Center	80 / 1000 gsf [d]	6.1% [d]	4.8 / 1000 gsf	13.5% [d]	10.8 / 1000 gsf
Open Space	20 / acre [f]	13.0% [f]	2.6 / acre	9.0% [f]	1.8 / acre
Overall Project Average [j]					
Proposed Project	20.5 / 1000 gsf	7.3%	1.5 / 1000 gsf	12.1%	2.5 / 1000 gsf
Scenario A – Max. Residential	20.5 / 1000 gsf	7.5%	1.5 / 1000 gsf	12.4%	2.5 / 1000 gsf
Scenario B – Max. Office	21.0 / 1000 gsf	7.2%	1.5 / 1000 gsf	11.8%	2.5 / 1000 gsf

Notes:

- [a] Based on *Mission Bay Final SEIR*, 1998 - Volume IV, Appendix D
- [b] The PDR (production, distribution and repair) use is considered for travel demand purposes in San Francisco to have travel characteristics similar to those of general office use.
- [c] Adapted from Institute of Transportation Engineers *Trip Generation Report*, 9th Edition, 2012 in combination with *SF Guidelines*; see Appendix B.
- [d] Based on ITE (2009) and San Diego Association of Governments (2002) trip generation data for the AM peak hour.
- [e] The "Restaurant Composite" daily trip generation rate from the *SF Guidelines* was used, as this type of restaurant is not envisioned as "fast food".
- [f] Given that assembly use could include eating establishments, it has been analyzed as a sit-down restaurant with a 60 percent occupancy efficiency factor (based on SFFD) for daily, AM peak hour, and PM peak hour travel demand purposes.
- [g] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.0968, ESA August 2009.
- [h] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Adavant Consulting/LCW Consulting, November 2017.
- [i] San Diego Association of Governments Trip Generation Data (2002).
- [j] External trips only. The overall project average has been reverse-calculated by dividing the total number of trips generated by each scenario during the study periods (daily, AM, PM) by the amount of proposed gsf.

Source: Table C-1 of the *SF Guidelines* unless otherwise noted, Adavant Consulting/LCW Consulting – April 2018

Table 5

Potrero Power Station Trip Generation by Scenario and Land Use
Internal + External Person-trips [a]

Scenario / Land Use Type	Land Use Intensity	Daily Person Trips	AM Peak Hour Person trips	PM Peak Hour Person Trips
Proposed Project				
Residential (studio/1-bedroom units)	1,547 d.u.	11,603	1,651	2,007
Residential (2 or more bedroom units)	1,135 d.u.	11,350	1,615	1,964
Hotel	220 rooms	1,540	136	154
General Office	597,723 gsf	10,819	963	920
Research & Development	645,738 gsf	5,166	942	827
PDR	45,040 gsf	815	73	69
General Retail	10,744 gsf	1,612	38	145
Supermarket	42,975 gsf	12,764	334	932
Sit-down Restaurant / Assembly Space	41,116 gsf	6,223	67	622
Quick Service Restaurant	37,604 gsf	22,562	244	2,256
Childcare	15,000 gsf	1,005	179	181
Library	10,000 gsf	1,950	39	315
Community Center	75,938 gsf	6,075	368	823
Open Space	6.3 acres	126	16	11
Total Proposed Project (internal + external trips)		93,609	6,665	11,218
Scenario A – Maximum Residential				
Residential (studio/1-bedroom units)	1,738 d.u.	13,035	1,855	2,255
Residential (2 or more bedroom units)	1,276 d.u.	12,760	1,816	2,207
Hotel	--- rooms	---	---	---
General Office	421,952 gsf	7,637	680	649
Research & Development	645,738 gsf	5,166	942	827
PDR	45,040 gsf	815	73	69
General Retail	10,744 gsf	1,612	38	145
Supermarket	42,975 gsf	12,764	334	932
Sit-down Restaurant / Assembly Space	41,116 gsf	6,223	67	622
Quick Service Restaurant	37,604 gsf	22,562	244	2,256
Childcare	15,000 gsf	1,005	179	181
Library	10,000 gsf	1,950	39	315
Community Center	75,938 gsf	6,075	368	823
Open Space	6.3 acres	126	16	11
Total Scenario A (internal + external trips)		91,730	6,651	11,285

Note:

- [a] Numbers may not sum to total due to rounding.

Source: Adavant Consulting – November 2017.

Table 5 (Continued)
Potrero Power Station Trip Generation by Scenario and Land Use
Internal + External Person-trips ^[a]

Scenario / Land Use Type	Land Use Intensity	Daily Person Trips	AM Peak Hour Person trips	PM Peak Hour Person Trips
Scenario B – Maximum Commercial				
Residential (studio/1-bedroom units)	1,408 d.u.	10,560	1,503	1,827
Residential (2 or more bedroom units)	1,033 d.u.	10,330	1,470	1,787
Hotel	220 rooms	1,540	136	154
General Office	814,240 gsf	14,738	1,312	1,253
Research & Development	645,738 gsf	5,166	942	827
PDR	45,040 gsf	815	73	69
General Retail	10,744 gsf	1,612	38	145
Supermarket	42,975 gsf	12,764	334	932
Sit-down Restaurant / Assembly Space	41,116 gsf	6,223	67	622
Quick Service Restaurant	37,604 gsf	22,562	244	2,256
Childcare	15,000 gsf	1,005	179	181
Library	10,000 gsf	1,950	39	315
Community Center	75,938 gsf	6,075	368	823
Open Space	6.3 acres	126	16	11
Total Scenario B (internal + external trips)		95,466	6,721	11,194

Note:

[a] Numbers may not sum to total due to rounding.

Source: Adavant Consulting – April 2018.

As seen **Table 5**, the Potrero Power Station proposed project would generate 93,609 internal and external person-trips on a weekday daily basis, 6,665 person-trips during the AM peak hour, and 11,218 person-trips during the PM peak hour. Scenario A would generate 91,730 internal and external person-trips on a weekday daily basis, 6,651 person-trips during the AM peak hour, and 11,385 person-trips during the PM peak hour. Similarly, Scenario B would generate 95,466 internal and external person-trips on a weekday daily basis, 6,721 person-trips during the AM peak hour, and 11,194 person-trips during the PM peak hour.

Scenario A would generate 2 percent fewer total daily person trips than the proposed project, while Scenario B would generate 2 percent more daily person trips than the proposed project. The proposed project, Scenario A and Scenario B would all generate a similar number of total person trips during the AM and PM peak hours.

MODE OF TRAVEL

The project-generated person-trips previously reported in **Table 5** were then allocated among different travel modes in order to determine the number of auto, transit, and other trips going to and from the site. The “Auto” category includes those arriving at the site by private automobile, carpool, etc., while the “Transit” category includes those arriving to the site by public means of

transportation. The “Other” category includes walk, bicycle, motorcycle, and additional modes, such as taxis or limousines.

Mode split assumptions for the residential use were based on data obtained from the U.S. Census, which reports modes of travel according to data from Census Tract 226, in which the project site is located.¹² As previously described, mode of travel assumptions for the hotel, office, R&D, PDR, retail, restaurant, assembly space, community facilities, and public open space uses have been based on an average of the rates presented in the *SF Guidelines* for Superdistricts 1 and 3.

Table 6 summarizes the typical weekday daily, AM peak hour, and PM peak hour person-trips by mode of travel for the proposed project, Scenario A, and Scenario B. All three scenarios would have similar mode of travel characteristics, particularly during the AM and PM peak hours.

Approximately 47 percent of all daily person-trips would be by auto, about 24 percent by transit, and the remaining 29 percent by other modes (including walking). Similar modal split percentages would occur during the AM and PM peak hours, with a slightly higher transit share and lower “Other” modes of travel.

These modal split percentages represent a first approximation based on the direct implementation of the *SF Guidelines* methodology. As explained later in this in this document (Estimation of Internal Project Trips, **page 17**), the adjustment for internal trips (i.e., travel within the project site) will cause a shift from auto and transit usage to walk and other modes.

¹² 2011-2015 American Community Survey 5-Year Estimate, Census Tract 226, supplemented with information from the 1990 and 2000 U.S. Census summary of relevant results is included in **Appendix B**. Census tract 226 is bounded by 16th Street to the north, I-280 to the west, 25th Street to the south, and the San Francisco Bay to the east.

Table 6
Potrero Power Station Trip Generation by Scenario and Mode of Travel ^[a]
Internal + External Person-trips
Prior to Refined Estimation of Internal Trips ^[b]

Scenario	Daily		AM Peak Hour		PM Peak Hour	
Proposed Project						
Auto	44,147	47.2%	3,079	46.2%	5,251	46.8%
Transit	22,684	24.2%	2,289	34.3%	3,156	28.1%
Other ^[c]	26,779	28.6%	1,297	19.5%	2,811	25.1%
Total Proposed Project	93,609	100.0%	6,665	100.0%	11,218	100.0%
Scenario A – Maximum Residential						
Auto	43,017	46.9%	3,025	45.5%	5,228	46.3%
Transit	22,599	24.6%	2,320	34.9%	3,217	28.5%
Other ^[c]	26,114	28.5%	1,306	19.6%	2,841	25.2%
Total Scenario A	91,730	100.0%	6,651	100.0%	11,285	100.0%
Scenario B – Maximum Commercial						
Auto	45,234	47.4%	3,145	46.8%	5,283	47.2%
Transit	22,916	24.0%	2,288	34.0%	3,124	27.9%
Other ^[c]	27,316	28.6%	1,287	19.2%	2,787	24.9%
Total Scenario B	95,466	100.0%	6,721	100.0%	11,194	100.0%

Notes:

- [a] Preliminary modal splits calculations, based on the direct implementation of the *SF Guidelines* methodology, prior to the refined calculation of the internal project trips.
 [b] Numbers may not sum to total due to rounding.
 [c] "Other" includes walk, bicycle, motorcycle, and additional modes such as taxis and limousines.

Source: Adavant Consulting – April 2018.

TRIPS ORIGIN/DESTINATION DISTRIBUTION

The distribution of trips for the residential uses being proposed by the project was obtained from the 2011-2015 American Community Survey 5-Year Estimate for Census Tract 226, which corresponds to the proposed project area, supplemented with information from the 1990 and 2000 U.S. Census for Census Tracts 226 and 227. Trip distribution for the office, R&D, PDR, retail, restaurant, assembly use, community center, and public open space uses were based on an average of the rates presented in the *SF Guidelines* for Superdistricts 1 and 3. The trip distribution for visitor trips to the childcare and library facilities assumes local trips, all within Superdistrict 3.

The overall trip distribution for the proposed project and Scenarios A and B are based on the origins and destinations of trips for each specific land use, which are then assigned to the four quadrants of San Francisco (Superdistricts 1 through 4), East Bay, North Bay, South Bay and Out of Region. The results are summarized in **Table 7**.

Table 7
Potrero Power Station
Trip Distribution Patterns by Land Use

Place of Trip Origin or Destination	Residential Use	Hotel / Office / R&D / PDR / Community Center / Open Space		Retail / Supermarket / Restaurant / Assembly		Childcare / Library	
	Residents & Visitors ^(a)	Workers ^(b)	Visitors ^(c)	Workers ^(b)	Visitors ^(d)	Workers ^(b)	Visitors ^(e)
San Francisco							
Superdistrict 1	53.4%	10.6%	17.5%	10.6%	12.5%	10.6%	0.0%
Superdistrict 2	3.8%	12.5%	14.0%	12.5%	8.0%	12.5%	0.0%
Superdistrict 3	15.3%	20.5%	28.5%	20.5%	34.5%	20.5%	100.0%
Superdistrict 4	3.8%	9.6%	7.0%	9.6%	4.0%	9.6%	0.0%
All San Francisco	76.3%	53.1%	67.0%	53.1%	59.0%	53.1%	100.0%
East Bay	6.5%	18.4%	10.0%	18.4%	7.0%	18.4%	0.0%
North Bay	1.9%	5.9%	3.0%	5.9%	3.5%	5.9%	0.0%
South Bay	14.9%	20.6%	8.0%	20.6%	8.5%	20.6%	0.0%
Outside of Bay Area	0.4%	2.2%	12.0%	2.2%	22.0%	2.2%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

- [a] 2011-2015 American Community Survey 5-Year Estimate, Census Tract 226, supplemented with information from the 1990 and 2000 U.S. Census (see summary in Appendix B).
 [b] *SF Guidelines*, Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All).
 [c] *SF Guidelines*, Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other).
 [d] *SF Guidelines*, Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail).
 [e] All visitor trips to the childcare and library are assumed to be local.

Source: *SF Guidelines*, Adavant Consulting – November 2017

ESTIMATION OF INTERNAL PROJECT TRIPS

As previously described starting on **page 7** of this document, a specific methodology was developed for the Potrero Power Station in order to estimate the number of trips that would remain within or in close proximity to the project site. These internal trips are then evaluated to determine the extent to which they can be assigned as walk trips or to the "Other" mode of travel category. This analysis was based on the number of project person-trips that would originate or be destined to Superdistricts 1 and 3, as well as on the matching of trip productions and attractions within the project site. A summary of the results for the weekday daily, AM peak hour, and PM peak hour periods for the proposed project and Scenarios A and B is presented in **Table 8**.

Table 8
Potrero Power Station Trip Generation by Scenario
After Estimation of Internal Trips

Scenario	Number of Person-trips ^[a]					
	Daily		AM Peak Hour		PM Peak Hour	
Proposed Project						
Internal	25,795	27.6%	1,526	22.9%	3,395	30.3%
External	67,814	72.4%	5,139	77.1%	7,823	69.7%
Total Proposed Project	93,609	100.0%	6,665	100.0%	11,218	100.0%
Scenario A – Maximum Residential						
Internal	27,955	30.5%	1,629	24.5%	3,871	34.3%
External	63,776	69.5%	5,022	75.5%	7,415	65.7%
Total Scenario A	91,730	100.0%	6,651	100.0%	11,285	100.0%
Scenario B – Maximum Commercial						
Internal	24,762	25.9%	1,451	21.6%	3,247	29.0%
External	70,703	74.1%	5,269	78.4%	7,947	71.0%
Total Scenario B	95,466	100.0%	6,721	100.0%	11,194	100.0%

Note:

[a] Numbers may not sum to total due to rounding.

Source: Advant Consulting – April 2018.

As shown in **Table 8**, approximately 22 to 34 percent of the total project person-trips, depending on the period and development scenario, would be considered internal to the site, which represents a corresponding reduction in the external trip generation for the Potrero Power Station development. This appears a reasonable outcome as similar results have been reported in other professional sources.¹³ Furthermore, other mixed-use projects in San Francisco, such as the Mission Bay Plan, the Treasure Island Redevelopment Plan, the Mission Rock Project (Seawall Lot 337 and Pier 48), and the Pier 70 SUD project have used similar percentages of internal trips.¹⁴ The internal trip capture rate in mixed-use developments is primarily driven by the intensity of the residential uses; thus, those who have a relatively larger amount of housing would result in a higher amount of internal trips. As such, Scenario B has a higher trip capture

¹³ The average daily internal capture rate reported by NCHRP Report 684 is 36 percent. ITE research estimates internal capture rates between 11 percent (Trip Sharing between Multiple Retail Developments, ITE 2010 Annual Meeting), and 38 percent (Trip Generation Examination of a Mixed-use Development in Texas, ITE 2009 International Meeting).

¹⁴ The transportation analysis conducted for the Mission Bay North and South Redevelopment Area Plans estimated an overall 20 percent reduction of total trips that began or ended in Superdistricts 1 and 3. The travel demand analysis conducted for the Treasure Island Redevelopment Plan estimated a 41 percent reduction in external trips for the majority of proposed project land uses, while the travel demand analysis conducted for the Mission Rock Project (Seawall Lot 337 and Pier 48) estimated a 11 to 25 percent reduction, depending on the project alternative. A similar travel demand analysis conducted for the Pier 70 SUD Project estimated a 10 to 23 percent reduction in external trips, depending on the development scenario. The amount of reduction for internal trips for each development depends on the size and relative percentages of the various land uses that conform the project.

rate than the proposed project. Similarly, the proposed project has a higher trip capture rate (23 to 30 percent) than the Pier 70 SUD project (up to 23 percent, depending on the scenario and time period), due to the higher residential component being proposed by the Potrero Power Station project.

ESTIMATION OF MODE OF TRAVEL

The internal trips presented in **Table 8** would be expected to occur for the most part by walking and bicycling, as opposed to auto and transit. As a result, the preliminary modal split percentages previously presented in **Table 6 (p. 17)** would change. **Table 9** provides a comparison of modal splits before and after accounting for internal trips during the weekday daily, AM peak hour, and PM peak hour periods for the proposed project, Scenario A and Scenario B.

Table 9
Potrero Power Station Modal Split Comparison by Scenario
Before and After Estimation of Internal Trips
Internal + External Person-trips ^[a]

Scenario	Daily		AM Peak Hour		PM Peak Hour	
	Before ^[b]	After ^[c]	Before ^[b]	After ^[c]	Before ^[b]	After ^[c]
Proposed Project						
Auto	47.2%	35.8%	46.2%	37.1%	46.8%	34.2%
Transit	24.2%	17.1%	34.3%	27.0%	28.1%	19.8%
Other ^[d]	28.6%	47.2%	19.5%	36.0%	25.1%	46.0%
Total Proposed Project	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Scenario A – Maximum Residential						
Auto	46.9%	34.2%	45.5%	35.8%	46.3%	31.9%
Transit	24.6%	16.8%	34.9%	26.8%	28.5%	19.4%
Other ^[d]	28.5%	49.1%	19.6%	37.4%	25.2%	48.8%
Total Scenario A	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Scenario B – Maximum Commercial						
Auto	47.4%	36.6%	46.8%	38.2%	47.2%	35.1%
Transit	24.0%	17.3%	34.0%	27.1%	27.9%	20.1%
Other ^[d]	28.6%	46.0%	19.2%	34.7%	24.9%	44.9%
Total Scenario B	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes:

[a] Numbers may not sum to total due to rounding.

[b] Generally based on US Census and *SF Guidelines* data; treats all person-trips as external to the project site.

[c] Calculates the proportion of person-trips that would be internal to the project and shifts them to use non-motorized modes of travel.

[d] "Other" includes walk, bicycle, motorcycle, and additional modes such as taxis and limousines.

Source: Advant Consulting – April 2018.

Table 9 shows that as a result of assuming that 22 to 34 percent of all person trips generated by the proposed land uses would be internal to the Potrero Power Station development (see **Table 8 on p. 19**), there would be a shift of auto and transit trips to other modes of travel (walk and bicycle).

As shown in **Table 9**, there would be a 9 to 14 percentage point drop in automobile use, plus a 7 to 9 percentage point drop in transit use, with a corresponding 16 to 24 percentage point increase in the "Other" mode category, mostly representing walking and bicycle trips. Under the three development scenarios, daily and PM peak hour conditions would have similar, more pronounced, shifts from automobile and transit use towards walk and bicycle trips, while the shift during the AM peak hour would be less pronounced.

TRAVEL DEMAND SUMMARY

Table 10 summarizes the typical weekday daily, AM and PM peak hour external trip generation by mode of travel for the proposed project, Scenario A and Scenario B. Under the proposed project during the weekday AM peak hour, the development would generate 2,472 external person-trips by automobile (48 percent), 1,796 person-trips by transit (35 percent), and 871 person-trips by other modes, including walking (17 percent). During the weekday PM peak hour, the proposed project would generate 3,835 external person-trips by automobile (49 percent), 2,223 person-trips by transit (28 percent), and 1,764 person-trips by other modes (23 percent). Overall, the proposed project would generate 52 percent more external person-trips in the PM peak hour than in the AM peak hour, driven by the higher trip generation rate for retail, restaurant and assembly uses during the weekday PM peak hour.

Similarly, Scenario A would generate 2,379 external person-trips by automobile (47 percent), 1,785 person-trips by transit (36 percent), and 858 person-trips by other modes, including walking (17 percent). During the weekday PM peak hour, Scenario A would generate 3,596 external person-trips by automobile (48 percent), 2,185 person-trips by transit (30 percent), and 1,633 person-trips by other modes (22 percent). Overall, Scenario A would generate 48 percent more external person-trips in the PM peak hour than in the AM peak hour.

Under Scenario B during the weekday AM peak hour, the Potrero Power Station development would generate 2,568 external person-trips by automobile (49 percent), 1,823 person-trips by transit (34 percent), and 879 person-trips by other modes (17 percent). During the weekday PM peak hour, Scenario B would generate 3,925 external person-trips by automobile (50 percent), 2,246 person-trips by transit (28 percent), and 1,776 person-trips by other modes (22 percent). Overall, Scenario B would generate 51 percent more external person-trips in the PM peak hour than in the AM peak hour.

As shown in **Table 10**, the overall modal split for the proposed project, Scenario A, and Scenario B during the AM and PM peak hours would be very similar during the three analysis periods. In addition, Scenario A would generate 4,038 (6 percent) fewer daily external person-trips than the proposed project, 117 (2 percent) fewer external person-trips in the AM peak hour, and 408 (5 percent) fewer external person-trips in the PM peak hour. Scenario B would generate 2,889 (4 percent) additional daily external person-trips than the proposed project, 130 (3 percent) additional external person-trips in the AM peak hour, and 125 (2 percent) additional external person-trips in the PM peak hour. **Tables 11 and 12** summarize the estimated trip generation by origin/destination and direction of travel. Inbound and outbound flows for the proposed project, Scenario A, and Scenario B are almost evenly balanced during both the AM and PM peak hours. About 50 to 60 percent of the total trips during the AM and PM peak hours would have their origin or destination in San Francisco, followed by trips to or from the South Bay (about 19 percent), and the East Bay (about 13 percent).

Table 10
Potrero Power Station Mode of Travel by Scenario and Land Use – External Person-Trips Only ^(a)

Portero Power Station Mode of Travel by Scenario and Land Use – External Person-trips Only ^(a)													
Scenario / Land Use Type	Daily				AM Peak Hour				PM Peak Hour				
	Auto	Transit	Other ^(b)	Total	Auto	Transit	Other ^(b)	Total	Auto	Transit	Other ^(b)	Total	
Proposed Project	Residential	6,343	5,812	2,535	14,690	1,112	1,067	484	2,662	1,209	1,133	504	2,846
	Hotel	529	239	218	986	58	31	22	111	62	34	14	110
	General Office	4,525	2,385	1,745	8,655	431	259	69	758	397	236	56	690
	Research & Development/ PDR	2,502	1,319	965	4,785	454	273	73	799	387	230	55	672
	Retail / Supermarket	5,817	1,708	3,975	11,500	134	44	82	260	384	114	256	754
	Restaurant / Assembly	11,197	3,296	7,602	22,094	117	44	60	221	1,041	308	698	2,046
	Community Facilities / Open Space	2,583	1,211	1,311	5,105	166	79	82	327	356	168	181	705
	Total Proposed Project	33,495	15,969	18,351	67,814	2,472	1,796	871	5,139	3,835	2,223	1,764	7,823
		49.4%	23.5%	27.1%	100.0%	48.1%	35.0%	16.9%	100.0%	49.0%	28.4%	22.6%	100.0%
Scenario A – Maximum Residential	Residential	7,128	6,532	2,849	16,509	1,249	1,199	544	2,992	1,358	1,274	567	3,199
	Hotel	-	-	-	-	-	-	-	-	-	-	-	-
	General Office	3,138	1,645	1,175	5,957	285	168	36	490	267	156	31	454
	Research & Development/ PDR	2,458	1,288	920	4,665	426	251	54	732	369	216	43	627
	Retail / Supermarket	5,262	1,554	3,534	10,350	134	44	82	260	384	114	256	754
	Restaurant / Assembly	10,760	3,174	7,255	21,190	117	44	60	221	862	258	556	1,676
	Community Facilities / Open Space	2,583	1,211	1,311	5,105	166	79	82	327	356	168	181	705
	Total Scenario A	31,329	15,403	17,044	63,776	2,379	1,785	858	5,022	3,596	2,185	1,633	7,415
		49.1%	24.2%	26.7%	100.0%	47.4%	35.5%	17.1%	100.0%	48.5%	29.5%	22.0%	100.0%
Scenario B – Maximum Commercial	Residential	5,697	5,202	2,262	13,161	1,006	964	437	2,408	1,091	1,021	454	2,566
	Hotel	523	235	212	970	58	31	21	110	62	34	13	109
	General Office	6,505	3,486	2,723	12,714	612	372	111	1,095	578	351	102	1,031
	Research & Development/ PDR	2,640	1,415	1,105	5,160	474	288	86	847	414	251	73	737
	Retail / Supermarket	5,817	1,708	3,975	11,500	134	44	82	260	384	114	256	754
	Restaurant / Assembly	11,197	3,296	7,602	22,094	117	44	60	221	1,041	308	698	2,046
	Community Facilities / Open Space	2,583	1,211	1,311	5,105	166	79	82	327	356	168	181	705
	Total Scenario B	34,961	16,553	19,190	70,703	2,568	1,823	879	5,269	3,925	2,246	1,776	7,947
		49.4%	23.4%	27.1%	100.0%	48.7%	34.6%	16.7%	100.0%	49.4%	28.3%	22.3%	100.0%

Notes:

[a] Numbers may not sum to total due to rounding.

[b] "Other" includes walk, bicycle, motorcycle, and additional modes such as taxis and limousines.

Source: Advant Consulting – April 2018.

Table 11
Potrero Power Station Person Trip Distribution by Scenario and Mode of Travel for the AM Peak Hour – External Person-trips Only ^[a]

Scenario / Origin / Destination	Auto			Transit			Other ^[b]			All Modes		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Project												
Superdistrict 1	182	320	502	207	365	572	143	204	347	532	890	1,421
Superdistrict 2	153	76	228	136	68	204	46	35	80	334	179	513
Superdistrict 3	154	137	291	113	124	236	78	79	157	345	339	684
Superdistrict 4	126	64	190	89	54	143	24	24	48	238	142	380
East Bay	220	124	344	176	92	268	32	29	61	428	245	673
North Bay	96	56	152	33	17	51	7	4	11	137	77	214
South Bay	386	256	642	132	140	272	29	39	68	547	435	983
Outside of Bay Area	75	47	122	35	15	51	57	40	98	168	102	270
Total Proposed Project	1,392 56%	1,080 44%	2,472	921 51%	875 49%	1,796	417 48%	454 52%	871	2,730 53%	2,409 47%	5,139
Scenario A – Maximum Residential												
Superdistrict 1	188	355	544	214	406	620	132	221	353	535	982	1,517
Superdistrict 2	135	73	208	121	67	188	42	35	77	298	176	474
Superdistrict 3	115	136	252	90	129	219	64	81	144	269	346	615
Superdistrict 4	112	63	175	81	55	136	23	25	48	216	143	359
East Bay	198	125	323	158	92	249	31	30	61	386	247	633
North Bay	87	56	144	30	17	47	7	4	10	124	77	201
South Bay	354	265	619	129	152	281	30	42	72	513	459	973
Outside of Bay Area	69	45	114	31	13	44	53	38	92	153	97	250
Total Scenario A	1,259 53%	1,120 47%	2,379	854 48%	932 52%	1,785	381 44%	477 56%	858	2,494 50%	2,528 50%	5,022
Scenario B – Maximum Commercial												
Superdistrict 1	178	292	469	203	333	536	154	190	344	534	815	1,349
Superdistrict 2	168	76	245	151	68	219	48	34	82	367	179	546
Superdistrict 3	191	136	327	134	119	253	90	77	167	415	332	747
Superdistrict 4	139	64	204	98	53	150	24	23	47	261	140	401
East Bay	242	123	365	196	91	287	34	28	62	471	242	713
North Bay	106	55	161	37	17	54	8	4	12	151	77	228
South Bay	420	249	670	137	131	268	29	36	65	586	417	1,003
Outside of Bay Area	80	47	127	39	16	55	60	41	100	179	104	283
Total Scenario B	1,524 59%	1,044 41%	2,568	994 55%	828 45%	1,823	447 51%	432 49%	879	2,965 56%	2,304 44%	5,269

Notes:

[a] Numbers may not sum to total due to rounding.

[b] "Other" includes walk, bicycle, motorcycle, and additional modes such as taxis and limousines.

Source: Advant Consulting – April 2018.

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Table 12
Potrero Power Station Person Trip Distribution by Scenario and Mode of Travel for the PM Peak Hour – External Person-trips Only ^[a]

Scenario / Origin / Destination	Auto			Transit			Other ^[b]			All Modes		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Project												
Superdistrict 1	333	193	526	372	211	583	248	179	427	953	583	1,536
Superdistrict 2	161	223	384	117	169	286	85	92	177	363	484	847
Superdistrict 3	268	273	541	154	131	285	157	153	310	580	556	1,136
Superdistrict 4	125	173	298	80	104	184	41	38	79	246	314	560
East Bay	210	279	490	139	201	340	73	75	148	422	555	977
North Bay	103	133	236	30	43	72	19	23	42	152	198	351
South Bay	427	511	938	187	158	345	58	45	104	672	714	1,387
Outside of Bay Area	197	228	424	54	73	128	225	252	477	476	553	1,029
Total Proposed Project	1,824 48%	2,012 52%	3,835	1,134 51%	1,089 49%	2,223	907 51%	857 49%	1,764	3,865 49%	3,958 51%	7,823
Scenario A – Maximum Residential												
Superdistrict 1	357	191	548	404	213	617	239	147	386	1,000	551	1,551
Superdistrict 2	159	207	365	116	155	271	85	90	175	360	451	811
Superdistrict 3	198	169	367	147	102	249	119	100	220	464	371	835
Superdistrict 4	123	160	283	81	96	177	43	37	80	248	293	541
East Bay	211	259	470	138	183	322	75	74	149	424	516	941
North Bay	103	124	228	30	39	69	19	22	42	152	186	338
South Bay	436	482	918	201	157	359	63	46	109	701	685	1,386
Outside of Bay Area	195	222	417	53	69	122	224	249	473	471	540	1,011
Total Scenario A	1,782 50%	1,814 50%	3,596	1,170 54%	1,015 46%	2,185	868 53%	766 47%	1,633	3,820 52%	3,595 48%	7,415
Scenario B – Maximum Commercial												
Superdistrict 1	304	190	494	339	209	548	234	194	427	876	593	1,469
Superdistrict 2	161	238	399	116	183	299	83	94	178	361	515	876
Superdistrict 3	269	317	586	150	158	309	155	168	323	575	643	1,218
Superdistrict 4	124	185	310	78	111	190	39	38	78	242	335	577
East Bay	207	300	507	137	219	356	72	76	147	416	595	1,011
North Bay	101	141	243	30	46	76	19	24	43	151	211	362
South Bay	416	542	958	176	162	337	55	45	100	647	748	1,395
Outside of Bay Area	197	232	429	55	77	132	226	254	480	478	563	1,041
Total Scenario B	1,780 45%	2,145 55%	3,925	1,082 48%	1,164 52%	2,246	884 50%	892 50%	1,776	3,746 47%	4,202 53%	7,947

Notes:

[a] Numbers may not sum to total due to rounding.

[b] "Other" includes walk, bicycle, motorcycle, and additional modes such as taxis and limousines.

Source: Advant Consulting – April 2018.

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VEHICLE TRIP DEMAND

Average vehicle trip occupancies were applied to the auto person-trip data presented in **Table 10** in order to obtain vehicle-trip estimates. Average vehicle occupancy rates for the proposed land uses were obtained from U.S. Census Bureau¹⁵ and the *SF Guidelines* (average ratios for land uses located within Superdistricts 1 and 3). The external vehicle-trip generation results for the daily, AM peak hour and PM peak hour periods are summarized in **Table 13** (by land use type) and **Table 14** (by trip origin/destination). Additional information is included in **Appendix C** (for the proposed project), **Appendix D** (for Scenario A), and **Appendix E** (for Scenario B).

The proposed project would generate 19,522 external daily vehicle-trips on a typical weekday, 1,862 vehicle-trips (54 percent inbound / 46 percent outbound) during the AM peak hour, and 2,540 vehicle-trips (48 percent inbound / 52 percent outbound) during the PM peak hour.

Scenario A (Maximum Residential) would generate 18,683 external daily vehicle-trips on a typical weekday, 1,835 vehicle-trips (51 percent inbound / 49 percent outbound) during the AM peak hour, and 2,444 vehicle-trips (51 percent inbound / 49 percent outbound) during the PM peak hour. Similarly, Scenario B (Maximum Commercial) would generate 20,108 external daily vehicle-trips on a weekday, 1,906 vehicle-trips (58 percent inbound / 42 percent outbound) during the AM peak hour, and 2,577 vehicle-trips (46 percent inbound / 54 percent outbound) during the PM peak hour.

Under the proposed project and the two scenarios, approximately 10 percent of all the daily vehicle trips would occur during the AM peak hour, while 13 percent would occur during the PM peak hour. Scenario A would generate 839 (4 percent) fewer daily external vehicle-trips, 27 (1 percent) fewer AM peak hour vehicle-trips, and 96 (4 percent) fewer PM peak hour vehicle-trips than the proposed project. Scenario B would generate 586 (3 percent) additional daily external vehicle-trips, 71 (2 percent) additional AM peak hour vehicle-trips, and 133 (1 percent) additional PM peak hour vehicle-trips than the proposed project.

¹⁵ U.S. 2009-2013 American Community Survey 5-Year Estimates. Vehicle occupancy data obtained from Census Tract 226 which corresponds to the Potrero Power Station project site area.

Table 13
Potrero Power Station Vehicle Trip Generation
by Scenario and Land Use ^[a]

Scenario / Land Use Type	Daily Vehicle Trips	AM Peak Hour Vehicle trips	PM Peak Hour Vehicle Trips
Proposed Project			
Residential	5,772	1,012	1,100
Hotel	255	33	39
General Office	2,522	295	271
Research & Development / PDR	1,394	311	264
Retail / Supermarket	2,868	69	188
Restaurant / Assembly	5,514	64	511
Community Facilities / Open Space	1,196	79	165
Total Proposed Project	19,522	1,862	2,540
<i>Percentage of daily trips</i>		<i>9.5%</i>	<i>13.0%</i>
Scenario A – Maximum Residential			
Residential	6,487	1,137	1,236
Hotel	-	-	-
General Office	1,750	195	182
Research & Development / PDR	1,370	291	251
Retail / Supermarket	2,585	69	188
Restaurant / Assembly	5,291	64	420
Community Facilities / Open Space	1,199	80	166
Total Scenario A	18,683	1,835	2,444
<i>Percentage of daily trips</i>		<i>9.8%</i>	<i>13.1%</i>
Scenario B – Maximum Commercial			
Residential	5,184	916	993
Hotel	252	33	39
General Office	3,621	420	396
Research & Development / PDR	1,469	325	284
Retail / Supermarket	2,868	69	188
Restaurant / Assembly	5,514	64	511
Community Facilities / Open Space	1,199	80	166
Total Scenario B	20,108	1,906	2,577
<i>Percentage of daily trips</i>		<i>9.5%</i>	<i>12.8%</i>

Note:

[a] Numbers may not sum to total due to rounding.

Source: Adavant Consulting – April 2018.

Table 14
Potrero Power Station Vehicle Trip Generation
by Scenario and Origin/Destination ^[a]

Scenario / Trip Origin or Destination	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Proposed Project						
Superdistrict 1	159	288	447	293	164	457
Superdistrict 2	114	54	168	109	158	267
Superdistrict 3	112	104	216	165	163	328
Superdistrict 4	85	45	130	81	112	193
East Bay	120	86	205	132	151	283
North Bay	66	42	108	70	87	157
South Bay	323	207	529	303	379	683
Outside of Bay Area	36	22	59	77	94	171
Total Proposed Project	1,015	848	1,862	1,230	1,310	2,540
	54%	46%		48%	52%	
Scenario A – Max. Residential						
Superdistrict 1	168	321	489	319	168	487
Superdistrict 2	101	54	155	108	147	255
Superdistrict 3	84	108	193	135	107	242
Superdistrict 4	76	46	122	82	105	187
East Bay	111	91	202	137	144	281
North Bay	61	43	104	72	82	154
South Bay	297	218	514	315	356	671
Outside of Bay Area	33	22	55	77	91	168
Total Scenario A	932	904	1,835	1,245	1,199	2,444
	51%	49%		51%	49%	
Scenario B – Maximum Commercial						
Superdistrict 1	154	261	415	266	160	425
Superdistrict 2	126	54	179	108	169	277
Superdistrict 3	138	101	240	163	196	359
Superdistrict 4	93	44	137	80	120	200
East Bay	129	82	211	126	159	286
North Bay	72	40	112	68	93	160
South Bay	352	199	551	292	405	697
Outside of Bay Area	39	22	61	77	96	173
Total Scenario B	1,103	803	1,906	1,178	1,399	2,577
	58%	42%		46%	54%	

Note:

[a] Numbers may not sum to total due to rounding.

Source: Adavant Consulting – April 2018.

PARKING DEMAND

Parking demand for the proposed project and two scenarios of the Potrero Power Station development was determined based on methodology presented in the *SF Guidelines*, which bases its methodology on the number of auto trips generated by the proposed project (commercial uses) or the number and type of dwelling units (residential uses). Parking demand is the amount of daily parking need generated by the proposed project and consists of both long-term demand (typically residents and employees) and short-term demand (typically visitors).

A midday and evening peak demand percentage adjustment factor was then applied, based on information available from the Urban Land Institute (ULI)¹⁶ for the residential, hotel, office, retail, and restaurant land uses in order to obtain the peak parking demand for those two study periods. The same time-of-day factors developed for the office use were also applied to the R&D and PDR land uses. The time-of-day factors for the community facilities and public open space uses were based on field data and professional judgment.

Long-term parking demand for market rate residential units was initially estimated assuming 1.1 spaces for every studio/1-bedroom unit and 1.5 spaces for every two or more bedroom unit, obtained from the *SF Guidelines*. Because these rates are based on parking data collected in the 1990s, they typically do not represent current parking demand conditions. As such, a 40 percent reduction (a 0.60 factor) was applied to both rates so that the expected residential parking demand would be consistent with the daily vehicle trips generated by the residential uses previously presented in **Table 13 (p. 26)**. This resulted in the actual rates of 0.66 spaces for every market rate studio/1-bedroom unit and 0.9 spaces for every market rate two or more bedroom unit. The residential rate calculations are shown in **Appendix F**.

In addition, consistent with the *SF Guidelines*, the long-term parking demand for the proposed affordable dwelling units (18 percent of the total) was estimated assuming 0.45 spaces for every studio/1-bedroom unit and 0.92 spaces for every two or more bedroom unit.

For the hotel use, it was estimated that the hotel would only generate long-term parking demand for hotel guests and employees (i.e., conference rooms or other hotel facilities would not regularly be used by non-guests). In accordance with the *SF Guidelines*, hotel guests would generate long-term demand at a rate of 0.8 space per room (for Neighborhood-Commercial districts), while the employee long-term demand was calculated by determining the number of daytime employees and applying the average mode split and vehicle occupancy from the trip generation estimation.

Long-term parking demand for the office, R&D, PDR, retail, restaurant, assembly space, community facilities, and public open space uses were estimated by applying the average mode split and the vehicle occupancy from the trip generation estimation to the number of employees for each of the proposed land uses. Short-term parking demand for these uses, except supermarket, was estimated based on the total daily visitor trips and an average daily parking turnover rate (5.5 vehicles per space per day) obtained from the *SF Guidelines*. A daily parking

¹⁶ *Shared Parking*, 2nd Edition, Table 2-5, p. 16, Urban Land Institute, Washington DC, 2005.

turnover rate of 11 vehicles per space was used for the supermarket, consistent with data obtained from SF Planning, and used in previous analyses.

The peak parking demand estimates during the midday and evening periods for the proposed project, Scenario A, and Scenario B are summarized in **Table 15**; detailed calculations are presented in **Appendix F**.

The proposed project would generate a total parking demand for 4,205 spaces (831 short-term and 3,374 long-term) during the midday peak demand period (noon to 2 PM), and 3,009 spaces (541 short-term and 2,468 long-term) in the evening (7 to 9 PM). Scenario A would generate a total parking demand for 3,904 spaces (766 short-term and 3,138 long-term) during the midday peak demand period (noon to 2 PM), and 3,030 spaces (509 short-term and 2,521 long-term) in the evening (7 to 9 PM). Similarly, Scenario B would generate a total parking demand for 4,436 spaces (882 short-term and 3,554 long-term) at midday and 2,864 spaces (543 short-term and 2,321 long-term) in the evening.

The maximum parking demand would occur at midday under Scenario B (4,436 spaces), followed by midday under the proposed project (4,205 spaces). Scenario A would generate a demand for 301 (7 percent) fewer parking spaces than the proposed project at midday, while having practically the same peak parking demand in the evening. Scenario B would have a peak parking demand of 231 (5 percent) more parking spaces than the proposed project at midday, and, due to its smaller residential component, a demand for 145 (5 percent) fewer parking spaces in the evening.

Table 15
Potrero Power Station Peak Parking Demand
by Scenario, Land Use and Time Period

Scenario / Land Use Type	Number of Occupied Parking Spaces ^(a)					
	Midday Period (Noon to 2 PM)			Evening Period (7 to 9 PM)		
	Short-term ^(b)	Long-term ^(c)	Total	Short-term ^(b)	Long-term ^(c)	Total
Proposed Project						
Residential	-	1,391	1,391	-	1,985	1,985
Hotel ^(d)	-	148	148	-	168	168
General Office	106	897	1,003	6	90	96
Research & Development / PDR	59	728	787	4	73	77
Retail / Supermarket	136	65	201	124	65	189
Restaurant Assembly	437	80	517	395	79	474
Community Facilities / Open Space	93	65	158	12	8	20
Total Proposed Project	831	3,374	4,205	541	2,468	3,009
Scenario A – Maximum Residential						
Residential	-	1,563	1,563	-	2,231	2,231
Hotel ^(d)	-	-	-	-	-	-
General Office	73	635	708	4	64	68
Research & Development / PDR	58	730	788	4	74	78
Retail / Supermarket	122	65	187	111	65	176
Restaurant / Assembly	420	80	500	378	79	457
Community Facilities / Open Space	93	65	158	12	8	20
Total Scenario A	766	3,138	3,904	509	2,521	3,030
Scenario B – Maximum Commercial						
Residential	-	1,265	1,265	-	1,807	1,807
Hotel ^(d)	-	148	148	-	168	168
General Office	153	1,210	1,363	8	121	129
Research & Development / PDR	63	721	784	4	73	77
Retail / Supermarket	136	65	201	124	65	189
Restaurant / Assembly	437	80	517	395	79	474
Community Facilities / Open Space	93	65	158	12	8	20
Total Scenario B	882	3,554	4,436	543	2,321	2,864

Notes:

- [a] Numbers may not sum to total due to rounding.
- [b] Visitors and customers.
- [c] Residents, hotel guests, and employees.
- [d] Assumes that conference rooms or other hotel facilities would not regularly be used by non-guests.

Source: Adavant Consulting – April 2018.

LOADING DEMAND

The *SF Guidelines* methodology for estimating commercial vehicle and freight loading demand was used to calculate the daily truck/service vehicle trips and the average hour and peak hour loading space demand for the residential, office, retail, assembly space, community facilities, and restaurant uses. Daily truck trips generated per 1,000 square feet were calculated based on the rates contained within the *SF Guidelines*, then converted to hourly demand based on a 9-hour day and a 25-minute average stay.

Average hour loading space demand was converted to a peak hour demand by applying a peaking factor, as specified in the *SF Guidelines*; R&D and PDR project uses are treated as general office uses. Supermarket daily and hourly rates were developed from field data previously collected in 2009.¹⁷

Table 16 presents the number of trucks generated on a daily basis, and the demand for loading dock spaces during the average hour and peak hour of loading activity. Loading demand calculations are included in **Appendix G**.

As shown in **Table 16**, the proposed project would generate 687 delivery and service vehicle trips per day, which corresponds to a demand for 33 loading spaces during the average hour of loading activity and 42 loading spaces during the peak hour of loading activity. Scenario A, which would have more residential but less office square footage than the proposed project (and less overall development gross square footage), would generate fewer daily delivery and service vehicle trips. Scenario B, with less residential but more office square footage than the proposed project (and less overall development gross square footage) would generate a 6 percent higher delivery and service vehicle loading demand (725 vehicles) than the proposed project due to the greater amount of office space. Scenario B would generate a demand for 34 loading spaces during the average hour of loading activity and 44 loading spaces during the peak hour of loading activity.

¹⁷ Daily truck trip generation and peak hour and loading hour loading space demand rate for supermarket based on surveys of delivery/service vehicles conducted at the Whole Foods Market at 450 Rhode Island Street on July 7, 2009 for the 2001 Market Street Transportation Impact Study, Final Report, November 2010, Case File No. 2008.0550E.

Table 13
Potrero Power Station Average and Peak Loading Space Demand
by Land Use and Scenario ^[a]

Scenario / Land Use Type	Daily Trucks and Service Vehicles	Commercial Loading Space Demand	
		Average Hour	Peak Hour ^[b]
Proposed Project			
Residential	81	4	5
Hotel	22	1	1
Office/R&D/PDR	271	13	16
General Retail	2	0	0
Supermarket	54	3	5
Restaurant / Assembly Space	247	12	14
Community Facilities	10	0	1
Total Scenario A	687	33	42
SCENARIO A – Maximum Residential			
Residential	90	4	5
Hotel	0	0	0
Office/R&D/PDR	234	11	14
General Retail	2	0	0
Supermarket	54	3	5
Restaurant / Assembly Space	247	12	14
Community Facilities	10	0	1
Total Scenario A	638	30	39
SCENARIO B – Maximum Commercial			
Residential	73	3	4
Hotel	22	1	1
Office/R&D/PDR	316	15	18
General Retail	2	0	0
Supermarket	54	3	5
Restaurant / Assembly Space	247	12	14
Community Facilities	10	0	1
Total Scenario B	725	34	44

Notes:

[a] Numbers may not sum to total due to rounding.

[b] Peak hour of the commercial loading demand, which generally occurs between 10 AM and 1 PM, except the supermarket use, which occurs between 6 AM and 11 AM.

Source: Advant Consulting/LCW Consulting – April 2018.

APPENDIX A

SAN FRANCISCO SUPERDISTRICTS MAP

San Francisco Superdistrict Boundaries



The boundaries of the four San Francisco Superdistricts are based on the travel analysis zones established by the Metropolitan Transportation Commission (MTC). The four Superdistricts shown in this figure are aggregations of the MTC's 1454 Regional Travel Analysis Zones (May 2002) that encompasses the nine-county San Francisco Bay Area. MTC's 1454-zone system fits within the year 2000 U.S. Census tracts.

APPENDIX B

TRIP GENERATION RATES CALCULATIONS

WEEKDAY AM PEAK HOUR TRIP GENERATION RATES

Potrero Power Station Mixed-Use Developmⁿ
CALCULATION OF WORK/NON-WORK PERCENTAGES AND TRIP GENERATION RATES FOR THE WEEKDAY AM PEAK HOUR

Institute of Transportation Engineers, Trip Generation Report, 9th Edition (2012)

Land Use	Number	Vehicle trips	Weekday			AM Peak Hour			PM Peak Hour			AM to PM	
			Daily Rate	% of daily	Rate	% In	% Out	% of daily	Rate	% In	% Out	Rate Factor	
Apartment	220	per unit	6.65	7.7%	0.51	20%	80%	9.3%	0.62	50%	50%	0.82	
Condominium/Townhouse	230	per unit	5.81	7.6%	0.44	17%	83%	9.0%	0.52	67%	33%	0.85	
Hotel	310	per room	8.17	6.5%	0.53	59%	41%	7.3%	0.60	51%	49%	0.88	
County Park	412	per acre	2.28	0.9%	0.02	61%	39%	3.9%	0.09	61%	39%	0.22	
Recr. Community Center	495	per 1000 gsf	33.82	6.1%	2.05	66%	34%	8.1%	2.74	49%	51%	0.75	
Day Care Center	565	per 1000 gsf	74.06	16.4%	12.18	53%	47%	16.7%	12.34	47%	53%	0.99	
Library	590	per 1000 gsf	56.24	1.8%	1.04	71%	29%	13.0%	7.30	48%	52%	0.14	
General Office Building	710	per 1000 gsf	11.03	14.1%	1.56	88%	12%	13.5%	1.49	17%	83%	1.05	
R&D Center	760	per 1000 gsf	8.11	15.0%	1.22	83%	17%	13.2%	1.07	15%	85%	1.14	
Shopping Center	820	per 1000 gsf	42.70	2.2%	0.96	62%	38%	8.7%	3.71	48%	52%	0.26	
Supermarket	850	per 1000 gsf	102.24	3.3%	3.40	62%	38%	9.3%	9.48	51%	49%	0.36	
Quality Restaurant	931	per 1000 gsf	89.95	0.9%	0.81	N.A.		8.3%	7.49	67%	33%	0.11	
High-Turnover Sit-Down	932	per 1000 gsf	127.15	8.5%	10.81	55%	45%	7.7%	9.85	60%	40%	1.10	

San Diego Association of Governments (2002)

Land Use	Vehicle trips	Weekday Daily Rate				AM Peak Hour				PM Peak Hour				AM to PM Rate Factor
		Daily Rate	Primary	Diverted	Pass-by	% of daily	Rate	% In	% Out	% of daily	Rate	% In	% Out	
Apartment (> 20 d.u. per acre)	per unit	6.0	86%	11%	3%	8.0%	0.48	20%	80%	9.0%	0.54	70%	30%	0.89
Business Hotel	per occ. room	7.0	58%	38%	4%	8.0%	0.56	40%	60%	9.0%	0.63	60%	40%	0.89
Standard Commercial Office	per 1000 gsf	20.0	77%	19%	4%	14.0%	2.80	90%	10%	13.0%	2.60	20%	80%	1.08
Science, Research & Development	per 1000 gsf	8.0	92%	5%	3%	16.0%	1.28	90%	10%	14.0%	1.12	10%	90%	1.14
Neighborhood Shopping Center	per 1000 gsf	120.0	47%	31%	22%	4.0%	4.80	60%	40%	10.0%	12.00	50%	50%	0.40
Quality Restaurant	per 1000 gsf	100.0	51%	37%	12%	1.0%	1.00	60%	40%	8.0%	8.00	70%	30%	0.13
Fast Food (without drive thru)	per 1000 gsf	700.0	51%	37%	12%	5.0%	35.0	60%	40%	7.0%	49.0	50%	50%	0.71
Daycare	per 1000 gsf	80.0	28%	58%	14%	17.0%	13.6	50%	50%	18.0%	14.4	50%	50%	0.94
Library	per 1000 gsf	50.0	44%	44%	12%	2.0%	1.0	70%	30%	10.0%	5.0	50%	50%	0.20
Regional Park (developed)	per acre	20.0	66%	28%	6%	13.0%	2.60	50%	50%	9.0%	1.80	50%	50%	1.44

San Francisco Count Data

Land Use	Number	Person trips	Weekday			AM Peak Hour			PM Peak Hour			AM to PM	
			Daily Rate	% of daily	Rate	% In	% Out	% of daily	Rate	% In	% Out	Rate Factor	
North Beach Library (2010)	per 1000 gsf		195.0	0.0%	0.00	N.A.		16.2%	31.5	40%	60%	0.00	
Gene Friend Recreation Center (2017)	per 1000 gsf		79.0	0.0%	0.00	N.A.		13.4%	10.6	50%	50%	0.00	

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Land Use	Person trips	SF GUIDELINES (where applicable)						ESTIMATED FROM ITE				Daily Total Trips per Employee	Daily Work Trips per Employee
		Weekday		Average gsf	Daily	PM Peak Hour		AM Peak Hour		Rate			
		Daily Rate	per employee	Work %	Work %	% of daily	Rate	Work %	% of daily	Rate			
Residential studio/1-bedroom	per unit	7.5		33%	50%	17.3%	1.30	50%	14.2%	1.07			
Residential with 2+ bedrooms	per unit	10.0		33%	50%	17.3%	1.73	50%	14.2%	1.42			
Hotel	per room	7.0	0.9 / room [a]	12%	60%	10.0%	0.70	40%	8.8%	0.62	7.8	0.93	
General Office Building	per 1000 gsf	18.1	276	36%	83%	8.5%	1.54	83%	8.9%	1.61	5.0	1.80	
R&D	per 1000 gsf	8.0 [b]	405 [b]	36%	83%	16.0% [b]	1.28	83%	18.2%	1.46	3.2	1.17	
PDR (assume office)	per 1000 gsf	18.1	276	36%	83%	8.5%	1.54	83%	8.9%	1.61	5.0	1.80	
Retail	per 1000 gsf	150.0	350	4%	4%	9.0%	13.5	85%	2.3%	3.49	53	2.10	
Supermarket	per 1000 gsf	297.0	350	4%	4%	7.3%	21.7	4%	2.6%	7.78	104	4.16	
Sit-down Restaurant	per 1000 gsf	200.0	350	4%	4%	10.0%	20.0	100%	1.1%	2.16	70	2.80	
Quick Service Restaurant	per 1000 gsf	600.0	350	4%	4%	10.0%	60.0	4%	1.1%	6.49	210	8.40	
Childcare	per 1000 gsf	67.0	345 [c]	20%	17%	18.0%	12.1	17%	17.8%	11.9	23	4.62	
Library	per 1000 gsf	195.0	850 [d]	2.5%	3.5%	16.2%	31.5	3.5%	2.0%	3.90	166	4.14	
Community Center	per 1000 gsf	80.0	780 [b]	5%	5%	13.4%	10.7	5%	6.1%	4.85	62	3.12	
Open Space	per acre	20.0	0.1 emp/acre [b]	1%	1%	9.0%	1.80	1%	13.0%	2.60	200	2.00	

[a] 49% daytime work (SF Guidelines)

[b] Table C.6, Volume IV, Mission Bay FSEIR (1998)

[c] Survey of UCSF childcare facilities in Mission Bay, Parnassus and Laurel Heights (2013 through 2018)

[d] Estimated from data collected for the North Beach Library Expansion Project (2010)

Data Input for Travel Demand Model

Potrero Power Station Mixed-Use Development Project

Trip Generation Rate Summary

Land Use	Weekday Daily		AM Peak Hour ^[a]		PM Peak Hour	
	Daily Rate	% of Daily	Rate	% of Daily	Rate	
Residential studio/1-bedroom	7.5 per unit	14.2%	1.07 per unit	17.3%	1.30 per unit	
Residential with 2+ bedrooms	10.0 per unit	14.2%	1.42 per unit	17.3%	1.73 per unit	
Hotel	7.0 per room	8.8%	0.62 per room	10.0%	0.70 per room	
General Office Building	18.1 per 1000 gsf	8.9%	1.61 per 1000 gsf	8.5%	1.54 per 1000 gsf	
R&D ^[b]	8.0 per 1000 gsf	18.2%	1.46 per 1000 gsf	16.0%	1.28 per 1000 gsf	
PDR ^[c]	18.1 per 1000 gsf	8.9%	1.61 per 1000 gsf	8.5%	1.54 per 1000 gsf	
Retail	150.0 per 1000 gsf	2.3%	3.49 per 1000 gsf	9.0%	13.50 per 1000 gsf	
Supermarket	297.0 per 1000 gsf	2.6%	7.78 per 1000 gsf	7.3%	21.68 per 1000 gsf	
Sit-down Restaurant	200.0 per 1000 gsf	1.1%	2.16 per 1000 gsf	10.0%	20.00 per 1000 gsf	
Quick Service Restaurant	600.0 per 1000 gsf	1.1%	6.49 per 1000 gsf	10.0%	60.00 per 1000 gsf	
Childcare	67.0 per 1000 gsf	17.8%	11.90 per 1000 gsf	18.0%	12.06 per 1000 gsf	
Library ^[d]	195.0 per 1000 gsf	2.0%	3.90 per 1000 gsf	16.2%	31.50 per 1000 gsf	
Community Facility ^[e]	80.0 per 1000 gsf	6.1%	4.85 per 1000 gsf	13.4%	10.73 per 1000 gsf	
Open Space ^[f]	20.0 per acre	13.0%	2.60 per acre	9.0%	1.80 per acre	

[a] Based on ITE AM to PM peak hour ratio

[b] Mission Bay FSEIR

[c] Assumed similar to office

[d] Based on field data plus SANDAG (Library)

[e] Based on field data plus ITE land use #495 (Recreation Community Center)

[f] Based on SANDAG

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2011-2015 AMERICAN COMMUNITY SURVEY DATA

2011-2015 American Community Survey 5-Year Estimate
San Francisco County, California

MODE OF TRAVEL	Tract 1226	Tract 227.02	Tract 227.04	Tract 614
Total:	1,427	1,624	2,292	3,465
Car, truck, or van:	525	790	1,269	1,638
Drove alone	443	718	1,137	1,387
Carpooled	82	72	112	251
In 2-person carpool	70	58	105	161
In 3-person carpool	5	14	7	36
In 4-person carpool	0	0	0	0
In 5- or 6-person carpool	0	0	0	19
In 7- or more-person carpool	10	0	0	35
Public transportation (excluding taxicab):	520	429	378	822
Bus or trolley bus	152	244	207	451
Streetcar or trolley car	162	0	10	0
Subway or elevated	54	18	17	106
Railroad	147	167	144	251
Ferryboat	5	0	0	14
Taxicab	0	8	15	0
Motorcycle	32	0	49	132
Bicycle	90	148	217	309
Walked	91	86	120	310
Other means	28	7	30	14
Worked at home	140	155	194	240

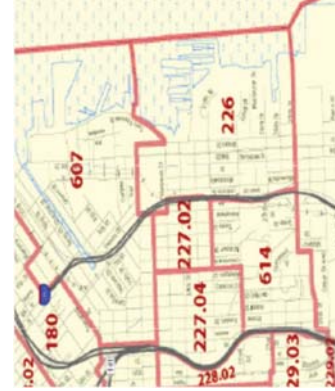
MODE OF TRAVEL SUMMARY	Tract 1226	Tract 227.02	Tract 227.04	Tract 614
Auto	525	41%	790	54%
Transit	520	40%	429	29%
Walk	91	7%	86	6%
Other	151	12%	163	11%
TOTAL	1,287	100%	1,468	100%
Average Vehicle Occupancy	1.10		1.05	1.10

MODE OF TRAVEL SUMMARY	Tract 1226	Tract 227.02	Tract 227.04	Tract 614	Minutes per interval
Total:	1,287	1,468	2,292	3,225	
Less than 5 minutes	31	2.4%	50	2.4%	2
5 to 9 minutes	87	6.8%	94	6.4%	7
10 to 14 minutes	115	8.9%	163	11.1%	12
15 to 19 minutes	100	7.8%	131	8.9%	17
20 to 24 minutes	159	12.4%	229	15.6%	22
25 to 29 minutes	124	9.6%	110	7.5%	27
30 to 34 minutes	230	17.9%	266	18.1%	32
35 to 39 minutes	58	4.5%	43	2.9%	37
40 to 44 minutes	65	5.1%	54	3.8%	42
45 to 49 minutes	191	14.8%	200	13.6%	47
50 to 59 minutes	135	10.5%	61	4.2%	75
60 to 69 minutes	19	1.5%	82	5.6%	110
70 or more minutes	334		33.7	34.9	

PPS Trip Generation 32.xlsx

Printed on 12/1/2017

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1990 AND 2000 U.S. CENSUS SURVEY DATA

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1990 US Census			
San Francisco			
	Tract 226	Tract 227	Combined
SF	286 82.9%	4,054 78.8%	4,320 79.0%
Marin	18 5.6%	88 1.7%	106 1.9%
San Mateo	0 0.0%	494 9.6%	494 9.0%
Alameda	6 1.9%	264 5.1%	270 4.9%
Contra Costa	31 9.7%	108 2.1%	139 2.5%
Santa Clara	0 0.0%	69 1.3%	69 1.3%
Napa/Solano	0 0.0%	30 0.6%	30 0.5%
Other	0 0.0%	37 0.7%	37 0.7%
Total	321 100.0%	5,144 100.0%	5,465 100.0%

2000 US Census			
San Francisco County, California			
SF	302,635	76.3%	
EB	25,814	6.5%	
NB	7,524	1.9%	
SB	59,175	14.9%	
Other	1,557	0.4%	
Total	396,705	100.0%	

US Census			
Place of Origin	1990	2000	
SD1	55.3%	53.4%	
SD2	7.9%	3.8%	
SD3	7.9%	15.3%	
SD4	7.9%	3.8%	
EB	7.5%	6.5%	
NB	2.5%	1.9%	
SB	10.3%	14.9%	
Other	0.7%	0.4%	
Total	100.0%	100.0%	

	Tract 226	Tract 227	Combined
SMSA of Residence	88.7%	87.0%	87.5%
Worked in Principal City	79.0%	76.3%	76.9%

APPENDIX C

TRAVEL DEMAND – PROPOSED PROJECT

AGGREGATE TRAVEL DEMAND CALCULATIONS

Potrero Power Station Mixed-Use Development Project
Proposed Project

	LAND USE CATEGORY														Total Development 4,435,879 gsf (w/ occup. factor)
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	
	1,314,389 gsf 1,547 units	1,368,038 gsf 1,135 units	241,574 gsf 220 rooms	597,723 gsf	645,738 gsf	45,040 gsf	10,744 gsf	42,975 gsf	31,116 gsf (w/ occup. factor)	37,604 gsf	15,000 gsf	10,000 gsf	75,938 gsf	6.3 acres	

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	21.1
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	7.1%
AM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.50
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	12.0%
PM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.53
% Modal Share															
Auto	41%	41%	47%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	47%
Transit	40%	40%	24%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	24%
Walk/Other	19%	19%	29%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	29%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	2.10	1.80	1.80	1.80	2.01	2.01	2.01	2.01	2.04	2.36	2.21	2.28	1.69
Weekday AM Peak Hour	1.10	1.10	1.76	1.45	1.45	1.45	1.43	2.01	1.36	2.01	2.08	2.34	2.21	2.28	1.34
Weekday PM Peak Hour	1.10	1.10	1.60	1.45	1.45	1.45	2.01	2.01	2.01	2.01	2.08	2.34	2.21	2.28	1.52

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	4,733	4,630	724	5,323	2,542	401	808	6,396	3,118	11,306	453	836	2,819	58	44,147
Transit Person Trips	4,688	4,586	368	2,941	1,404	222	235	1,859	907	3,287	273	493	1,393	28	22,684
Walk/Other Person Trips	2,182	2,134	448	2,555	1,220	193	569	4,508	2,198	7,970	279	621	1,863	40	26,779
Total Person Trips	11,603	11,350	1,540	10,819	5,166	815	1,612	12,764	6,223	22,562	1,005	1,950	6,075	126	93,609
Total Vehicle Trips	4,307	4,214	346	2,955	1,411	223	401	3,176	1,548	5,614	222	354	1,277	25	26,072
				1,570	750	1,385	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	674	659	67	515	504	39	20	167	37	122	80	17	171	8	3,079
Transit Person Trips	667	653	38	324	317	24	12	49	24	36	48	10	84	4	2,289
Walk/Other Person Trips	310	304	31	125	122	9	5	118	6	86	51	12	113	5	1,297
Total Person Trips	1,651	1,615	136	963	942	73	38	334	67	244	179	39	368	16	6,665
Total Vehicle Trips	613	600	38	355	347	27	14	83	27	61	38	7	77	3	2,291
Weekday PM Peak Hour															
Auto Person Trips	819	801	79	491	442	37	73	467	312	1,131	81	136	378	5	5,251
Transit Person Trips	811	793	47	309	278	23	21	136	91	329	49	80	187	3	3,156
Walk/Other Person Trips	377	369	28	119	107	9	51	329	220	797	51	100	250	4	2,811
Total Person Trips	2,007	1,964	154	920	827	69	145	932	622	2,256	181	315	815	11	11,218
Total Vehicle Trips	745	729	50	339	305	26	36	232	155	561	39	58	171	2	3,447

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INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	60%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	54%
Outbound	67%	67%	40%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	46%
Inbound	550	538	82	801	784	60	32	172	67	127	101	20	226	10	3,572
Outbound	1,101	1,077	54	162	158	12	6	162	-	117	77	19	142	6	3,093
Total Person Trips	1,651	1,615	136	963	942	73	38	334	67	244	179	39	368	16	6,665
Vehicle Trips															
Inbound	33%	33%	64%	86%	86%	86%	86%	53%	100%	53%	63%	54%	63%	61%	55%
Outbound	67%	67%	36%	14%	14%	14%	14%	47%	0%	47%	37%	46%	37%	39%	45%
Inbound	204	200	25	306	300	23	12	44	27	32	24	4	49	2	1,252
Outbound	409	400	14	49	48	4	2	39	-	28	14	3	29	1	1,039
Total Vehicle Trips	613	600	38	355	347	27	14	83	27	61	38	7	77	3	2,291
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	50%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	50%
Outbound	33%	33%	50%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	50%
Inbound	1,338	1,309	77	154	139	12	70	451	299	1,083	78	152	391	6	5,559
Outbound	669	655	77	765	688	58	75	481	324	1,173	103	163	424	6	5,659
Total Person Trips	2,007	1,964	154	920	827	69	145	932	622	2,256	181	315	815	11	11,218
Vehicle Trips															
Inbound	67%	67%	50%	14%	14%	14%	47%	47%	47%	47%	37%	46%	46%	49%	49%
Outbound	33%	33%	50%	86%	86%	86%	53%	53%	53%	53%	63%	54%	54%	51%	51%
Inbound	497	486	25	46	42	3	17	110	72	262	14	27	79	1	1,682
Outbound	248	243	25	293	263	22	19	122	82	299	24	31	92	1	1,765
Total Vehicle Trips	745	729	50	339	305	26	36	232	155	561	39	58	171	2	3,447

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INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	36.0%	36.0%	36.0%	20.0%	20.0%	20.0%	20.0%	20.0%	15.0%	25.5%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	3,550	3,473	333	1,731	930	130	161	1,276	373	1,152	188	585	820	9	14,712
Total internal person trip productions															7,356
Total internal person trip attractions															7,356
Difference															0
% difference															0%
Internal and linked person trips (Walk)	4,177	4,086	554	2,164	1,033	163	322	2,553	933	5,758	754	1,463	1,823	13	25,795
Overall total trip reduction	36%	36%	36%	20%	20%	20%	20%	20%	15%	26%	75%	75%	30%	10%	28%
Weekday AM Peak Hour															
Internal trip factor	18.5%	18.5%	18.5%	21.2%	21.2%	21.2%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	260	254	15	164	180	12	6	50	7	15	33	12	50	1	1,058
Total internal person trip productions															529
Total internal person trip attractions															529
Difference															0
% difference															0%
Internal and linked person trips (Walk)	305	299	25	204	200	15	11	100	17	73	134	29	110	2	1,526
Overall total trip reduction	19%	19%	19%	21%	21%	21%	30%	30%	25%	30%	75%	75%	30%	10%	23%
Weekday PM Peak Hour															
Internal trip factor	28.3%	28.3%	28.3%	25.0%	25.0%	25.0%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	483	473	26	184	186	14	22	140	62	135	34	95	110	1	1,964
Total internal person trip productions															982
Total internal person trip attractions															982
Difference															0
% difference															0%
Internal and linked person trips (Walk)	568	556	44	230	207	17	44	280	156	677	136	236	245	1	3,395
Overall total trip reduction	28%	28%	28%	25%	25%	25%	30%	30%	25%	30%	75%	75%	30%	10%	30%
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	1,385	1,355	45	822	392	62	205	1,623	941	2,268	48	193	323	16	9,677
AM+PM External Trips	599	586	16	81	77	6	12	100	66	197	20	34	63	3	1,860
Average Peak Hour Factor	22%	22%	18%	5%	10%	5%	3%	3%	3%	4%	21%	9%	10%	11%	10%
Transit Person Trips SD1+SD3															
Daily External Trips	1,588	1,553	29	573	273	43	57	451	262	631	29	114	210	10	5,823
AM+PM External Trips	686	671	11	63	59	5	4	28	19	55	12	20	41	2	1,677
Average Peak Hour Factor	22%	22%	19%	5%	11%	5%	3%	3%	4%	4%	21%	9%	10%	11%	14%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	817	799	52	834	398	63	163	1,290	748	1,803	36	147	393	19	7,563
AM+PM External Trips	353	345	15	54	51	4	9	79	52	157	15	26	77	4	1,241
Average Peak Hour Factor	22%	22%	14%	3%	6%	3%	3%	3%	3%	4%	21%	9%	10%	11%	8%

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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	1,077	1,054	10	188	90	14	28	222	129	310	1	0	76	4	3,203
Transit Person Trips	1,235	1,208	9	182	87	14	21	169	98	236	1	0	65	3	3,327
Walk/Other Person Trips	635	621	28	453	216	34	65	511	296	714	1	0	211	10	3,796
Total Person Trips	2,947	2,883	48	823	393	62	114	902	523	1,260	3	1	351	17	10,327
Vehicle Trips	980	959	5	105	50	8	17	134	78	187	1	0	37	2	2,563
Superdistrict 2															
Auto Person Trips	162	158	106	709	339	53	62	490	239	865	11	3	423	9	3,629
Transit Person Trips	185	181	58	479	229	36	32	256	125	452	12	3	219	4	2,271
Walk/Other Person Trips	95	93	49	268	128	20	38	299	146	529	1	0	204	4	1,875
Total Person Trips	443	433	213	1,456	695	110	132	1,044	509	1,846	25	6	846	18	7,775
Vehicle Trips	147	144	56	421	201	32	40	320	156	565	9	2	217	4	2,315
Superdistrict 3															
Auto Person Trips	308	301	34	634	303	48	177	1,401	813	1,958	47	193	247	12	6,474
Transit Person Trips	353	345	20	390	186	29	36	283	164	395	28	113	146	7	2,496
Walk/Other Person Trips	181	178	24	381	182	29	98	779	452	1,089	35	146	183	9	3,767
Total Person Trips	842	824	79	1,405	671	106	311	2,463	1,429	3,442	110	453	575	28	12,737
Vehicle Trips	280	274	15	340	162	26	88	695	403	971	21	80	106	5	3,467
Superdistrict 4															
Auto Person Trips	162	158	62	474	226	36	44	349	170	617	11	3	238	5	2,555
Transit Person Trips	185	181	30	271	129	20	14	112	55	198	8	2	111	2	1,320
Walk/Other Person Trips	95	93	20	112	54	8	10	78	38	137	1	0	84	2	732
Total Person Trips	443	433	113	857	409	65	68	539	263	953	19	5	433	9	4,606
Vehicle Trips	147	144	30	257	123	19	26	205	100	363	7	2	109	2	1,534
East Bay															
Auto Person Trips	379	371	94	757	362	57	56	442	216	782	19	5	356	7	3,903
Transit Person Trips	282	276	52	519	248	39	28	223	109	394	17	4	182	3	2,376
Walk/Other Person Trips	94	92	23	131	63	10	36	286	140	506	1	0	94	2	1,477
Total Person Trips	755	739	169	1,407	672	106	120	951	464	1,682	37	9	633	13	7,757
Vehicle Trips	345	338	39	327	156	25	26	210	102	370	9	2	144	3	2,096
North Bay															
Auto Person Trips	169	165	38	315	150	24	34	269	131	476	8	2	144	3	1,929
Transit Person Trips	51	50	6	82	39	6	10	78	38	138	3	1	19	0	521
Walk/Other Person Trips	-	-	7	39	18	3	14	112	55	198	0	0	28	1	474
Total Person Trips	220	215	51	436	208	33	58	459	224	811	12	3	191	4	2,924
Vehicle Trips	154	151	21	184	88	14	19	150	73	265	5	1	75	1	1,201
South Bay															
Auto Person Trips	904	884	116	1,064	508	80	116	920	449	1,626	32	8	415	8	7,130
Transit Person Trips	647	633	21	230	110	17	18	140	68	248	8	2	71	1	2,215
Walk/Other Person Trips	180	176	9	62	30	5	11	86	42	153	1	0	38	1	795
Total Person Trips	1,731	1,693	146	1,356	648	102	145	1,147	559	2,027	41	10	524	10	10,140
Vehicle Trips	822	805	62	729	348	55	55	439	214	776	28	7	199	4	4,544
Outside Bay Area															
Auto Person Trips	46	45	68	384	183	29	135	1,072	522	1,894	2	1	285	6	4,673
Transit Person Trips	-	-	40	232	111	17	32	257	125	454	2	0	167	4	1,442
Walk/Other Person Trips	-	-	58	298	143	22	174	1,378	672	2,436	0	0	247	5	5,434
Total Person Trips	46	45	167	915	437	69	342	2,707	1,320	4,785	4	1	699	15	11,549
Vehicle Trips	41	41	26	158	76	12	50	395	192	698	2	0	109	2	1,802
All Origins															
Auto Person Trips	3,206	3,137	529	4,525	2,161	341	652	5,164	2,668	8,529	132	214	2,184	54	33,495
Transit Person Trips	2,938	2,874	239	2,385	1,139	180	192	1,517	781	2,514	80	126	980	25	15,969
Walk/Other Person Trips	1,281	1,254	218	1,745	833	131	446	3,530	1,840	5,762	40	148	1,089	34	18,351
Total Person Trips	7,426	7,264	986	8,655	4,133	652	1,289	10,211	5,290	16,804	251	488	4,253	113	67,814
Vehicle Trips	2,918	2,854	255	2,522	1,204	190	322	2,547	1,318	4,195	81	95	996	24	19,522
Total Internal Person Trips	4,177	4,086	554	2,164	1,033	163	322	2,553	933	5,758	754	1,463	1,823	13	25,795
Person-trip reduction	36%	36%	36%	20%	20%	20%	20%	20%	15%	26%	75%	75%	30%	10%	28%
Average Vehicle Occupancy	1.10	1.10	2.08	1.79	1.79	1.79	2.03	2.03	2.02	2.03	1.62	2.25	2.19	2.28	1.72

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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	78	77	1	9	9	1	0	2	0	1	0	0	3	0	182
Transit Person Trips	90	88	1	11	10	1	0	1	0	1	0	0	2	0	207
Walk/Other Person Trips	46	45	4	15	15	1	0	4	1	3	0	0	8	1	143
Total Person Trips	215	210	6	35	34	3	0	8	1	6	0	0	13	1	532
Vehicle Trips	71	70	1	6	6	0	0	1	0	1	0	0	1	0	159
Superdistrict 2															
Auto Person Trips	8	8	5	47	46	4	2	7	4	5	1	0	16	1	153
Transit Person Trips	9	9	4	46	45	3	2	3	4	3	1	0	8	0	136
Walk/Other Person Trips	5	4	2	9	9	1	0	4	0	3	0	0	8	0	46
Total Person Trips	21	21	11	102	100	8	4	14	8	10	2	0	32	1	334
Vehicle Trips	7	7	3	36	36	3	1	4	3	3	1	0	8	0	114
Superdistrict 3															
Auto Person Trips	22	22	5	32	31	2	0	12	1	9	6	2	9	1	154
Transit Person Trips	26	25	3	21	20	2	0	2	1	2	3	1	5	1	113
Walk/Other Person Trips	13	13	3	12	11	1	0	7	0	5	4	1	7	1	78
Total Person Trips	61	60	11	64	63	5	1	21	3	15	13	5	21	2	345
Vehicle Trips	20	20	3	24	23	2	0	6	1	4	3	1	4	0	112
Superdistrict 4															
Auto Person Trips	8	8	4	41	40	3	2	5	4	3	1	0	9	0	126
Transit Person Trips	9	9	2	28	28	2	1	2	3	1	1	0	4	0	89
Walk/Other Person Trips	5	4	1	4	4	0	0	1	0	1	0	0	3	0	24
Total Person Trips	21	21	7	73	71	6	3	7	6	5	2	0	16	1	238
Vehicle Trips	7	7	2	27	26	2	1	3	2	2	1	0	4	0	85
East Bay															
Auto Person Trips	18	18	6	70	68	5	3	6	6	4	2	0	13	1	220
Transit Person Trips	13	13	4	60	59	5	2	3	6	2	1	0	7	0	176
Walk/Other Person Trips	4	4	1	6	5	0	0	4	0	3	0	0	4	0	32
Total Person Trips	36	35	11	136	133	10	5	13	12	9	3	0	24	1	428
Vehicle Trips	16	16	3	33	33	3	1	3	3	2	1	0	5	0	120
North Bay															
Auto Person Trips	8	8	2	30	29	2	1	4	3	3	1	0	5	0	96
Transit Person Trips	2	2	1	11	11	1	0	1	1	1	0	0	1	0	33
Walk/Other Person Trips	-	-	0	2	1	0	0	2	0	1	0	0	1	0	7
Total Person Trips	10	10	3	43	42	3	2	6	4	5	1	0	7	0	137
Vehicle Trips	7	7	2	20	19	1	1	2	2	2	1	0	3	0	66
South Bay															
Auto Person Trips	43	42	8	115	113	9	5	12	11	9	3	0	15	1	386
Transit Person Trips	31	30	2	29	28	2	1	2	3	1	1	0	3	0	132
Walk/Other Person Trips	9	8	0	4	4	0	0	1	0	1	0	0	1	0	29
Total Person Trips	82	80	11	148	145	11	6	15	14	11	4	0	20	1	547
Vehicle Trips	39	38	6	100	98	8	4	6	9	4	3	0	8	0	323
Outside Bay Area															
Auto Person Trips	2	2	3	15	14	1	1	14	1	11	0	0	11	0	75
Transit Person Trips	-	-	2	10	10	1	0	3	1	3	0	0	6	0	35
Walk/Other Person Trips	-	-	2	6	6	0	1	19	0	14	0	0	9	0	57
Total Person Trips	2	2	7	31	30	2	2	37	1	27	0	0	26	1	168
Vehicle Trips	2	2	1	8	8	1	0	5	1	4	0	0	4	0	36
All Origins															
Auto Person Trips	187	183	35	358	351	27	13	61	30	45	13	2	81	4	1,392
Transit Person Trips	180	176	19	215	211	16	7	18	18	13	8	1	37	2	921
Walk/Other Person Trips	82	80	13	57	56	4	2	41	2	30	5	1	41	3	417
Total Person Trips	449	439	67	631	618	48	22	121	50	89	25	5	159	9	2,730
Vehicle Trips	170	167	21	254	249	19	9	31	21	23	8	1	38	2	1,015

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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	157	154	1	2	2	0	0	2	-	1	0	0	2	0	320
Transit Person Trips	180	176	1	2	2	0	0	1	-	1	0	0	2	0	365
Walk/Other Person Trips	93	91	2	3	3	0	0	4	-	3	0	0	5	1	204
Total Person Trips	429	420	4	7	7	1	0	7	-	5	0	0	8	1	890
Vehicle Trips	143	140	1	1	1	0	0	1	-	1	0	0	1	0	288
Superdistrict 2															
Auto Person Trips	15	15	4	10	9	1	0	6	-	4	1	0	10	0	76
Transit Person Trips	18	17	2	9	9	1	0	3	-	2	1	0	5	0	68
Walk/Other Person Trips	9	9	1	2	2	0	0	4	-	3	0	0	5	0	35
Total Person Trips	42	41	7	21	20	2	1	13	-	10	2	0	20	1	179
Vehicle Trips	14	14	2	6	6	0	0	4	-	3	1	0	5	0	54
Superdistrict 3															
Auto Person Trips	45	44	3	6	6	0	0	11	-	8	4	2	6	1	137
Transit Person Trips	51	50	2	4	4	0	0	2	-	2	3	1	3	0	124
Walk/Other Person Trips	26	26	2	2	2	0	0	6	-	4	3	1	4	0	79
Total Person Trips	123	120	7	13	13	1	0	19	-	14	10	4	13	1	339
Vehicle Trips	41	40	2	4	4	0	0	5	-	4	2	1	2	0	104
Superdistrict 4															
Auto Person Trips	15	15	2	8	8	1	0	4	-	3	1	0	6	0	64
Transit Person Trips	18	17	1	6	6	0	0	1	-	1	1	0	3	0	54
Walk/Other Person Trips	9	9	1	1	1	0	0	1	-	1	0	0	2	0	24
Total Person Trips	42	41	4	15	14	1	1	7	-	5	1	0	10	0	142
Vehicle Trips	14	14	1	4	4	0	0	3	-	2	0	0	2	0	45
East Bay															
Auto Person Trips	36	35	4	14	14	1	1	6	-	4	1	0	8	0	124
Transit Person Trips	27	26	3	12	12	1	0	3	-	2	1	0	4	0	92
Walk/Other Person Trips	9	9	1	1	1	0	0	4	-	3	0	0	2	0	29
Total Person Trips	72	70	7	27	27	2	1	12	-	9	2	0	15	1	245
Vehicle Trips	33	32	2	5	5	0	0	3	-	2	0	0	3	0	86
North Bay															
Auto Person Trips	16	16	2	6	6	0	0	3	-	2	1	0	3	0	56
Transit Person Trips	5	5	0	2	2	0	0	1	-	1	0	0	0	0	17
Walk/Other Person Trips	-	-	0	0	0	0	0	1	-	1	0	0	1	0	4
Total Person Trips	21	20	2	9	8	1	0	6	-	4	1	0	4	0	77
Vehicle Trips	15	14	1	3	3	0	0	2	-	1	0	0	2	0	42
South Bay															
Auto Person Trips	86	84	6	23	23	2	1	12	-	8	2	0	10	0	256
Transit Person Trips	61	60	1	6	6	0	0	2	-	1	1	0	2	0	140
Walk/Other Person Trips	17	17	0	1	1	0	0	1	-	1	0	0	1	0	39
Total Person Trips	164	161	7	30	29	2	1	15	-	11	3	0	12	1	435
Vehicle Trips	78	76	3	16	15	1	1	5	-	4	2	0	4	0	207
Outside Bay Area															
Auto Person Trips	4	4	2	3	3	0	0	14	-	10	0	0	7	0	47
Transit Person Trips	-	-	1	2	2	0	0	3	-	2	0	0	4	0	15
Walk/Other Person Trips	-	-	1	1	1	0	0	17	-	13	0	0	6	0	40
Total Person Trips	4	4	4	6	6	0	0	34	-	25	0	0	16	1	102
Vehicle Trips	4	4	1	1	1	0	0	5	-	4	0	0	2	0	22
All Origins															
Auto Person Trips	375	366	23	72	71	5	2	58	-	42	10	2	51	3	1,080
Transit Person Trips	359	352	12	43	43	3	1	17	-	12	6	1	23	1	875
Walk/Other Person Trips	163	160	9	12	11	1	0	39	-	28	4	1	25	2	454
Total Person Trips	897	878	44	127	125	10	4	113	-	82	19	5	99	6	2,409
Vehicle Trips	341	333	12	40	40	3	1	28	-	20	5	1	22	1	848

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	153	150	1	1	1	0	1	5	4	12	0	0	5	0	333
Transit Person Trips	176	172	1	1	1	0	1	4	3	9	0	0	4	0	372
Walk/Other Person Trips	90	89	1	2	2	0	2	11	10	27	0	0	14	0	248
Total Person Trips	420	411	2	5	4	0	3	20	17	47	0	0	23	1	953
Vehicle Trips	140	137	0	1	1	0	0	3	2	7	0	0	2	0	293
Superdistrict 2															
Auto Person Trips	19	18	5	9	8	1	3	17	11	42	1	0	27	0	161
Transit Person Trips	21	21	4	9	8	1	1	9	6	22	1	0	14	0	117
Walk/Other Person Trips	11	11	1	2	2	0	2	11	7	25	0	0	13	0	85
Total Person Trips	51	50	10	20	18	1	6	37	24	89	2	1	54	1	363
Vehicle Trips	17	17	3	6	5	0	2	11	7	26	1	0	13	0	109
Superdistrict 3															
Auto Person Trips	44	43	2	4	4	0	5	31	27	74	4	15	16	1	268
Transit Person Trips	50	49	1	3	3	0	1	6	5	15	3	9	9	0	154
Walk/Other Person Trips	26	25	1	2	1	0	3	17	15	41	3	11	12	0	157
Total Person Trips	120	117	4	9	8	1	8	54	47	130	10	34	37	1	580
Vehicle Trips	40	39	1	2	2	0	2	15	13	36	2	6	7	0	165
Superdistrict 4															
Auto Person Trips	19	18	4	8	7	1	2	12	8	30	1	0	15	0	125
Transit Person Trips	21	21	2	5	5	0	1	4	3	10	1	0	7	0	80
Walk/Other Person Trips	11	11	1	1	1	0	0	3	2	7	0	0	5	0	41
Total Person Trips	51	50	7	14	13	1	3	19	13	46	1	1	28	0	246
Vehicle Trips	17	17	2	4	4	0	1	7	5	17	0	0	7	0	81
East Bay															
Auto Person Trips	44	43	6	13	12	1	2	16	10	38	1	0	23	0	210
Transit Person Trips	33	32	5	12	10	1	1	8	5	19	1	0	12	0	139
Walk/Other Person Trips	11	11	1	1	1	0	2	10	7	24	0	0	6	0	73
Total Person Trips	87	85	12	26	24	2	5	34	22	81	2	1	41	1	422
Vehicle Trips	40	39	3	5	5	0	1	7	5	17	1	0	9	0	132
North Bay															
Auto Person Trips	20	19	3	6	5	0	1	10	6	23	1	0	9	0	103
Transit Person Trips	6	6	1	2	2	0	0	3	2	7	0	0	1	0	30
Walk/Other Person Trips	-	-	0	0	0	0	1	4	3	9	0	0	2	0	19
Total Person Trips	25	25	4	8	7	1	3	16	11	39	1	0	12	0	152
Vehicle Trips	18	17	2	3	3	0	1	5	3	12	0	0	5	0	70
South Bay															
Auto Person Trips	104	102	9	22	20	2	5	33	22	78	2	1	27	0	427
Transit Person Trips	75	73	2	6	5	0	1	5	3	12	1	0	5	0	187
Walk/Other Person Trips	21	20	0	1	1	0	0	3	2	7	0	0	2	0	58
Total Person Trips	200	195	12	29	26	2	6	41	27	97	3	1	34	0	672
Vehicle Trips	95	93	7	15	14	1	2	15	10	36	2	1	12	0	303
Outside Bay Area															
Auto Person Trips	5	5	2	3	3	0	6	38	25	91	0	0	18	0	197
Transit Person Trips	-	-	1	2	2	0	1	9	6	22	0	0	11	0	54
Walk/Other Person Trips	-	-	1	1	1	0	8	49	32	117	0	0	16	0	225
Total Person Trips	5	5	5	6	5	0	15	96	63	230	0	0	45	1	476
Vehicle Trips	5	5	1	1	1	0	2	14	9	33	0	0	7	0	77
All Origins															
Auto Person Trips	407	398	31	67	60	5	25	161	114	386	10	17	141	2	1,824
Transit Person Trips	382	374	17	40	36	3	7	48	33	114	6	10	63	1	1,134
Walk/Other Person Trips	170	166	7	9	9	1	17	107	77	258	4	11	70	2	907
Total Person Trips	959	938	55	116	104	9	49	316	224	758	20	38	274	5	3,865
Vehicle Trips	371	363	19	37	33	3	12	77	54	185	5	7	62	1	1,230

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	77	75	1	6	5	0	1	5	5	13	0	0	5	0	193
Transit Person Trips	88	86	1	7	6	1	1	4	3	10	0	0	5	0	211
Walk/Other Person Trips	45	44	1	10	9	1	2	12	10	29	0	0	15	0	179
Total Person Trips	210	205	2	23	21	2	3	21	19	51	0	0	25	1	583
Vehicle Trips	70	68	0	4	4	0	0	3	3	8	0	0	3	0	164
Superdistrict 2															
Auto Person Trips	9	9	5	45	41	3	3	18	12	45	1	0	30	0	223
Transit Person Trips	11	10	4	43	39	3	1	10	6	23	1	0	15	0	169
Walk/Other Person Trips	6	5	1	9	8	1	2	11	8	27	0	0	14	0	92
Total Person Trips	26	25	10	98	88	7	6	39	26	96	2	1	59	1	484
Vehicle Trips	8	8	3	35	31	3	2	12	8	30	1	0	16	0	158
Superdistrict 3															
Auto Person Trips	22	21	2	21	19	2	5	33	29	80	6	16	17	1	273
Transit Person Trips	25	25	1	14	12	1	1	7	6	16	3	9	10	0	131
Walk/Other Person Trips	13	13	1	8	7	1	3	18	16	44	4	12	13	0	153
Total Person Trips	60	59	4	43	38	3	9	58	51	141	13	37	40	1	556
Vehicle Trips	20	20	1	16	14	1	3	17	15	41	3	7	8	0	163
Superdistrict 4															
Auto Person Trips	9	9	4	39	35	3	2	13	9	32	1	0	17	0	173
Transit Person Trips	11	10	2	27	24	2	1	4	3	10	1	0	8	0	104
Walk/Other Person Trips	6	5	1	4	4	0	0	3	2	7	0	0	6	0	38
Total Person Trips	26	25	7	70	63	5	3	20	14	50	2	1	30	0	314
Vehicle Trips	8	8	2	26	23	2	1	8	5	19	1	0	8	0	112
East Bay															
Auto Person Trips	22	21	6	67	60	5	3	17	11	41	2	1	25	0	279
Transit Person Trips	16	16	5	58	52	4	1	8	6	20	1	0	13	0	201
Walk/Other Person Trips	5	5	1	5	5	0	2	11	7	26	0	0	7	0	75
Total Person Trips	44	43	12	130	116	10	6	36	24	87	3	1	44	1	555
Vehicle Trips	20	19	3	32	29	2	1	8	5	20	1	0	10	0	151
North Bay															
Auto Person Trips	10	10	3	29	26	2	2	10	7	25	1	0	10	0	133
Transit Person Trips	3	3	1	11	10	1	0	3	2	7	0	0	1	0	43
Walk/Other Person Trips	-	-	0	1	1	0	1	4	3	10	0	0	2	0	23
Total Person Trips	13	12	4	41	37	3	3	17	12	42	1	0	13	0	198
Vehicle Trips	9	9	2	19	17	1	1	6	4	14	1	0	5	0	87
South Bay															
Auto Person Trips	52	51	9	110	99	8	5	35	23	85	3	1	29	0	511
Transit Person Trips	37	36	2	27	25	2	1	5	4	13	1	0	5	0	158
Walk/Other Person Trips	10	10	0	4	3	0	1	3	2	8	0	0	3	0	45
Total Person Trips	100	98	12	141	127	11	7	43	29	105	4	1	37	0	714
Vehicle Trips	47	46	7	95	86	7	3	17	11	41	3	1	14	0	379
Outside Bay Area															
Auto Person Trips	3	3	2	14	13	1	6	40	27	98	0	0	20	0	228
Transit Person Trips	-	-	1	9	8	1	2	10	7	24	0	0	12	0	73
Walk/Other Person Trips	-	-	1	6	5	0	8	52	35	127	0	0	17	0	252
Total Person Trips	3	3	5	29	26	2	16	102	69	249	0	0	49	1	553
Vehicle Trips	2	2	1	8	7	1	2	15	10	37	0	0	8	0	94
All Origins															
Auto Person Trips	204	199	31	330	297	25	27	171	123	418	13	18	152	2	2,012
Transit Person Trips	191	187	17	196	177	15	8	51	36	124	8	11	68	1	1,089
Walk/Other Person Trips	85	83	7	47	42	4	18	115	83	279	5	12	76	2	857
Total Person Trips	480	469	55	574	516	43	52	337	243	821	26	41	297	5	3,958
Vehicle Trips	185	181	19	234	211	18	13	86	62	210	9	9	72	1	1,310

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	1,077	1,054	10	188	90	14	28	222	129	310	1	0	76	4	3,203
Superdistrict 2	162	158	106	709	339	53	62	490	239	865	11	3	423	9	3,629
Superdistrict 3	308	301	34	634	303	48	177	1,401	813	1,958	47	193	247	12	6,474
Superdistrict 4	162	158	62	474	226	36	44	349	170	617	11	3	238	5	2,555
East Bay	379	371	94	757	362	57	56	442	216	782	19	5	356	7	3,903
North Bay	169	165	38	315	150	24	34	269	131	476	8	2	144	3	1,929
South Bay	904	884	116	1,064	508	80	116	920	449	1,626	32	8	415	8	7,130
Outside of Bay Area	46	45	68	384	183	29	135	1,072	522	1,894	2	1	285	6	4,673
All Origins	3,206	3,137	529	4,525	2,161	341	652	5,164	2,668	8,529	132	214	2,184	54	33,495
Transit Person Trips															
Superdistrict 1	1,235	1,208	9	182	87	14	21	169	98	236	1	0	65	3	3,327
Superdistrict 2	185	181	58	479	229	36	32	256	125	452	12	3	219	4	2,271
Superdistrict 3	353	345	20	390	186	29	36	283	164	395	28	113	146	7	2,496
Superdistrict 4	185	181	30	271	129	20	14	112	55	198	8	2	111	2	1,320
East Bay	282	276	52	519	248	39	28	223	109	394	17	4	182	3	2,376
North Bay	51	50	6	82	39	6	10	78	38	138	3	1	19	0	521
South Bay	647	633	21	230	110	17	18	140	68	248	8	2	71	1	2,215
Outside of Bay Area	-	-	40	232	111	17	32	257	125	454	2	0	167	4	1,442
All Origins	2,938	2,874	239	2,385	1,139	180	192	1,517	781	2,514	80	126	980	25	15,969
Walk/Other Person Trips															
Superdistrict 1	635	621	28	453	216	34	65	511	296	714	1	0	211	10	3,796
Superdistrict 2	95	93	49	268	128	20	38	299	146	529	1	0	204	4	1,875
Superdistrict 3	181	178	24	381	182	29	98	779	452	1,089	35	146	183	9	3,767
Superdistrict 4	95	93	20	112	54	8	10	78	38	137	1	0	84	2	732
East Bay	94	92	23	131	63	10	36	286	140	506	1	0	94	2	1,477
North Bay	-	-	7	39	18	3	14	112	55	198	0	0	28	1	474
South Bay	180	176	9	62	30	5	11	86	42	153	1	0	38	1	795
Outside of Bay Area	-	-	58	298	143	22	174	1,378	672	2,436	0	0	247	5	5,434
All Origins	1,281	1,254	218	1,745	833	131	446	3,530	1,840	5,762	40	148	1,089	34	18,351
Total Person Trips															
Superdistrict 1	2,947	2,883	48	823	393	62	114	902	523	1,260	3	1	351	17	10,327
Superdistrict 2	443	433	213	1,456	695	110	132	1,044	509	1,846	25	6	846	18	7,775
Superdistrict 3	842	824	79	1,405	671	106	311	2,463	1,429	3,442	110	453	575	28	12,737
Superdistrict 4	443	433	113	857	409	65	68	539	263	953	19	5	433	9	4,606
East Bay	755	739	169	1,407	672	106	120	951	464	1,682	37	9	633	13	7,757
North Bay	220	215	51	436	208	33	58	459	224	811	12	3	191	4	2,924
South Bay	1,731	1,693	146	1,356	648	102	145	1,147	559	2,027	41	10	524	10	10,140
Outside of Bay Area	46	45	167	915	437	69	342	2,707	1,320	4,785	4	1	699	15	11,549
All Origins	7,426	7,264	986	8,655	4,133	652	1,289	10,211	5,290	16,804	251	488	4,253	113	67,814
Vehicle Trips															
Superdistrict 1	980	959	5	105	50	8	17	134	78	187	1	0	37	2	2,563
Superdistrict 2	147	144	56	421	201	32	40	320	156	565	9	2	217	4	2,315
Superdistrict 3	280	274	15	340	162	26	88	695	403	971	21	80	106	5	3,467
Superdistrict 4	147	144	30	257	123	19	26	205	100	363	7	2	109	2	1,534
East Bay	345	338	39	327	156	25	26	210	102	370	9	2	144	3	2,096
North Bay	154	151	21	184	88	14	19	150	73	265	5	1	75	1	1,201
South Bay	822	805	62	729	348	55	55	439	214	776	28	7	199	4	4,544
Outside of Bay Area	41	41	26	158	76	12	50	395	192	698	2	0	109	2	1,802
All Origins	2,918	2,854	255	2,522	1,204	190	322	2,547	1,318	4,195	81	95	996	24	19,522

Potrero Power Station Mixed-Use Development Project
Proposed Project

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	235	230	2	11	10	1	0	4	0	3	0	0	5	0	502
Superdistrict 2	23	23	9	57	56	4	2	13	4	9	2	0	26	1	228
Superdistrict 3	67	66	8	38	37	3	0	23	1	17	10	4	15	2	291
Superdistrict 4	23	23	6	49	48	4	2	9	4	7	2	0	14	1	190
East Bay	54	53	10	84	82	6	3	12	6	8	3	0	22	1	344
North Bay	24	24	4	36	35	3	1	7	3	5	1	0	9	0	152
South Bay	129	126	14	139	136	10	6	24	11	18	5	0	25	1	642
Outside of Bay Area	6	6	5	18	17	1	1	28	1	20	0	0	17	1	122
All Origins	562	550	58	431	422	32	15	119	30	87	23	4	132	7	2,472
Transit Person Trips															
Superdistrict 1	270	264	2	13	12	1	0	3	0	2	0	0	4	0	572
Superdistrict 2	26	26	6	55	54	4	2	7	4	5	2	0	13	1	204
Superdistrict 3	77	75	5	25	25	2	0	5	1	3	6	2	9	1	236
Superdistrict 4	26	26	4	34	33	3	1	3	3	2	1	0	7	0	143
East Bay	40	39	7	72	71	5	3	6	6	4	3	0	11	0	268
North Bay	7	7	1	14	13	1	1	2	1	1	1	0	1	0	51
South Bay	92	90	3	34	34	3	1	4	3	3	1	0	4	0	272
Outside of Bay Area	-	-	3	12	12	1	0	7	1	5	0	0	10	0	51
All Origins	539	527	31	259	253	19	9	35	18	26	14	3	59	3	1,796
Walk/Other Person Trips															
Superdistrict 1	139	136	6	18	18	1	0	8	1	6	0	0	13	1	347
Superdistrict 2	14	13	3	11	11	1	0	8	0	6	0	0	12	1	80
Superdistrict 3	40	39	5	14	14	1	0	13	0	9	7	3	11	1	157
Superdistrict 4	14	13	1	5	5	0	0	2	0	1	0	0	5	0	48
East Bay	13	13	2	7	7	1	0	7	0	5	0	0	6	0	61
North Bay	-	-	0	2	2	0	0	3	0	2	0	0	2	0	11
South Bay	26	25	1	5	5	0	0	2	0	2	0	0	2	0	68
Outside of Bay Area	-	-	4	7	7	1	1	36	0	26	0	0	15	1	98
All Origins	245	239	22	69	67	5	2	80	2	58	8	3	66	4	871
Total Person Trips															
Superdistrict 1	644	630	11	41	41	3	0	15	1	11	0	0	21	2	1,421
Superdistrict 2	63	62	18	123	120	9	4	27	8	20	4	0	51	2	513
Superdistrict 3	184	180	18	77	76	6	1	40	3	29	23	9	35	4	684
Superdistrict 4	63	62	11	88	86	7	3	14	6	10	3	0	26	1	380
East Bay	107	105	18	163	160	12	6	25	12	18	6	0	38	2	673
North Bay	31	31	6	52	51	4	2	12	4	9	2	0	12	0	214
South Bay	246	241	18	178	174	13	7	30	14	22	6	0	32	1	983
Outside of Bay Area	6	6	11	37	36	3	2	71	1	52	1	0	42	2	270
All Origins	1,346	1,316	111	758	742	57	26	234	50	171	45	10	258	15	5,139
Vehicle Trips															
Superdistrict 1	214	210	1	7	7	1	0	2	0	2	0	0	2	0	447
Superdistrict 2	21	20	5	42	41	3	2	8	3	6	1	0	13	1	168
Superdistrict 3	61	60	5	27	27	2	0	11	1	8	4	2	6	1	216
Superdistrict 4	21	20	3	31	30	2	1	5	2	4	1	0	7	0	130
East Bay	49	48	4	39	38	3	1	5	3	4	1	0	9	0	205
North Bay	22	21	2	23	22	2	1	4	2	3	1	0	5	0	108
South Bay	117	114	10	116	113	9	5	11	9	8	4	0	12	0	529
Outside of Bay Area	6	6	2	9	9	1	0	10	1	8	0	0	7	0	59
All Origins	511	500	33	295	289	22	11	58	21	43	13	2	60	3	1,862

Potrero Power Station Mixed-Use Development Project
Proposed Project

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	230	225	1	7	6	1	2	10	9	24	0	0	10	0	526
Superdistrict 2	28	27	10	54	49	4	6	36	24	87	2	1	57	1	384
Superdistrict 3	66	64	4	25	23	2	10	63	55	154	10	30	33	1	541
Superdistrict 4	28	27	7	47	42	4	4	25	17	62	2	1	32	0	298
East Bay	66	64	12	80	72	6	5	32	22	78	3	1	48	1	490
North Bay	29	29	5	34	31	3	3	20	13	48	1	0	19	0	236
South Bay	156	153	19	132	119	10	10	67	45	163	5	2	56	1	938
Outside of Bay Area	8	8	4	17	15	1	12	78	52	189	0	0	38	1	424
All Origins	611	598	62	397	357	30	52	332	237	804	23	35	293	5	3,835
Transit Person Trips															
Superdistrict 1	264	258	1	8	8	1	1	8	7	18	0	0	9	0	583
Superdistrict 2	32	31	8	52	47	4	3	19	12	45	2	1	29	0	286
Superdistrict 3	75	74	3	17	15	1	2	13	11	31	6	18	20	1	285
Superdistrict 4	32	31	5	32	29	2	1	8	5	20	1	0	15	0	184
East Bay	49	48	10	69	62	5	3	16	11	39	3	1	24	0	340
North Bay	9	9	2	13	12	1	1	6	4	14	1	0	3	0	72
South Bay	112	109	4	33	30	2	2	10	7	25	1	0	10	0	345
Outside of Bay Area	-	-	3	11	10	1	3	19	13	45	0	0	22	0	128
All Origins	573	560	34	236	212	18	15	98	70	238	14	21	131	2	2,223
Walk/Other Person Trips															
Superdistrict 1	136	133	2	12	11	1	4	23	20	56	0	0	28	1	427
Superdistrict 2	17	16	3	11	9	1	3	22	15	53	0	0	27	0	177
Superdistrict 3	39	38	2	9	8	1	5	35	31	85	7	23	25	1	310
Superdistrict 4	17	16	1	5	4	0	1	6	4	14	0	0	11	0	79
East Bay	16	16	1	6	6	0	3	21	14	51	0	0	13	0	148
North Bay	-	-	0	2	2	0	1	8	5	20	0	0	4	0	42
South Bay	31	31	1	4	4	0	1	6	4	15	0	0	5	0	104
Outside of Bay Area	-	-	3	7	6	1	16	101	67	244	0	0	33	0	477
All Origins	255	249	14	56	51	4	35	222	160	537	8	23	146	3	1,764
Total Person Trips															
Superdistrict 1	630	616	5	27	25	2	6	41	36	99	0	0	47	2	1,536
Superdistrict 2	77	75	20	117	105	9	12	76	51	185	4	1	114	2	847
Superdistrict 3	180	176	9	51	46	4	17	112	97	270	24	71	77	3	1,136
Superdistrict 4	77	75	13	84	75	6	6	39	26	95	3	1	58	1	560
East Bay	131	128	23	156	140	12	11	69	46	168	6	2	85	1	977
North Bay	38	37	7	49	44	4	5	33	22	81	2	1	26	0	351
South Bay	299	293	24	170	153	13	13	84	56	203	6	2	70	1	1,387
Outside of Bay Area	8	8	9	35	32	3	31	198	132	478	1	0	94	1	1,029
All Origins	1,439	1,407	110	690	620	52	102	652	467	1,579	45	79	571	10	7,823
Vehicle Trips															
Superdistrict 1	209	205	1	5	4	0	1	6	5	15	0	0	5	0	457
Superdistrict 2	25	25	6	40	36	3	4	23	16	56	1	1	29	0	267
Superdistrict 3	60	59	3	18	16	1	5	31	27	76	4	13	14	0	328
Superdistrict 4	25	25	4	30	27	2	2	15	10	36	1	0	15	0	193
East Bay	60	58	5	37	33	3	2	15	10	37	1	0	19	0	283
North Bay	27	26	3	22	20	2	2	11	7	27	1	0	10	0	157
South Bay	142	139	15	110	99	8	5	32	21	78	4	2	27	0	683
Outside of Bay Area	7	7	2	9	8	1	4	29	19	70	0	0	15	0	171
All Origins	556	544	39	271	244	20	25	163	117	395	14	16	134	2	2,540

INDIVIDUAL LAND USE TRIP GENERATION CALCULATIONS

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size:		1,547 units	
DAILY			
Person-trip Generation Rate [1]:	7.5 trips/unit	Person-trip Gen Rate:	14.2% [5] 1.1 17.3% [1] 1.3
Total Person Trips:	11,603 person-trips	Total Person-trips:	1,651 2,007
Work Trips [2]:	33% 3,829 person-trips	Work Person-trips:	50% [6] 826 50% [2] 1,004

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	747	680	161	147	196	178
	Transit	41.9%		857		185		225	
	Walk	9.3%		190		41		50	
	Other	12.3%		251		54		66	
	All Modes	100.0%		2,045	680	441	147	536	178
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	53	49	12	10	14	13
	Transit	41.9%		61		13		16	
	Walk	9.3%		14		3		4	
	Other	12.3%		18		4		5	
	All Modes	100.0%		146	49	31	10	38	13
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	214	194	46	42	56	51
	Transit	41.9%		245		53		64	
	Walk	9.3%		54		12		14	
	Other	12.3%		72		15		19	
	All Modes	100.0%		584	194	126	42	153	51
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	53	49	12	10	14	13
	Transit	41.9%		61		13		16	
	Walk	9.3%		14		3		4	
	Other	12.3%		18		4		5	
	All Modes	100.0%		146	49	31	10	38	13
East Bay 6.5%	Auto	50.3%	1.10	125	114	27	25	33	30
	Transit	37.3%		93		20		24	
	Walk	0.0%		0		0		0	
	Other	12.4%		31		7		8	
	All Modes	100.0%		249	114	54	25	65	30
North Bay 1.9%	Auto	76.9%	1.10	56	51	12	11	15	13
	Transit	23.1%		17		4		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		73	51	16	11	19	13
South Bay 14.9%	Auto	52.2%	1.10	298	271	64	59	78	71
	Transit	37.4%		213		46		56	
	Walk	0.0%		0		0		0	
	Other	10.4%		59		13		16	
	All Modes	100.0%		571	271	123	59	150	71
Out of Region 0.4%	Auto	100.0%	1.10	15	14	3	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		15	14	3	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	1,562	1,421	337	306	409	373
	Transit	40.4%		1,547		334		406	
	Walk	7.1%		271		58		71	
	Other	11.7%		449		97		118	
	All Modes	100.0%		3,829	1,421	826	306	1,004	373

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

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

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size:		1,547 units	
DAILY			
Person-trip Generation Rate [1]:	7.5 trips/unit	Person-trip Gen Rate:	14.2% [5] 1.1 17.3% [1] 1.3
Total Person Trips:	11,603 person-trips	Total Person-trips:	1,651 2,007
Non-Work Trips [2]:	67% 7,774 person-trips	Non-Work Person-trips:	50% [6] 826 50% [2] 1,004

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,517	1,381	161	147	196	178
	Transit	41.9%		1,739		185		225	
	Walk	9.3%		385		41		50	
	Other	12.3%		510		54		66	
	All Modes	100.0%		4,151	1,381	441	147	536	178
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	108	99	12	10	14	13
	Transit	41.9%		124		13		16	
	Walk	9.3%		27		3		4	
	Other	12.3%		36		4		5	
	All Modes	100.0%		297	99	31	10	38	13
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	434	395	46	42	56	51
	Transit	41.9%		497		53		64	
	Walk	9.3%		110		12		14	
	Other	12.3%		146		15		19	
	All Modes	100.0%		1,186	395	126	42	153	51
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	108	99	12	10	14	13
	Transit	41.9%		124		13		16	
	Walk	9.3%		27		3		4	
	Other	12.3%		36		4		5	
	All Modes	100.0%		297	99	31	10	38	13
East Bay 6.5%	Auto	50.3%	1.10	254	231	27	25	33	30
	Transit	37.3%		189		20		24	
	Walk	0.0%		0		0		0	
	Other	12.4%		63		7		8	
	All Modes	100.0%		506	231	54	25	65	30
North Bay 1.9%	Auto	76.9%	1.10	113	103	12	11	15	13
	Transit	23.1%		34		4		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		147	103	16	11	19	13
South Bay 14.9%	Auto	52.2%	1.10	605	551	64	59	78	71
	Transit	37.4%		433		46		56	
	Walk	0.0%		0		0		0	
	Other	10.4%		121		13		16	
	All Modes	100.0%		1,160	551	123	59	150	71
Out of Region 0.4%	Auto	100.0%	1.10	31	28	3	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		31	28	3	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	3,171	2,886	337	306	409	373
	Transit	40.4%		3,141		334		406	
	Walk	7.1%		550		58		71	
	Other	11.7%		912		97		118	
	All Modes	100.0%		7,774	2,886	826	306	1,004	373

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

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

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size: 1,135 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		11,350 person-trips	Total Person-trips:		1,615	1,964	
Work Trips [2]:		33%	3,746 person-trips	Work Person-trips:		50% [6]	808
						50% [2]	982

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	731	665	158	143	192	174
	Transit	41.9%		838		181		220	
	Walk	9.3%		185		40		49	
	Other	12.3%		246		53		64	
	All Modes	100.0%		2,000	665	431	143	524	174
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	52	48	11	10	14	12
	Transit	41.9%		60		13		16	
	Walk	9.3%		13		3		3	
	Other	12.3%		18		4		5	
	All Modes	100.0%		143	48	31	10	37	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	209	190	45	41	55	50
	Transit	41.9%		239		52		63	
	Walk	9.3%		53		11		14	
	Other	12.3%		70		15		18	
	All Modes	100.0%		571	190	123	41	150	50
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	52	48	11	10	14	12
	Transit	41.9%		60		13		16	
	Walk	9.3%		13		3		3	
	Other	12.3%		18		4		5	
	All Modes	100.0%		143	48	31	10	37	12
East Bay 6.5%	Auto	50.3%	1.10	122	111	26	24	32	29
	Transit	37.3%		91		20		24	
	Walk	0.0%		0		0		0	
	Other	12.4%		30		7		8	
	All Modes	100.0%		244	111	53	24	64	29
North Bay 1.9%	Auto	76.9%	1.10	55	50	12	11	14	13
	Transit	23.1%		16		4		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		71	50	15	11	19	13
South Bay 14.9%	Auto	52.2%	1.10	292	265	63	57	76	70
	Transit	37.4%		209		45		55	
	Walk	0.0%		0		0		0	
	Other	10.4%		58		13		15	
	All Modes	100.0%		559	265	120	57	146	70
Out of Region 0.4%	Auto	100.0%	1.10	15	13	3	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		15	13	3	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	1,528	1,390	329	300	400	364
	Transit	40.4%		1,513		326		397	
	Walk	7.1%		265		57		69	
	Other	11.7%		439		95		115	
	All Modes	100.0%		3,746	1,390	808	300	982	364

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Residential)
- [2] SF Guidelines, Appendix C - Table C-2 (Residential)
- [3] 1990 and 2000 U.S. census (Tracts 226 and 227)
- [4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
- [5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation 58.xlsx

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size: 1,135 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		11,350 person-trips	Total Person-trips:		1,615	1,964	
Non-Work Trips [2]:		67%	7,605 person-trips	Non-Work Person-trips:		50% [6]	808
						50% [2]	982

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,484	1,351	158	143	192	174
	Transit	41.9%		1,701		181		220	
	Walk	9.3%		376		40		49	
	Other	12.3%		499		53		64	
	All Modes	100.0%		4,061	1,351	431	143	524	174
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	106	96	11	10	14	12
	Transit	41.9%		122		13		16	
	Walk	9.3%		27		3		3	
	Other	12.3%		36		4		5	
	All Modes	100.0%		290	96	31	10	37	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	424	386	45	41	55	50
	Transit	41.9%		486		52		63	
	Walk	9.3%		108		11		14	
	Other	12.3%		143		15		18	
	All Modes	100.0%		1,160	386	123	41	150	50
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	106	96	11	10	14	12
	Transit	41.9%		122		13		16	
	Walk	9.3%		27		3		3	
	Other	12.3%		36		4		5	
	All Modes	100.0%		290	96	31	10	37	12
East Bay 6.5%	Auto	50.3%	1.10	249	226	26	24	32	29
	Transit	37.3%		185		20		24	
	Walk	0.0%		0		0		0	
	Other	12.4%		61		7		8	
	All Modes	100.0%		495	226	53	24	64	29
North Bay 1.9%	Auto	76.9%	1.10	111	101	12	11	14	13
	Transit	23.1%		33		4		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		144	101	15	11	19	13
South Bay 14.9%	Auto	52.2%	1.10	592	539	63	57	76	70
	Transit	37.4%		424		45		55	
	Walk	0.0%		0		0		0	
	Other	10.4%		118		13		15	
	All Modes	100.0%		1,134	539	120	57	146	70
Out of Region 0.4%	Auto	100.0%	1.10	30	27	3	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		30	27	3	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	3,102	2,823	329	300	400	364
	Transit	40.4%		3,073		326		397	
	Walk	7.1%		538		57		69	
	Other	11.7%		892		95		115	
	All Modes	100.0%		7,605	2,823	808	300	982	364

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Residential)
- [2] SF Guidelines, Appendix C - Table C-2 (Residential)
- [3] 1990 and 2000 U.S. census (Tracts 226 and 227)
- [4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
- [5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

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Potrero Power Station Mixed-Use Development Project

Proposed Project
LAND USE: HOTEL (WORK TRIPS)

Proposed Size:	220 rooms							
DAILY								
Person-trip Generation Rate [1]:	7.0 trips/room		Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	1,540 person-trips		Total Person-trips:		136		154	
Work Trips [2]:	12%	185 person-trips	Work Person-trips:	40% [5]	54	60% [2]	92	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	5	4	2	1	3	2
	Transit	34.7%		7		2		3	
	Walk	35.8%		7		2		3	
	Other	2.7%		1		0		0	
	All Modes	100.0%		19	4	6	1	10	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	11	8	3	2	5	4
	Transit	49.1%		11		3		6	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		23	8	7	2	12	4
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	19	15	6	5	10	8
	Transit	34.6%		13		4		7	
	Walk	10.4%		4		1		2	
	Other	3.6%		1		0		1	
	All Modes	100.0%		38	15	11	5	19	8
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	10	7	3	2	5	3
	Transit	40.9%		7		2		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		18	7	5	2	9	3
East Bay 18.4%	Auto	50.9%	2.13	17	8	5	2	9	4
	Transit	46.4%		16		5		8	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		34	8	10	2	17	4
North Bay 5.9%	Auto	69.1%	1.53	7	5	2	1	4	2
	Transit	28.6%		3		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		11	5	3	1	5	2
South Bay 20.6%	Auto	77.9%	1.15	30	26	9	8	15	13
	Transit	19.9%		8		2		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		38	26	11	8	19	13
Out of Region 2.2%	Auto	55.9%	1.54	2	1	1	0	1	1
	Transit	41.5%		2		0		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	1	1	0	2	1
All Origins 100.0%	Auto	55.0%	1.36	102	75	30	22	51	37
	Transit	36.0%		66		20		33	
	Walk	6.4%		12		3		6	
	Other	2.7%		5		1		3	
	All Modes	100.0%		185	75	54	22	92	37

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size:	220 rooms							
DAILY								
Person-trip Generation Rate [1]:	7.0 trips/room		Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	1,540 person-trips		Total Person-trips:		136		154	
Non-Work Trips [2]:	88%	1,355 person-trips	Non-Work Person-trips:	60% [5]	82	40% [2]	62	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	51	24	3	1	2	1
	Transit	17.9%		42		3		2	
	Walk	53.4%		127		8		6	
	Other	7.2%		17		1		1	
	All Modes	100.0%		237	24	14	1	11	1
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	95	48	6	3	4	2
	Transit	24.8%		47		3		2	
	Walk	14.6%		28		2		1	
	Other	10.5%		20		1		1	
	All Modes	100.0%		190	48	11	3	9	2
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	164	68	10	4	7	3
	Transit	25.0%		97		6		4	
	Walk	23.6%		91		5		4	
	Other	8.9%		34		2		2	
	All Modes	100.0%		386	68	23	4	18	3
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	52	23	3	1	2	1
	Transit	24.5%		23		1		1	
	Walk	12.4%		12		1		1	
	Other	8.2%		8		0		0	
	All Modes	100.0%		95	23	6	1	4	1
East Bay 10.0%	Auto	56.9%	2.51	77	31	5	2	4	1
	Transit	27.1%		37		2		2	
	Walk	14.8%		20		1		1	
	Other	1.3%		2		0		0	
	All Modes	100.0%		136	31	8	2	6	1
North Bay 3.0%	Auto	75.9%	1.95	31	16	2	1	1	1
	Transit	8.0%		3		0		0	
	Walk	13.2%		5		0		0	
	Other	2.9%		1		0		0	
	All Modes	100.0%		41	16	2	1	2	1
South Bay 8.0%	Auto	79.2%	2.34	86	37	5	2	4	2
	Transit	12.8%		14		1		1	
	Walk	6.9%		8		0		0	
	Other	1.1%		1		0		0	
	All Modes	100.0%		108	37	7	2	5	2
Out of Region 12.0%	Auto	40.6%	2.64	66	25	4	2	3	1
	Transit	23.7%		39		2		2	
	Walk	24.2%		39		2		2	
	Other	11.4%		19		1		1	
	All Modes	100.0%		163	25	10	2	7	1
All Origins 100.0%	Auto	46.0%	2.30	623	271	38	16	28	12
	Transit	22.3%		302		18		14	
	Walk	24.3%		329		20		15	
	Other	7.5%		102		6		5	
	All Modes	100.0%		1,355	271	82	16	62	12

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		597,723 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	10,819 person-trips	Total Person-trips:	963 920
Work Trips [2]:	36% 3,895 person-trips	Work Person-trips:	83% [5] 799 83% [2] 763

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	110	85	23	17	22	17
	Transit	34.7%		143		29		28	
	Walk	35.8%		147		30		29	
	Other	2.7%		11		2		2	
	All Modes	100.0%		411	85	84	17	81	17
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	222	178	46	36	43	35
	Transit	49.1%		239		49		47	
	Walk	3.7%		18		4		4	
	Other	1.6%		8		2		2	
	All Modes	100.0%		487	178	100	36	95	35
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	409	324	84	66	80	63
	Transit	34.6%		276		57		54	
	Walk	10.4%		83		17		16	
	Other	3.6%		29		6		6	
	All Modes	100.0%		796	324	163	66	156	63
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	207	138	43	28	41	27
	Transit	40.9%		152		31		30	
	Walk	0.0%		0		0		0	
	Other	3.4%		13		3		2	
	All Modes	100.0%		372	138	76	28	73	27
East Bay 18.4%	Auto	50.9%	2.13	363	171	75	35	71	33
	Transit	46.4%		331		68		65	
	Walk	0.0%		0		0		0	
	Other	2.8%		20		4		4	
	All Modes	100.0%		715	171	147	35	140	33
North Bay 5.9%	Auto	69.1%	1.53	157	103	32	21	31	20
	Transit	28.6%		65		13		13	
	Walk	0.0%		0		0		0	
	Other	2.2%		5		1		1	
	All Modes	100.0%		228	103	47	21	45	20
South Bay 20.6%	Auto	77.9%	1.15	625	542	128	111	123	106
	Transit	19.9%		159		33		31	
	Walk	0.0%		0		0		0	
	Other	2.2%		18		4		3	
	All Modes	100.0%		802	542	165	111	157	106
Out of Region 2.2%	Auto	55.9%	1.54	47	30	10	6	9	6
	Transit	41.5%		35		7		7	
	Walk	0.0%		0		0		0	
	Other	2.6%		2		0		0	
	All Modes	100.0%		84	30	17	6	16	6
All Origins 100.0%	Auto	55.0%	1.36	2,141	1,570	439	322	420	308
	Transit	36.0%		1,400		287		274	
	Walk	6.4%		248		51		49	
	Other	2.7%		106		22		21	
	All Modes	100.0%		3,895	1,570	799	322	763	308

Notes:

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

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		597,723 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	10,819 person-trips	Total Person-trips:	963 920
Non-Work Trips [2]:	64% 6,924 person-trips	Non-Work Person-trips:	17% [5] 164 17% [2] 156

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	260	123	6	3	6	3
	Transit	17.9%		217		5		5	
	Walk	53.4%		647		15		15	
	Other	7.2%		88		2		2	
	All Modes	100.0%		1,212	123	29	3	27	3
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	487	243	12	6	11	5
	Transit	24.8%		240		6		5	
	Walk	14.6%		141		3		3	
	Other	10.5%		101		2		2	
	All Modes	100.0%		969	243	23	6	22	5
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	840	347	20	8	19	8
	Transit	25.0%		493		12		11	
	Walk	23.6%		465		11		11	
	Other	8.9%		175		4		4	
	All Modes	100.0%		1,973	347	47	8	45	8
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	266	118	6	3	6	3
	Transit	24.5%		119		3		3	
	Walk	12.4%		60		1		1	
	Other	8.2%		40		1		1	
	All Modes	100.0%		485	118	11	3	11	3
East Bay 10.0%	Auto	56.9%	2.51	394	157	9	4	9	4
	Transit	27.1%		188		4		4	
	Walk	14.8%		102		2		2	
	Other	1.3%		9		0		0	
	All Modes	100.0%		692	157	16	4	16	4
North Bay 3.0%	Auto	75.9%	1.95	158	81	4	2	4	2
	Transit	8.0%		17		0		0	
	Walk	13.2%		27		1		1	
	Other	2.9%		6		0		0	
	All Modes	100.0%		208	81	5	2	5	2
South Bay 8.0%	Auto	79.2%	2.34	439	188	10	4	10	4
	Transit	12.8%		71		2		2	
	Walk	6.9%		38		1		1	
	Other	1.1%		6		0		0	
	All Modes	100.0%		554	188	13	4	13	4
Out of Region 12.0%	Auto	40.6%	2.64	337	128	8	3	8	3
	Transit	23.7%		197		5		4	
	Walk	24.2%		201		5		5	
	Other	11.4%		95		2		2	
	All Modes	100.0%		831	128	20	3	19	3
All Origins 100.0%	Auto	46.0%	2.30	3,182	1,385	75	33	72	31
	Transit	22.3%		1,541		36		35	
	Walk	24.3%		1,683		40		38	
	Other	7.5%		519		12		12	
	All Modes	100.0%		6,924	1,385	164	33	156	31

Notes:

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

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5 16.0% [1] 1.3
Total Person Trips:	5,166 person-trips	Total Person-trips:	942 827
Work Trips [2]:	36% 1,860 person-trips	Work Person-trips:	83% [5] 782 83% [2] 686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	53	41	22	17	19	15
	Transit	34.7%		68		29		25	
	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	106	85	45	36	39	31
	Transit	49.1%		114		48		42	
	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	195	155	82	65	72	57
	Transit	34.6%		132		55		49	
	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	99	66	42	28	37	24
	Transit	40.9%		73		31		27	
	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
East Bay 18.4%	Auto	50.9%	2.13	174	81	73	34	64	30
	Transit	46.4%		158		67		58	
	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
North Bay 5.9%	Auto	69.1%	1.53	75	49	32	21	28	18
	Transit	28.6%		31		13		11	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
South Bay 20.6%	Auto	77.9%	1.15	298	259	126	109	110	95
	Transit	19.9%		76		32		28	
	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
Out of Region 2.2%	Auto	55.9%	1.54	22	15	9	6	8	5
	Transit	41.5%		17		7		6	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
All Origins 100.0%	Auto	55.0%	1.36	1,022	750	430	315	377	277
	Transit	36.0%		669		281		247	
	Walk	6.4%		118		50		44	
	Other	2.7%		50		21		19	
	All Modes	100.0%		1,860	750	782	315	686	277

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5 16.0% [1] 1.3
Total Person Trips:	5,166 person-trips	Total Person-trips:	942 827
Non-Work Trips [2]:	64% 3,306 person-trips	Non-Work Person-trips:	17% [5] 160 17% [2] 141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	124	59	6	3	5	2
	Transit	17.9%		103		5		4	
	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	233	116	11	6	10	5
	Transit	24.8%		115		6		5	
	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	401	166	19	8	17	7
	Transit	25.0%		235		11		10	
	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	127	57	6	3	5	2
	Transit	24.5%		57		3		2	
	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
East Bay 10.0%	Auto	56.9%	2.51	188	75	9	4	8	3
	Transit	27.1%		90		4		4	
	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
North Bay 3.0%	Auto	75.9%	1.95	75	39	4	2	3	2
	Transit	8.0%		8		0		0	
	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
South Bay 8.0%	Auto	79.2%	2.34	210	90	10	4	9	4
	Transit	12.8%		34		2		1	
	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
Out of Region 12.0%	Auto	40.6%	2.64	161	61	8	3	7	3
	Transit	23.7%		94		5		4	
	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
All Origins 100.0%	Auto	46.0%	2.30	1,519	661	74	32	65	28
	Transit	22.3%		736		36		31	
	Walk	24.3%		804		39		34	
	Other	7.5%		248		12		11	
	All Modes	100.0%		3,306	661	160	32	141	28

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		45,040 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5	
Total Person Trips:	815 person-trips	Total Person-trips:		73		69	
Work Trips [2]:	36%	293 person-trips	Work Person-trips:	83% [5]	60	83% [2]	58

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	8	6	2	1	2	1
	Transit	34.7%		11		2		2	
	Walk	35.8%		11		2		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		31	6	6	1	6	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	17	13	3	3	3	3
	Transit	49.1%		18		4		4	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		37	13	8	3	7	3
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	31	24	6	5	6	5
	Transit	34.6%		21		4		4	
	Walk	10.4%		6		1		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		60	24	12	5	12	5
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	16	10	3	2	3	2
	Transit	40.9%		11		2		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		28	10	6	2	5	2
East Bay 18.4%	Auto	50.9%	2.13	27	13	6	3	5	3
	Transit	46.4%		25		5		5	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		54	13	11	3	11	3
North Bay 5.9%	Auto	69.1%	1.53	12	8	2	2	2	2
	Transit	28.6%		5		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		17	8	4	2	3	2
South Bay 20.6%	Auto	77.9%	1.15	47	41	10	8	9	8
	Transit	19.9%		12		2		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		60	41	12	8	12	8
Out of Region 2.2%	Auto	55.9%	1.54	4	2	1	0	1	0
	Transit	41.5%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		6	2	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	161	118	33	24	32	23
	Transit	36.0%		106		22		21	
	Walk	6.4%		19		4		4	
	Other	2.7%		8		2		2	
	All Modes	100.0%		293	118	60	24	58	23

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		45,040 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5	
Total Person Trips:	815 person-trips	Total Person-trips:		73		69	
Non-Work Trips [2]:	64%	522 person-trips	Non-Work Person-trips:	17% [5]	12	17% [2]	12

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	20	9	0	0	0	0
	Transit	17.9%		16		0		0	
	Walk	53.4%		49		1		1	
	Other	7.2%		7		0		0	
	All Modes	100.0%		91	9	2	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	37	18	1	0	1	0
	Transit	24.8%		18		0		0	
	Walk	14.6%		11		0		0	
	Other	10.5%		8		0		0	
	All Modes	100.0%		73	18	2	0	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	63	26	1	1	1	1
	Transit	25.0%		37		1		1	
	Walk	23.6%		35		1		1	
	Other	8.9%		13		0		0	
	All Modes	100.0%		149	26	4	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	20	9	0	0	0	0
	Transit	24.5%		9		0		0	
	Walk	12.4%		5		0		0	
	Other	8.2%		3		0		0	
	All Modes	100.0%		37	9	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	30	12	1	0	1	0
	Transit	27.1%		14		0		0	
	Walk	14.8%		8		0		0	
	Other	1.3%		1		0		0	
	All Modes	100.0%		52	12	1	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	12	6	0	0	0	0
	Transit	8.0%		1		0		0	
	Walk	13.2%		2		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		16	6	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	33	14	1	0	1	0
	Transit	12.8%		5		0		0	
	Walk	6.9%		3		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		42	14	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	25	10	1	0	1	0
	Transit	23.7%		15		0		0	
	Walk	24.2%		15		0		0	
	Other	11.4%		7		0		0	
	All Modes	100.0%		63	10	1	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	240	104	6	2	5	2
	Transit	22.3%		116		3		3	
	Walk	24.3%		127		3		3	
	Other	7.5%		39		1		1	
	All Modes	100.0%		522	104	12	2	12	2

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		10,744 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,612 person-trips	Total Person-trips:	38 145
Work Trips [2]:	4% 64 person-trips	Work Person-trips:	85% [5] 32 4% [2] 6

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	2	1	1	1	0	0
	Transit	34.7%		2		1		0	
	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		7	1	3	1	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	4	3	2	1	0	0
	Transit	49.1%		4		2		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		8	3	4	1	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	7	5	3	3	1	0
	Transit	34.6%		5		2		0	
	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		13	5	7	3	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	2	1	0	0
	Transit	40.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
East Bay 18.4%	Auto	50.9%	2.13	6	3	3	1	1	0
	Transit	46.4%		5		3		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		12	3	6	1	1	0
North Bay 5.9%	Auto	69.1%	1.53	3	2	1	1	0	0
	Transit	28.6%		1		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		4	2	2	1	0	0
South Bay 20.6%	Auto	77.9%	1.15	10	9	5	4	1	1
	Transit	19.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	9	7	4	1	1
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	1	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	35	26	18	13	3	2
	Transit	36.0%		23		11		2	
	Walk	6.4%		4		2		0	
	Other	2.7%		2		1		0	
	All Modes	100.0%		64	26	32	13	6	2

Notes:

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

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		10,744 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,612 person-trips	Total Person-trips:	38 145
Non-Work Trips [2]:	96% 1,547 person-trips	Non-Work Person-trips:	15% [5] 6 96% [2] 139

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	47	28	0	0	4	3
	Transit	18.1%		35		0		3	
	Walk	53.2%		103		0		9	
	Other	4.2%		8		0		1	
	All Modes	100.0%		193	28	1	0	17	3
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	58	37	0	0	5	3
	Transit	22.9%		28		0		3	
	Walk	26.1%		32		0		3	
	Other	4.1%		5		0		0	
	All Modes	100.0%		124	37	0	0	11	3
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	304	149	1	1	27	13
	Transit	10.9%		58		0		5	
	Walk	30.2%		161		1		14	
	Other	1.9%		10		0		1	
	All Modes	100.0%		534	149	2	1	48	13
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	41	24	0	0	4	2
	Transit	18.8%		12		0		1	
	Walk	12.3%		8		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		62	24	0	0	6	2
East Bay 7.0%	Auto	46.0%	2.11	50	24	0	0	4	2
	Transit	20.9%		23		0		2	
	Walk	31.4%		34		0		3	
	Other	1.7%		2		0		0	
	All Modes	100.0%		108	24	0	0	10	2
North Bay 3.5%	Auto	57.9%	1.82	31	17	0	0	3	2
	Transit	16.1%		9		0		1	
	Walk	24.4%		13		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		54	17	0	0	5	2
South Bay 8.5%	Auto	80.5%	2.28	106	46	0	0	10	4
	Transit	11.5%		15		0		1	
	Walk	6.4%		8		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		132	46	0	0	12	4
Out of Region 22.0%	Auto	39.5%	2.73	135	49	0	0	12	4
	Transit	9.4%		32		0		3	
	Walk	27.3%		93		0		8	
	Other	23.8%		81		0		7	
	All Modes	100.0%		340	49	1	0	31	4
All Origins 100.0%	Auto	49.9%	2.06	772	375	3	1	69	34
	Transit	13.7%		212		1		19	
	Walk	29.2%		452		2		41	
	Other	7.2%		111		0		10	
	All Modes	100.0%		1,547	375	6	1	139	34

Notes:

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

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		42,975 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4] 7.8 7.3% [1] 21.7
Total Person Trips:	12,764 person-trips	Total Person-trips:	334 932
Work Trips [2]:	4% 511 person-trips	Work Person-trips:	4% [5] 13 4% [2] 37

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	14	11	0	0	1	1
	Transit	34.7%		19		0		1	
	Walk	35.8%		19		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		54	11	1	0	4	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	29	23	1	1	2	2
	Transit	49.1%		31		1		2	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		64	23	2	1	5	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	54	42	1	1	4	3
	Transit	34.6%		36		1		3	
	Walk	10.4%		11		0		1	
	Other	3.6%		4		0		0	
	All Modes	100.0%		104	42	3	1	8	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	27	18	1	0	2	1
	Transit	40.9%		20		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		2		0		0	
	All Modes	100.0%		49	18	1	0	4	1
East Bay 18.4%	Auto	50.9%	2.13	48	22	1	1	3	2
	Transit	46.4%		43		1		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		3		0		0	
	All Modes	100.0%		94	22	2	1	7	2
North Bay 5.9%	Auto	69.1%	1.53	21	13	1	0	2	1
	Transit	28.6%		9		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		30	13	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	82	71	2	2	6	5
	Transit	19.9%		21		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		105	71	3	2	8	5
Out of Region 2.2%	Auto	55.9%	1.54	6	4	0	0	0	0
	Transit	41.5%		5		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		11	4	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	281	206	7	5	20	15
	Transit	36.0%		184		5		13	
	Walk	6.4%		32		1		2	
	Other	2.7%		14		0		1	
	All Modes	100.0%		511	206	13	5	37	15

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		42,975 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4] 7.8 7.3% [1] 21.7
Total Person Trips:	12,764 person-trips	Total Person-trips:	334 932
Non-Work Trips [2]:	96% 12,253 person-trips	Non-Work Person-trips:	96% [5] 321 96% [2] 894

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	376	224	10	6	27	16
	Transit	18.1%		278		7		20	
	Walk	53.2%		814		21		59	
	Other	4.2%		64		2		5	
	All Modes	100.0%		1,532	224	40	6	112	16
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	460	296	12	8	34	22
	Transit	22.9%		224		6		16	
	Walk	26.1%		255		7		19	
	Other	4.1%		40		1		3	
	All Modes	100.0%		980	296	26	8	72	22
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	2,410	1,180	63	31	176	86
	Transit	10.9%		461		12		34	
	Walk	30.2%		1,275		33		93	
	Other	1.9%		81		2		6	
	All Modes	100.0%		4,227	1,180	111	31	309	86
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	322	187	8	5	24	14
	Transit	18.8%		92		2		7	
	Walk	12.3%		60		2		4	
	Other	3.3%		16		0		1	
	All Modes	100.0%		490	187	13	5	36	14
East Bay 7.0%	Auto	46.0%	2.11	395	187	10	5	29	14
	Transit	20.9%		179		5		13	
	Walk	31.4%		270		7		20	
	Other	1.7%		14		0		1	
	All Modes	100.0%		858	187	22	5	63	14
North Bay 3.5%	Auto	57.9%	1.82	248	137	7	4	18	10
	Transit	16.1%		69		2		5	
	Walk	24.4%		104		3		8	
	Other	1.6%		7		0		0	
	All Modes	100.0%		429	137	11	4	31	10
South Bay 8.5%	Auto	80.5%	2.28	838	368	22	10	61	27
	Transit	11.5%		119		3		9	
	Walk	6.4%		67		2		5	
	Other	1.6%		17		0		1	
	All Modes	100.0%		1,042	368	27	10	76	27
Out of Region 22.0%	Auto	39.5%	2.73	1,065	391	28	10	78	29
	Transit	9.4%		252		7		18	
	Walk	27.3%		737		19		54	
	Other	23.8%		641		17		47	
	All Modes	100.0%		2,696	391	71	10	197	29
All Origins 100.0%	Auto	49.9%	2.06	6,115	2,970	160	78	446	217
	Transit	13.7%		1,676		44		122	
	Walk	29.2%		3,582		94		262	
	Other	7.2%		880		23		64	
	All Modes	100.0%		12,253	2,970	321	78	894	217

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		31,116 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	6,223 person-trips	Total Person-trips:		67		622	
Work Trips [2]:	4%	249 person-trips	Work Person-trips:	100% [5]	67	4% [2]	25

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	7	5	2	1	1	1
	Transit	34.7%		9		2		1	
	Walk	35.8%		9		3		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		26	5	7	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	14	11	4	3	1	1
	Transit	49.1%		15		4		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		31	11	8	3	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	26	21	7	6	3	2
	Transit	34.6%		18		5		2	
	Walk	10.4%		5		1		1	
	Other	3.6%		2		1		0	
	All Modes	100.0%		51	21	14	6	5	2
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	13	9	4	2	1	1
	Transit	40.9%		10		3		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		24	9	6	2	2	1
East Bay 18.4%	Auto	50.9%	2.13	23	11	6	3	2	1
	Transit	46.4%		21		6		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		46	11	12	3	5	1
North Bay 5.9%	Auto	69.1%	1.53	10	7	3	2	1	1
	Transit	28.6%		4		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		15	7	4	2	1	1
South Bay 20.6%	Auto	77.9%	1.15	40	35	11	9	4	3
	Transit	19.9%		10		3		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		51	35	14	9	5	3
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	1	0	0
	Transit	41.5%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	1	1	0
All Origins 100.0%	Auto	55.0%	1.36	137	100	37	27	14	10
	Transit	36.0%		89		24		9	
	Walk	6.4%		16		4		2	
	Other	2.7%		7		2		1	
	All Modes	100.0%		249	100	67	27	25	10

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		31,116 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	6,223 person-trips	Total Person-trips:		67		622	
Non-Work Trips [2]:	96%	5,974 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2]	597

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	183	109	0	0	18	11
	Transit	18.1%		135		0		14	
	Walk	53.2%		397		0		40	
	Other	4.2%		31		0		3	
	All Modes	100.0%		747	109	0	0	75	11
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	224	144	0	0	22	14
	Transit	22.9%		109		0		11	
	Walk	26.1%		125		0		12	
	Other	4.1%		20		0		2	
	All Modes	100.0%		478	144	0	0	48	14
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,175	575	0	0	118	58
	Transit	10.9%		225		0		22	
	Walk	30.2%		622		0		62	
	Other	1.9%		39		0		4	
	All Modes	100.0%		2,061	575	0	0	206	58
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	157	91	0	0	16	9
	Transit	18.8%		45		0		4	
	Walk	12.3%		29		0		3	
	Other	3.3%		8		0		1	
	All Modes	100.0%		239	91	0	0	24	9
East Bay 7.0%	Auto	46.0%	2.11	192	91	0	0	19	9
	Transit	20.9%		87		0		9	
	Walk	31.4%		131		0		13	
	Other	1.7%		7		0		1	
	All Modes	100.0%		418	91	0	0	42	9
North Bay 3.5%	Auto	57.9%	1.82	121	67	0	0	12	7
	Transit	16.1%		34		0		3	
	Walk	24.4%		51		0		5	
	Other	1.6%		3		0		0	
	All Modes	100.0%		209	67	0	0	21	7
South Bay 8.5%	Auto	80.5%	2.28	409	179	0	0	41	18
	Transit	11.5%		58		0		6	
	Walk	6.4%		33		0		3	
	Other	1.6%		8		0		1	
	All Modes	100.0%		508	179	0	0	51	18
Out of Region 22.0%	Auto	39.5%	2.73	519	190	0	0	52	19
	Transit	9.4%		123		0		12	
	Walk	27.3%		359		0		36	
	Other	23.8%		313		0		31	
	All Modes	100.0%		1,314	190	0	0	131	19
All Origins 100.0%	Auto	49.9%	2.06	2,982	1,448	0	0	298	145
	Transit	13.7%		817		0		82	
	Walk	29.2%		1,747		0		175	
	Other	7.2%		429		0		43	
	All Modes	100.0%		5,974	1,448	0	0	597	145

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		37,604 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]
Total Person Trips:	22,562 person-trips	Total Person-trips:		244	2,256
Work Trips [2]:	4%	902 person-trips	4% [5]	10	4% [2]
				90	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	26	20	0	0	3	2
	Transit	34.7%		33		0		3	
	Walk	35.8%		34		0		3	
	Other	2.7%		3		0		0	
	All Modes	100.0%		95	20	1	0	10	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	51	41	1	0	5	4
	Transit	49.1%		55		1		6	
	Walk	3.7%		4		0		0	
	Other	1.6%		2		0		0	
	All Modes	100.0%		113	41	1	0	11	4
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	95	75	1	1	9	7
	Transit	34.6%		64		1		6	
	Walk	10.4%		19		0		2	
	Other	3.6%		7		0		1	
	All Modes	100.0%		185	75	2	1	18	7
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	48	32	1	0	5	3
	Transit	40.9%		35		0		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		3		0		0	
	All Modes	100.0%		86	32	1	0	9	3
East Bay 18.4%	Auto	50.9%	2.13	84	40	1	0	8	4
	Transit	46.4%		77		1		8	
	Walk	0.0%		0		0		0	
	Other	2.8%		5		0		0	
	All Modes	100.0%		166	40	2	0	17	4
North Bay 5.9%	Auto	69.1%	1.53	36	24	0	0	4	2
	Transit	28.6%		15		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		53	24	1	0	5	2
South Bay 20.6%	Auto	77.9%	1.15	145	125	2	1	14	13
	Transit	19.9%		37		0		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		4		0		0	
	All Modes	100.0%		186	125	2	1	19	13
Out of Region 2.2%	Auto	55.9%	1.54	11	7	0	0	1	1
	Transit	41.5%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		19	7	0	0	2	1
All Origins 100.0%	Auto	55.0%	1.36	496	364	5	4	50	36
	Transit	36.0%		324		4		32	
	Walk	6.4%		57		1		6	
	Other	2.7%		24		0		2	
	All Modes	100.0%		902	364	10	4	90	36

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		37,604 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]
Total Person Trips:	22,562 person-trips	Total Person-trips:		244	2,256
Non-Work Trips [2]:	96%	21,660 person-trips	96% [5]	234	96% [2]
					2,166

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	665	396	7	4	66	40
	Transit	18.1%		491		5		49	
	Walk	53.2%		1,439		16		144	
	Other	4.2%		112		1		11	
	All Modes	100.0%		2,707	396	29	4	271	40
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	814	524	9	6	81	52
	Transit	22.9%		396		4		40	
	Walk	26.1%		452		5		45	
	Other	4.1%		71		1		7	
	All Modes	100.0%		1,733	524	19	6	173	52
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	4,261	2,086	46	23	426	209
	Transit	10.9%		816		9		82	
	Walk	30.2%		2,254		24		225	
	Other	1.9%		143		2		14	
	All Modes	100.0%		7,473	2,086	81	23	747	209
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	569	331	6	4	57	33
	Transit	18.8%		163		2		16	
	Walk	12.3%		106		1		11	
	Other	3.3%		28		0		3	
	All Modes	100.0%		866	331	9	4	87	33
East Bay 7.0%	Auto	46.0%	2.11	698	331	8	4	70	33
	Transit	20.9%		317		3		32	
	Walk	31.4%		477		5		48	
	Other	1.7%		25		0		3	
	All Modes	100.0%		1,516	331	16	4	152	33
North Bay 3.5%	Auto	57.9%	1.82	439	242	5	3	44	24
	Transit	16.1%		122		1		12	
	Walk	24.4%		185		2		18	
	Other	1.6%		12		0		1	
	All Modes	100.0%		758	242	8	3	76	24
South Bay 8.5%	Auto	80.5%	2.28	1,482	650	16	7	148	65
	Transit	11.5%		211		2		21	
	Walk	6.4%		119		1		12	
	Other	1.6%		30		0		3	
	All Modes	100.0%		1,841	650	20	7	184	65
Out of Region 22.0%	Auto	39.5%	2.73	1,883	691	20	7	188	69
	Transit	9.4%		446		5		45	
	Walk	27.3%		1,302		14		130	
	Other	23.8%		1,134		12		113	
	All Modes	100.0%		4,765	691	52	7	477	69
All Origins 100.0%	Auto	49.9%	2.06	10,810	5,250	117	57	1,081	525
	Transit	13.7%		2,962		32		296	
	Walk	29.2%		6,333		68		633	
	Other	7.2%		1,555		17		155	
	All Modes	100.0%		21,660	5,250	234	57	2,166	525

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		15,000 sq.ft.			
DAILY					
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	1,005 person-trips	Total Person-trips:		179	181
Work Trips [2]:	20%	201 person-trips	Work Person-trips:	17% [5]	30
				17% [6]	31

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	4	1	1	1	1
	Transit	34.7%		7		1		1	
	Walk	35.8%		8		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		21	4	3	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	11	9	2	1	2	1
	Transit	49.1%		12		2		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		25	9	4	1	4	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	21	17	3	3	3	3
	Transit	34.6%		14		2		2	
	Walk	10.4%		4		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		41	17	6	3	6	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	2	1	2	1
	Transit	40.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		19	7	3	1	3	1
East Bay 18.4%	Auto	50.9%	2.13	19	9	3	1	3	1
	Transit	46.4%		17		3		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		37	9	6	1	6	1
North Bay 5.9%	Auto	69.1%	1.53	8	5	1	1	1	1
	Transit	28.6%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	5	2	1	2	1
South Bay 20.6%	Auto	77.9%	1.15	32	28	5	4	5	4
	Transit	19.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		41	28	6	4	6	4
Out of Region 2.2%	Auto	55.9%	1.54	2	2	0	0	0	0
	Transit	41.5%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	2	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	110	81	17	12	17	12
	Transit	36.0%		72		11		11	
	Walk	6.4%		13		2		2	
	Other	2.7%		5		1		1	
	All Modes	100.0%		201	81	30	12	31	12

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)

[2] SF Guidelines, Appendix C - Table C-2 (Government Office)

[3] SF Guidelines, Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		15,000 sq.ft.			
DAILY					
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	1,005 person-trips	Total Person-trips:		179	181
Non-Work Trips [2]:	80%	804 person-trips	Non-Work Person-trips:	83% [5]	148
				83% [6]	150

Percent of Origin Distribution [7]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	342	141	63	26	64	26
	Transit	25.0%		201		37		38	
	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	141	148	26	150	26
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Peninsula/South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.42	342	141	63	26	64	26
	Transit	25.0%		201		37		38	
	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	141	148	26	150	26

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)

[2] SF Guidelines, Appendix C - Table C-2 (Government Office)

[3] SF Guidelines, Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

[7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		10,000 sq.ft.			
DAILY				AM PEAK HOUR	PM PEAK HOUR
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1] 31.5
Total Person Trips:	1,950 person-trips	Total Person-trips:		39	315
Work Trips [1]:	3% 49 person-trips	Work Person-trips:	4% [2]	1	4% [1] 11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		2		0		0	
	Walk	35.8%		2		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	0	0	1	1
	Transit	49.1%		3		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	0	0	1	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	0	0	1	1
	Transit	34.6%		3		0		1	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	2	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	0	0	1	0
	Transit	40.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	0	0	1	0
	Transit	46.4%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	0	0	2	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	0	0	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	0	0	2	2
	Transit	19.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	0	0	2	2
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	27	20	1	1	6	4
	Transit	36.0%		18		0		4	
	Walk	6.4%		3		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		49	20	1	1	11	4

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.09681, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		10,000 sq.ft.			
DAILY				AM PEAK HOUR	PM PEAK HOUR
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1] 31.5
Total Person Trips:	1,950 person-trips	Total Person-trips:		39	315
Non-Work Trips [1]:	98%	1,901 person-trips	Non-Work Person-trips:	97% [2] 38	97% [1] 304

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Peninsula/South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.09681, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		75,938 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4] 4.8 13.4% [1] 10.7
Total Person Trips:	6,075 person-trips	Total Person-trips:	368 815
Work Trips [2]:	5% 304 person-trips	Work Person-trips:	5% [5] 18 5% [5] 41

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	9	7	1	0	1	1
	Transit	34.7%		11		1		1	
	Walk	35.8%		11		1		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		32	7	2	0	4	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	17	14	1	1	2	2
	Transit	49.1%		19		1		3	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		38	14	2	1	5	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	32	25	2	2	4	3
	Transit	34.6%		22		1		3	
	Walk	10.4%		6		0		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		62	25	4	2	8	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	16	11	1	1	2	1
	Transit	40.9%		12		1		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		29	11	2	1	4	1
East Bay 18.4%	Auto	50.9%	2.13	28	13	2	1	4	2
	Transit	46.4%		26		2		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		56	13	3	1	7	2
North Bay 5.9%	Auto	69.1%	1.53	12	8	1	0	2	1
	Transit	28.6%		5		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		18	8	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	49	42	3	3	7	6
	Transit	19.9%		12		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		63	42	4	3	8	6
Out of Region 2.2%	Auto	55.9%	1.54	4	2	0	0	0	0
	Transit	41.5%		3		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		7	2	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	167	122	10	7	22	16
	Transit	36.0%		109		7		15	
	Walk	6.4%		19		1		3	
	Other	2.7%		8		0		1	
	All Modes	100.0%		304	122	18	7	41	16

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		75,938 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4] 4.8 13.4% [1] 10.7
Total Person Trips:	6,075 person-trips	Total Person-trips:	368 815
Non-Work Trips [2]:	95% 5,771 person-trips	Non-Work Person-trips:	95% [5] 350 95% [5] 774

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	217	102	13	6	29	14
	Transit	17.9%		181		11		24	
	Walk	53.4%		539		33		72	
	Other	7.2%		73		4		10	
	All Modes	100.0%		1,010	102	61	6	136	14
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	406	203	25	12	54	27
	Transit	24.8%		200		12		27	
	Walk	14.6%		118		7		16	
	Other	10.5%		84		5		11	
	All Modes	100.0%		808	203	49	12	108	27
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	700	289	42	18	94	39
	Transit	25.0%		411		25		55	
	Walk	23.6%		388		24		52	
	Other	8.9%		146		9		20	
	All Modes	100.0%		1,645	289	100	18	221	39
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	222	99	13	6	30	13
	Transit	24.5%		99		6		13	
	Walk	12.4%		50		3		7	
	Other	8.2%		33		2		4	
	All Modes	100.0%		404	99	24	6	54	13
East Bay 10.0%	Auto	56.9%	2.51	328	131	20	8	44	18
	Transit	27.1%		156		9		21	
	Walk	14.8%		85		5		11	
	Other	1.3%		7		0		1	
	All Modes	100.0%		577	131	35	8	77	18
North Bay 3.0%	Auto	75.9%	1.95	131	67	8	4	18	9
	Transit	8.0%		14		1		2	
	Walk	13.2%		23		1		3	
	Other	2.9%		5		0		1	
	All Modes	100.0%		173	67	10	4	23	9
South Bay 8.0%	Auto	79.2%	2.34	366	157	22	9	49	21
	Transit	12.8%		59		4		8	
	Walk	6.9%		32		2		4	
	Other	1.1%		5		0		1	
	All Modes	100.0%		462	157	28	9	62	21
Out of Region 12.0%	Auto	40.6%	2.64	281	107	17	6	38	14
	Transit	23.7%		164		10		22	
	Walk	24.2%		168		10		23	
	Other	11.4%		79		5		11	
	All Modes	100.0%		693	107	42	6	93	14
All Origins 100.0%	Auto	46.0%	2.30	2,652	1,154	161	70	356	155
	Transit	22.3%		1,284		78		172	
	Walk	24.3%		1,403		85		188	
	Other	7.5%		432		26		58	
	All Modes	100.0%		5,771	1,154	350	70	774	155

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		6.3 Acres					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [1]	2.6	9.0% [1]	1.8	
Total Person Trips:	126 person-trips	Total Person-trips:		16		11	
Work Trips [2]:	1%	1 person-trips	Work Person-trips:	1% [4]	0	1% [4]	0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	1	1	0	0	0	0
	Transit	36.0%		0		0		0	
	Walk	6.4%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Proposed Project

LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		6.3 Acres					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [5]	2.6	9.0% [1]	1.8	
Total Person Trips:	126 person-trips	Total Person-trips:		16		11	
Non-Work Trips [2]:	99%	125 person-trips	Non-Work Person-trips:	99% [6]	16	99% [2]	11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		12		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		22	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	9	4	1	1	1	0
	Transit	24.8%		4		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		17	4	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	15	6	2	1	1	1
	Transit	25.0%		9		1		1	
	Walk	23.6%		8		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		36	6	5	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		9	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	7	3	1	0	1	0
	Transit	27.1%		3		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		12	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	1	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	1	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	8	3	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		10	3	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	6	2	1	0	1	0
	Transit	23.7%		4		0		0	
	Walk	24.2%		4		0		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		15	2	2	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	57	25	7	3	5	2
	Transit	22.3%		28		4		2	
	Walk	24.3%		30		4		3	
	Other	7.5%		9		1		1	
	All Modes	100.0%		125	25	16	3	11	2

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

APPENDIX D

TRAVEL DEMAND – SCENARIO A

AGGREGATE TRAVEL DEMAND CALCULATIONS

Potrero Power Station Mixed-Use Development Project
Maximum Residential Scenario

	LAND USE CATEGORY														Total Development 4,350,483 gsf (w/ occup. factor)
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	
	1,477,044 gsf 1,738 units	1,537,332 gsf 1,276 units	0 gsf 0 rooms	421,952 gsf	645,738 gsf	45,040 gsf	10,744 gsf	42,975 gsf	31,116 gsf (w/ occup. factor)	37,604 gsf	15,000 gsf	10,000 gsf	75,938 gsf	6.3 acres	

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	21.1
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	7.3%
AM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.53
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	12.3%
PM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.59
% Modal Share															
Auto	41%	41%	0%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	47%
Transit	40%	40%	0%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	25%
Walk/Other	19%	19%	0%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	28%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	0.00	1.80	1.80	1.80	2.01	2.01	2.01	2.01	1.82	2.36	2.21	2.28	1.66
Weekday AM Peak Hour	1.10	1.10	0.00	1.45	1.45	1.45	1.43	2.01	1.36	2.01	1.85	2.34	2.21	2.28	1.31
Weekday PM Peak Hour	1.10	1.10	0.00	1.45	1.45	1.45	2.01	2.01	2.01	2.01	1.85	2.34	2.21	2.28	1.50

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	5,317	5,205	-	3,758	2,542	401	808	6,396	3,118	11,306	453	836	2,819	58	43,017
Transit Person Trips	5,267	5,156	-	2,076	1,404	222	235	1,859	907	3,287	273	493	1,393	28	22,599
Walk/Other Person Trips	2,451	2,399	-	1,804	1,220	193	569	4,508	2,198	7,970	279	621	1,863	40	26,114
Total Person Trips	13,035	12,760	-	7,637	5,166	815	1,612	12,764	6,223	22,562	1,005	1,950	6,075	126	91,730
Total Vehicle Trips	4,839	4,737	-	2,086	1,411	223	401	3,176	1,548	5,614	249	354	1,277	25	25,939
				1,108	750	978	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	757	741	-	363	504	39	20	167	37	122	80	17	171	8	3,025
Transit Person Trips	749	734	-	229	317	24	12	49	24	36	48	10	84	4	2,320
Walk/Other Person Trips	349	341	-	88	122	9	5	118	6	86	51	12	113	5	1,306
Total Person Trips	1,855	1,816	-	680	942	73	38	334	67	244	179	39	368	16	6,651
Total Vehicle Trips	689	674	-	251	347	27	14	83	27	61	43	7	77	3	2,304
Weekday PM Peak Hour															
Auto Person Trips	920	900	-	347	442	37	73	467	312	1,131	81	136	378	5	5,228
Transit Person Trips	911	892	-	218	278	23	21	136	91	329	49	80	187	3	3,217
Walk/Other Person Trips	424	415	-	84	107	9	51	329	220	797	51	100	250	4	2,841
Total Person Trips	2,255	2,207	-	649	827	69	145	932	622	2,256	181	315	815	11	11,285
Total Vehicle Trips	837	819	-	239	305	26	36	232	155	561	44	58	171	2	3,485

Potrero Power Station Mixed-Use Development Project
Maximum Residential Scenario

INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	0%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	51%
Outbound	67%	67%	0%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	49%
Inbound	618	605	-	565	784	60	32	172	67	127	101	20	226	10	3,390
Outbound	1,237	1,211	-	114	158	12	6	162	-	117	77	19	142	6	3,261
Total Person Trips	1,855	1,816	-	680	942	73	38	334	67	244	179	39	368	16	6,651
Vehicle Trips															
Inbound	33%	33%	0%	86%	86%	86%	86%	53%	100%	53%	61%	54%	63%	61%	52%
Outbound	67%	67%	0%	14%	14%	14%	14%	47%	0%	47%	39%	46%	37%	39%	48%
Inbound	230	225	-	216	300	23	12	44	27	32	26	4	49	2	1,190
Outbound	459	449	-	34	48	4	2	39	-	28	17	3	29	1	1,114
Total Vehicle Trips	689	674	-	251	347	27	14	83	27	61	43	7	77	3	2,304
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	0%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	51%
Outbound	33%	33%	0%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	49%
Inbound	1,503	1,472	-	109	139	12	70	451	299	1,083	78	152	391	6	5,764
Outbound	752	736	-	540	688	58	75	481	324	1,173	103	163	424	6	5,521
Total Person Trips	2,255	2,207	-	649	827	69	145	932	622	2,256	181	315	815	11	11,285
Vehicle Trips															
Inbound	67%	67%	0%	14%	14%	14%	47%	47%	47%	47%	39%	46%	46%	49%	51%
Outbound	33%	33%	0%	86%	86%	86%	53%	53%	53%	53%	61%	54%	54%	51%	49%
Inbound	558	546	-	33	42	3	17	110	72	262	17	27	79	1	1,768
Outbound	279	273	-	207	263	22	19	122	82	299	27	31	92	1	1,717
Total Vehicle Trips	837	819	-	239	305	26	36	232	155	561	44	58	171	2	3,485

Potrero Power Station Mixed-Use Development Project
Maximum Residential Scenario

INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	36.0%	36.0%	36.0%	22.0%	22.0%	22.0%	28.0%	28.0%	20.0%	28.2%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	3,989	3,905	-	1,344	1,023	143	226	1,787	498	1,270	188	585	820	9	15,787
Total internal person trip productions															7,893
Total internal person trip attractions															7,894
Difference															0
% difference															0%
Internal and linked person trips (Walk)	4,693	4,594	-	1,680	1,136	179	451	3,574	1,245	6,351	754	1,463	1,823	13	27,955
Overall total trip reduction	36%	36%	0%	22%	22%	22%	28%	28%	20%	28%	75%	75%	30%	10%	30%
Weekday AM Peak Hour															
Internal trip factor	18.5%	18.5%	18.5%	27.9%	27.9%	27.9%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	292	286	-	152	237	16	6	50	7	15	33	12	50	1	1,155
Total internal person trip productions															577
Total internal person trip attractions															578
Difference															0
% difference															0%
Internal and linked person trips (Walk)	343	336	-	190	263	20	11	100	17	73	134	29	110	2	1,629
Overall total trip reduction	19%	19%	0%	28%	28%	28%	30%	30%	25%	30%	75%	75%	30%	10%	24%
Weekday PM Peak Hour															
Internal trip factor	28.3%	28.3%	28.3%	30.0%	30.0%	30.0%	30.0%	30.0%	30.1%	45.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	543	531	-	156	223	17	22	140	75	203	34	95	110	1	2,149
Total internal person trip productions															1,074
Total internal person trip attractions															1,074
Difference															0
% difference															0%
Internal and linked person trips (Walk)	639	625	-	195	248	21	44	280	187	1,015	136	236	245	1	3,871
Overall total trip reduction	28%	28%	0%	30%	30%	30%	30%	30%	30%	45%	75%	75%	30%	10%	34%
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	1,556	1,523	-	524	354	56	143	1,130	791	1,982	48	193	323	16	8,639
AM+PM External Trips	673	658	-	25	34	3	12	100	51	34	20	34	63	3	1,710
Average Peak Hour Factor	22%	22%	0%	2%	5%	2%	4%	4%	3%	1%	21%	9%	10%	11%	10%
Transit Person Trips SD1+SD3															
Daily External Trips	1,784	1,746	-	365	247	39	40	314	220	551	29	114	210	10	5,669
AM+PM External Trips	771	755	-	20	26	2	4	28	15	9	12	20	41	2	1,705
Average Peak Hour Factor	22%	22%	0%	3%	5%	3%	4%	4%	3%	1%	21%	9%	10%	11%	15%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	917	898	-	532	360	57	113	899	629	1,575	36	147	393	19	6,576
AM+PM External Trips	397	388	-	17	22	2	9	79	40	27	15	26	77	4	1,103
Average Peak Hour Factor	22%	22%	0%	2%	3%	2%	4%	4%	3%	1%	21%	9%	10%	11%	8%

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	1,210	1,185	-	120	81	13	20	155	108	271	1	0	76	4	3,243
Transit Person Trips	1,387	1,358	-	116	79	12	15	117	82	206	1	0	65	3	3,442
Walk/Other Person Trips	714	699	-	289	195	31	45	356	249	624	1	0	211	10	3,423
Total Person Trips	3,311	3,241	-	525	355	56	79	628	440	1,101	3	1	351	17	10,108
Vehicle Trips	1,101	1,078	-	67	45	7	12	93	65	163	1	0	37	2	2,672
Superdistrict 2															
Auto Person Trips	182	178	-	501	339	53	62	490	239	865	11	3	423	9	3,354
Transit Person Trips	208	204	-	338	229	36	32	256	125	452	12	3	219	4	2,117
Walk/Other Person Trips	107	105	-	189	128	20	38	299	146	529	1	0	204	4	1,771
Total Person Trips	497	487	-	1,028	695	110	132	1,044	509	1,846	25	6	846	18	7,242
Vehicle Trips	165	162	-	297	201	32	40	320	156	565	9	2	217	4	2,171
Superdistrict 3															
Auto Person Trips	346	338	-	404	273	43	123	976	683	1,711	47	193	247	12	5,396
Transit Person Trips	396	388	-	249	168	27	25	197	138	345	28	113	146	7	2,227
Walk/Other Person Trips	204	200	-	243	164	26	69	543	380	952	35	146	183	9	3,152
Total Person Trips	946	926	-	896	606	96	217	1,715	1,201	3,008	110	453	575	28	10,776
Vehicle Trips	315	308	-	217	147	23	61	484	339	849	24	80	106	5	2,957
Superdistrict 4															
Auto Person Trips	182	178	-	334	226	36	44	349	170	617	11	3	238	5	2,393
Transit Person Trips	208	204	-	191	129	20	14	112	55	198	8	2	111	2	1,255
Walk/Other Person Trips	107	105	-	79	54	8	10	78	38	137	1	0	84	2	702
Total Person Trips	497	487	-	605	409	65	68	539	263	953	19	5	433	9	4,350
Vehicle Trips	165	162	-	181	123	19	26	205	100	363	7	2	109	2	1,465
East Bay															
Auto Person Trips	426	417	-	534	362	57	56	442	216	782	19	5	356	7	3,679
Transit Person Trips	317	310	-	366	248	39	28	223	109	394	17	4	182	3	2,240
Walk/Other Person Trips	105	103	-	92	63	10	36	286	140	506	1	0	94	2	1,439
Total Person Trips	848	830	-	993	672	106	120	951	464	1,682	37	9	633	13	7,358
Vehicle Trips	388	380	-	231	156	25	26	210	102	370	9	2	144	3	2,046
North Bay															
Auto Person Trips	190	186	-	222	150	24	34	269	131	476	8	2	144	3	1,839
Transit Person Trips	57	56	-	58	39	6	10	78	38	138	3	1	19	0	503
Walk/Other Person Trips	-	-	-	27	18	3	14	112	55	198	0	0	28	1	456
Total Person Trips	247	242	-	307	208	33	58	459	224	811	12	3	191	4	2,798
Vehicle Trips	173	169	-	130	88	14	19	150	73	265	5	1	75	1	1,164
South Bay															
Auto Person Trips	1,015	994	-	751	508	80	116	920	449	1,626	32	8	415	8	6,923
Transit Person Trips	727	711	-	163	110	17	18	140	68	248	8	2	71	1	2,285
Walk/Other Person Trips	203	198	-	44	30	5	11	86	42	153	1	0	38	1	811
Total Person Trips	1,944	1,903	-	957	648	102	145	1,147	559	2,027	41	10	524	10	10,018
Vehicle Trips	924	904	-	515	348	55	55	439	214	776	28	7	199	4	4,468
Outside Bay Area															
Auto Person Trips	51	50	-	271	183	29	135	1,072	522	1,894	2	1	285	6	4,502
Transit Person Trips	-	-	-	164	111	17	32	257	125	454	2	0	167	4	1,334
Walk/Other Person Trips	-	-	-	211	143	22	174	1,378	672	2,436	0	0	247	5	5,288
Total Person Trips	51	50	-	646	437	69	342	2,707	1,320	4,785	4	1	699	15	11,125
Vehicle Trips	47	46	-	112	76	12	50	395	192	698	2	0	109	2	1,739
All Origins															
Auto Person Trips	3,602	3,526	-	3,138	2,123	335	590	4,672	2,518	8,242	132	214	2,184	54	31,329
Transit Person Trips	3,301	3,231	-	1,645	1,112	176	174	1,380	740	2,435	80	126	980	25	15,403
Walk/Other Person Trips	1,440	1,409	-	1,175	794	125	396	3,138	1,721	5,534	40	148	1,089	34	17,044
Total Person Trips	8,342	8,166	-	5,957	4,029	636	1,160	9,190	4,979	16,211	251	488	4,253	113	63,776
Vehicle Trips	3,278	3,209	-	1,750	1,184	187	290	2,295	1,242	4,049	84	95	996	24	18,683
Total Internal Person Trips	4,693	4,594	-	1,680	1,136	179	451	3,574	1,245	6,351	754	1,463	1,823	13	27,955
Person-trip reduction	36%	36%	0%	22%	22%	22%	28%	28%	20%	28%	75%	75%	30%	10%	30%
Average Vehicle Occupancy	1.10	1.10	-	1.79	1.79	1.79	2.04	2.04	2.03	2.04	1.56	2.25	2.19	2.28	1.68

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	88	86	-	3	4	0	0	2	0	1	0	0	3	0	188
Transit Person Trips	101	99	-	3	5	0	0	1	0	1	0	0	2	0	214
Walk/Other Person Trips	52	51	-	5	7	1	0	4	1	3	0	0	8	1	132
Total Person Trips	241	236	-	11	15	1	0	8	1	6	0	0	13	1	535
Vehicle Trips	80	79	-	2	3	0	0	1	0	1	0	0	1	0	168
Superdistrict 2															
Auto Person Trips	9	8	-	34	46	4	2	7	4	5	1	0	16	1	135
Transit Person Trips	10	10	-	32	45	3	2	3	4	3	1	0	8	0	121
Walk/Other Person Trips	5	5	-	6	9	1	0	4	0	3	0	0	8	0	42
Total Person Trips	24	23	-	72	100	8	4	14	8	10	2	0	32	1	298
Vehicle Trips	8	8	-	26	36	3	1	4	3	3	1	0	8	0	101
Superdistrict 3															
Auto Person Trips	25	25	-	10	14	1	0	12	1	9	6	2	9	1	115
Transit Person Trips	29	28	-	7	9	1	0	2	1	2	3	1	5	1	90
Walk/Other Person Trips	15	15	-	4	5	0	0	7	0	5	4	1	7	1	64
Total Person Trips	69	67	-	21	29	2	1	21	3	15	13	5	21	2	269
Vehicle Trips	23	22	-	8	11	1	0	6	1	4	3	1	4	0	84
Superdistrict 4															
Auto Person Trips	9	8	-	29	40	3	2	5	4	3	1	0	9	0	112
Transit Person Trips	10	10	-	20	28	2	1	2	3	1	1	0	4	0	81
Walk/Other Person Trips	5	5	-	3	4	0	0	1	0	1	0	0	3	0	23
Total Person Trips	24	23	-	52	71	6	3	7	6	5	2	0	16	1	216
Vehicle Trips	8	8	-	19	26	2	1	3	2	2	1	0	4	0	76
East Bay															
Auto Person Trips	20	20	-	49	68	5	3	6	6	4	2	0	13	1	198
Transit Person Trips	15	15	-	43	59	5	2	3	6	2	1	0	7	0	158
Walk/Other Person Trips	5	5	-	4	5	0	0	4	0	3	0	0	4	0	31
Total Person Trips	40	39	-	96	133	10	5	13	12	9	3	0	24	1	386
Vehicle Trips	18	18	-	24	33	3	1	3	3	2	1	0	5	0	111
North Bay															
Auto Person Trips	9	9	-	21	29	2	1	4	3	3	1	0	5	0	87
Transit Person Trips	3	3	-	8	11	1	0	1	1	1	0	0	1	0	30
Walk/Other Person Trips	-	-	-	1	1	0	0	2	0	1	0	0	1	0	7
Total Person Trips	12	11	-	30	42	3	2	6	4	5	1	0	7	0	124
Vehicle Trips	8	8	-	14	19	1	1	2	2	2	0	0	3	0	61
South Bay															
Auto Person Trips	48	47	-	81	113	9	5	12	11	9	3	0	15	1	354
Transit Person Trips	34	34	-	20	28	2	1	2	3	1	1	0	3	0	129
Walk/Other Person Trips	10	9	-	3	4	0	0	1	0	1	0	0	1	0	30
Total Person Trips	92	90	-	104	145	11	6	15	14	11	4	0	20	1	513
Vehicle Trips	44	43	-	70	98	8	4	6	9	4	3	0	8	0	297
Outside Bay Area															
Auto Person Trips	2	2	-	10	14	1	1	14	1	11	0	0	11	0	69
Transit Person Trips	-	-	-	7	10	1	0	3	1	3	0	0	6	0	31
Walk/Other Person Trips	-	-	-	4	6	0	1	19	0	14	0	0	9	0	53
Total Person Trips	2	2	-	22	30	2	2	37	1	27	0	0	26	1	153
Vehicle Trips	2	2	-	6	8	1	0	5	1	4	0	0	4	0	33
All Origins															
Auto Person Trips	210	206	-	237	329	25	13	61	30	45	13	2	81	4	1,259
Transit Person Trips	202	198	-	140	194	15	7	18	18	13	8	1	37	2	854
Walk/Other Person Trips	92	90	-	30	42	3	2	41	2	30	5	1	41	3	381
Total Person Trips	504	493	-	408	565	44	22	121	50	89	25	5	159	9	2,494
Vehicle Trips	191	187	-	168	233	18	9	31	21	23	9	1	38	2	932

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	176	173	-	1	1	0	0	2	-	1	0	0	2	0	355
Transit Person Trips	202	198	-	1	1	0	0	1	-	1	0	0	2	0	406
Walk/Other Person Trips	104	102	-	1	1	0	0	4	-	3	0	0	5	1	221
Total Person Trips	482	472	-	2	3	0	0	7	-	5	0	0	8	1	982
Vehicle Trips	160	157	-	0	0	0	0	1	-	1	0	0	1	0	321
Superdistrict 2															
Auto Person Trips	17	17	-	7	9	1	0	6	-	4	1	0	10	0	73
Transit Person Trips	20	19	-	6	9	1	0	3	-	2	1	0	5	0	67
Walk/Other Person Trips	10	10	-	1	2	0	0	4	-	3	0	0	5	0	35
Total Person Trips	47	46	-	15	20	2	1	13	-	10	2	0	20	1	176
Vehicle Trips	16	15	-	4	6	0	0	4	-	3	1	0	5	0	54
Superdistrict 3															
Auto Person Trips	50	49	-	2	3	0	0	11	-	8	4	2	6	1	136
Transit Person Trips	58	57	-	1	2	0	0	2	-	2	3	1	3	0	129
Walk/Other Person Trips	30	29	-	1	1	0	0	6	-	4	3	1	4	0	81
Total Person Trips	138	135	-	4	6	0	0	19	-	14	10	4	13	1	346
Vehicle Trips	46	45	-	1	2	0	0	5	-	4	2	1	2	0	108
Superdistrict 4															
Auto Person Trips	17	17	-	6	8	1	0	4	-	3	1	0	6	0	63
Transit Person Trips	20	19	-	4	6	0	0	1	-	1	1	0	3	0	55
Walk/Other Person Trips	10	10	-	1	1	0	0	1	-	1	0	0	2	0	25
Total Person Trips	47	46	-	10	14	1	1	7	-	5	1	0	10	0	143
Vehicle Trips	16	15	-	3	4	0	0	3	-	2	0	0	2	0	46
East Bay															
Auto Person Trips	40	40	-	10	14	1	1	6	-	4	1	0	8	0	125
Transit Person Trips	30	29	-	9	12	1	0	3	-	2	1	0	4	0	92
Walk/Other Person Trips	10	10	-	1	1	0	0	4	-	3	0	0	2	0	30
Total Person Trips	80	79	-	19	27	2	1	12	-	9	2	0	15	1	247
Vehicle Trips	37	36	-	4	5	0	0	3	-	2	1	0	3	0	91
North Bay															
Auto Person Trips	18	18	-	4	6	0	0	3	-	2	1	0	3	0	56
Transit Person Trips	5	5	-	2	2	0	0	1	-	1	0	0	0	0	17
Walk/Other Person Trips	-	-	-	0	0	0	0	1	-	1	0	0	1	0	4
Total Person Trips	23	23	-	6	8	1	0	6	-	4	1	0	4	0	77
Vehicle Trips	16	16	-	2	3	0	0	2	-	1	0	0	2	0	43
South Bay															
Auto Person Trips	96	94	-	16	23	2	1	12	-	8	2	0	10	0	265
Transit Person Trips	69	67	-	4	6	0	0	2	-	1	1	0	2	0	152
Walk/Other Person Trips	19	19	-	1	1	0	0	1	-	1	0	0	1	0	42
Total Person Trips	184	181	-	21	29	2	1	15	-	11	3	0	12	1	459
Vehicle Trips	88	86	-	11	15	1	1	5	-	4	2	0	4	0	218
Outside Bay Area															
Auto Person Trips	5	5	-	2	3	0	0	14	-	10	0	0	7	0	45
Transit Person Trips	-	-	-	1	2	0	0	3	-	2	0	0	4	0	13
Walk/Other Person Trips	-	-	-	1	1	0	0	17	-	13	0	0	6	0	38
Total Person Trips	5	5	-	4	6	0	0	34	-	25	0	0	16	1	97
Vehicle Trips	4	4	-	1	1	0	0	5	-	4	0	0	2	0	22
All Origins															
Auto Person Trips	421	412	-	48	66	5	2	58	-	42	10	2	51	3	1,120
Transit Person Trips	404	395	-	28	39	3	1	17	-	12	6	1	23	1	932
Walk/Other Person Trips	183	179	-	6	8	1	0	39	-	28	4	1	25	2	477
Total Person Trips	1,008	987	-	82	114	9	4	113	-	82	19	5	99	6	2,528
Vehicle Trips	383	375	-	27	37	3	1	28	-	20	5	1	22	1	904

Potrero Power Station Mixed-Use Development Project
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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	172	169	-	0	0	0	1	5	3	1	0	0	5	0	357
Transit Person Trips	198	193	-	0	1	0	1	4	2	1	0	0	4	0	404
Walk/Other Person Trips	102	100	-	1	1	0	2	11	7	2	0	0	14	0	239
Total Person Trips	472	462	-	1	2	0	3	20	13	4	0	0	23	1	1,000
Vehicle Trips	157	154	-	0	0	0	0	3	2	1	0	0	2	0	319
Superdistrict 2															
Auto Person Trips	21	21	-	6	8	1	3	17	11	42	1	0	27	0	159
Transit Person Trips	24	24	-	6	8	1	1	9	6	22	1	0	14	0	116
Walk/Other Person Trips	12	12	-	1	2	0	2	11	7	25	0	0	13	0	85
Total Person Trips	57	56	-	14	18	1	6	37	24	89	2	1	54	1	360
Vehicle Trips	19	19	-	4	5	0	2	11	7	26	1	0	13	0	108
Superdistrict 3															
Auto Person Trips	49	48	-	1	2	0	5	31	20	6	4	15	16	1	198
Transit Person Trips	56	55	-	1	1	0	1	6	4	1	3	9	9	0	147
Walk/Other Person Trips	29	28	-	0	1	0	3	17	11	3	3	11	12	0	119
Total Person Trips	135	132	-	3	3	0	8	54	36	11	10	34	37	1	464
Vehicle Trips	45	44	-	1	1	0	2	15	10	3	2	6	7	0	135
Superdistrict 4															
Auto Person Trips	21	21	-	6	7	1	2	12	8	30	1	0	15	0	123
Transit Person Trips	24	24	-	4	5	0	1	4	3	10	1	0	7	0	81
Walk/Other Person Trips	12	12	-	1	1	0	0	3	2	7	0	0	5	0	43
Total Person Trips	57	56	-	10	13	1	3	19	13	46	1	1	28	0	248
Vehicle Trips	19	19	-	3	4	0	1	7	5	17	0	0	7	0	82
East Bay															
Auto Person Trips	49	48	-	10	12	1	2	16	10	38	1	0	23	0	211
Transit Person Trips	37	36	-	8	10	1	1	8	5	19	1	0	12	0	138
Walk/Other Person Trips	12	12	-	1	1	0	2	10	7	24	0	0	6	0	75
Total Person Trips	98	96	-	18	24	2	5	34	22	81	2	1	41	1	424
Vehicle Trips	45	44	-	4	5	0	1	7	5	17	1	0	9	0	137
North Bay															
Auto Person Trips	22	21	-	4	5	0	1	10	6	23	1	0	9	0	103
Transit Person Trips	7	6	-	2	2	0	0	3	2	7	0	0	1	0	30
Walk/Other Person Trips	-	-	-	0	0	0	1	4	3	9	0	0	2	0	19
Total Person Trips	29	28	-	6	7	1	3	16	11	39	1	0	12	0	152
Vehicle Trips	20	20	-	2	3	0	1	5	3	12	0	0	5	0	72
South Bay															
Auto Person Trips	117	115	-	16	20	2	5	33	22	78	2	1	27	0	436
Transit Person Trips	84	82	-	4	5	0	1	5	3	12	1	0	5	0	201
Walk/Other Person Trips	23	23	-	1	1	0	0	3	2	7	0	0	2	0	63
Total Person Trips	224	220	-	20	26	2	6	41	27	97	3	1	34	0	701
Vehicle Trips	107	104	-	11	14	1	2	15	10	36	2	1	12	0	315
Outside Bay Area															
Auto Person Trips	6	6	-	2	3	0	6	38	25	91	0	0	18	0	195
Transit Person Trips	-	-	-	1	2	0	1	9	6	22	0	0	11	0	53
Walk/Other Person Trips	-	-	-	1	1	0	8	49	32	117	0	0	16	0	224
Total Person Trips	6	6	-	4	5	0	15	96	63	230	0	0	45	1	471
Vehicle Trips	5	5	-	1	1	0	2	14	9	33	0	0	7	0	77
All Origins															
Auto Person Trips	458	448	-	45	57	5	25	161	106	308	10	17	141	2	1,782
Transit Person Trips	429	420	-	26	33	3	7	48	31	92	6	10	63	1	1,170
Walk/Other Person Trips	191	187	-	5	7	1	17	107	71	196	4	11	70	2	868
Total Person Trips	1,078	1,055	-	76	97	8	49	316	209	596	20	38	274	5	3,820
Vehicle Trips	416	408	-	25	32	3	12	77	51	146	6	7	62	1	1,245

Potrero Power Station Mixed-Use Development Project
Maximum Residential Scenario

EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	86	84	-	2	2	0	1	5	3	1	0	0	5	0	191
Transit Person Trips	99	97	-	2	3	0	1	4	3	1	0	0	5	0	213
Walk/Other Person Trips	51	50	-	3	4	0	2	12	8	2	0	0	15	0	147
Total Person Trips	236	231	-	7	9	1	3	21	14	4	0	0	25	1	551
Vehicle Trips	78	77	-	1	2	0	0	3	2	1	0	0	3	0	168
Superdistrict 2															
Auto Person Trips	10	10	-	32	41	3	3	18	12	45	1	0	30	0	207
Transit Person Trips	12	12	-	31	39	3	1	10	6	23	1	0	15	0	155
Walk/Other Person Trips	6	6	-	6	8	1	2	11	8	27	0	0	14	0	90
Total Person Trips	29	28	-	69	88	7	6	39	26	96	2	1	59	1	451
Vehicle Trips	10	9	-	25	31	3	2	12	8	30	1	0	16	0	147
Superdistrict 3															
Auto Person Trips	25	24	-	6	8	1	5	33	22	7	6	16	17	1	169
Transit Person Trips	28	28	-	4	5	0	1	7	4	1	3	9	10	0	102
Walk/Other Person Trips	15	14	-	2	3	0	3	18	12	4	4	12	13	0	100
Total Person Trips	67	66	-	12	16	1	9	58	39	12	13	37	40	1	371
Vehicle Trips	22	22	-	5	6	0	3	17	11	3	3	7	8	0	107
Superdistrict 4															
Auto Person Trips	10	10	-	27	35	3	2	13	9	32	1	0	17	0	160
Transit Person Trips	12	12	-	19	24	2	1	4	3	10	1	0	8	0	96
Walk/Other Person Trips	6	6	-	3	4	0	0	3	2	7	0	0	6	0	37
Total Person Trips	29	28	-	49	63	5	3	20	14	50	2	1	30	0	293
Vehicle Trips	10	9	-	18	23	2	1	8	5	19	1	0	8	0	105
East Bay															
Auto Person Trips	25	24	-	47	60	5	3	17	11	41	2	1	25	0	259
Transit Person Trips	18	18	-	41	52	4	1	8	6	20	1	0	13	0	183
Walk/Other Person Trips	6	6	-	4	5	0	2	11	7	26	0	0	7	0	74
Total Person Trips	49	48	-	91	116	10	6	36	24	87	3	1	44	1	516
Vehicle Trips	22	22	-	23	29	2	1	8	5	20	1	0	10	0	144
North Bay															
Auto Person Trips	11	11	-	20	26	2	2	10	7	25	1	0	10	0	124
Transit Person Trips	3	3	-	8	10	1	0	3	2	7	0	0	1	0	39
Walk/Other Person Trips	-	-	-	1	1	0	1	4	3	10	0	0	2	0	22
Total Person Trips	14	14	-	29	37	3	3	17	12	42	1	0	13	0	186
Vehicle Trips	10	10	-	13	17	1	1	6	4	14	0	0	5	0	82
South Bay															
Auto Person Trips	59	57	-	78	99	8	5	35	23	85	3	1	29	0	482
Transit Person Trips	42	41	-	19	25	2	1	5	4	13	1	0	5	0	157
Walk/Other Person Trips	12	11	-	3	3	0	1	3	2	8	0	0	3	0	46
Total Person Trips	112	110	-	100	127	11	7	43	29	105	4	1	37	0	685
Vehicle Trips	53	52	-	67	86	7	3	17	11	41	3	1	14	0	356
Outside Bay Area															
Auto Person Trips	3	3	-	10	13	1	6	40	27	98	0	0	20	0	222
Transit Person Trips	-	-	-	7	8	1	2	10	7	24	0	0	12	0	69
Walk/Other Person Trips	-	-	-	4	5	0	8	52	35	127	0	0	17	0	249
Total Person Trips	3	3	-	21	26	2	16	102	69	249	0	0	49	1	540
Vehicle Trips	3	3	-	5	7	1	2	15	10	37	0	0	8	0	91
All Origins															
Auto Person Trips	229	224	-	222	283	24	27	171	115	333	13	18	152	2	1,814
Transit Person Trips	215	210	-	130	166	14	8	51	34	100	8	11	68	1	1,015
Walk/Other Person Trips	95	93	-	26	33	3	18	115	77	212	5	12	76	2	766
Total Person Trips	539	527	-	378	481	40	52	337	226	645	26	41	297	5	3,595
Vehicle Trips	208	204	-	157	200	17	13	86	58	166	9	9	72	1	1,199

Potrero Power Station Mixed-Use Development Project
Maximum Residential Scenario

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	1,210	1,185	-	120	81	13	20	155	108	271	1	0	76	4	3,243
Superdistrict 2	182	178	-	501	339	53	62	490	239	865	11	3	423	9	3,354
Superdistrict 3	346	338	-	404	273	43	123	976	683	1,711	47	193	247	12	5,396
Superdistrict 4	182	178	-	334	226	36	44	349	170	617	11	3	238	5	2,393
East Bay	426	417	-	534	362	57	56	442	216	782	19	5	356	7	3,679
North Bay	190	186	-	222	150	24	34	269	131	476	8	2	144	3	1,839
South Bay	1,015	994	-	751	508	80	116	920	449	1,626	32	8	415	8	6,923
Outside of Bay Area	51	50	-	271	183	29	135	1,072	522	1,894	2	1	285	6	4,502
All Origins	3,602	3,526	-	3,138	2,123	335	590	4,672	2,518	8,242	132	214	2,184	54	31,329
Transit Person Trips															
Superdistrict 1	1,387	1,358	-	116	79	12	15	117	82	206	1	0	65	3	3,442
Superdistrict 2	208	204	-	338	229	36	32	256	125	452	12	3	219	4	2,117
Superdistrict 3	396	388	-	249	168	27	25	197	138	345	28	113	146	7	2,227
Superdistrict 4	208	204	-	191	129	20	14	112	55	198	8	2	111	2	1,255
East Bay	317	310	-	366	248	39	28	223	109	394	17	4	182	3	2,240
North Bay	57	56	-	58	39	6	10	78	38	138	3	1	19	0	503
South Bay	727	711	-	163	110	17	18	140	68	248	8	2	71	1	2,285
Outside of Bay Area	-	-	-	164	111	17	32	257	125	454	2	0	167	4	1,334
All Origins	3,301	3,231	-	1,645	1,112	176	174	1,380	740	2,435	80	126	980	25	15,403
Walk/Other Person Trips															
Superdistrict 1	714	699	-	289	195	31	45	356	249	624	1	0	211	10	3,423
Superdistrict 2	107	105	-	189	128	20	38	299	146	529	1	0	204	4	1,771
Superdistrict 3	204	200	-	243	164	26	69	543	380	952	35	146	183	9	3,152
Superdistrict 4	107	105	-	79	54	8	10	78	38	137	1	0	84	2	702
East Bay	105	103	-	92	63	10	36	286	140	506	1	0	94	2	1,439
North Bay	-	-	-	27	18	3	14	112	55	198	0	0	28	1	456
South Bay	203	198	-	44	30	5	11	86	42	153	1	0	38	1	811
Outside of Bay Area	-	-	-	211	143	22	174	1,378	672	2,436	0	0	247	5	5,288
All Origins	1,440	1,409	-	1,175	794	125	396	3,138	1,721	5,534	40	148	1,089	34	17,044
Total Person Trips															
Superdistrict 1	3,311	3,241	-	525	355	56	79	628	440	1,101	3	1	351	17	10,108
Superdistrict 2	497	487	-	1,028	695	110	132	1,044	509	1,846	25	6	846	18	7,242
Superdistrict 3	946	926	-	896	606	96	217	1,715	1,201	3,008	110	453	575	28	10,776
Superdistrict 4	497	487	-	605	409	65	68	539	263	953	19	5	433	9	4,350
East Bay	848	830	-	993	672	106	120	951	464	1,682	37	9	633	13	7,358
North Bay	247	242	-	307	208	33	58	459	224	811	12	3	191	4	2,798
South Bay	1,944	1,903	-	957	648	102	145	1,147	559	2,027	41	10	524	10	10,018
Outside of Bay Area	51	50	-	646	437	69	342	2,707	1,320	4,785	4	1	699	15	11,125
All Origins	8,342	8,166	-	5,957	4,029	636	1,160	9,190	4,979	16,211	251	488	4,253	113	63,776
Vehicle Trips															
Superdistrict 1	1,101	1,078	-	67	45	7	12	93	65	163	1	0	37	2	2,672
Superdistrict 2	165	162	-	297	201	32	40	320	156	565	9	2	217	4	2,171
Superdistrict 3	315	308	-	217	147	23	61	484	339	849	24	80	106	5	2,957
Superdistrict 4	165	162	-	181	123	19	26	205	100	363	7	2	109	2	1,465
East Bay	388	380	-	231	156	25	26	210	102	370	9	2	144	3	2,046
North Bay	173	169	-	130	88	14	19	150	73	265	5	1	75	1	1,164
South Bay	924	904	-	515	348	55	55	439	214	776	28	7	199	4	4,468
Outside of Bay Area	47	46	-	112	76	12	50	395	192	698	2	0	109	2	1,739
All Origins	3,278	3,209	-	1,750	1,184	187	290	2,295	1,242	4,049	84	95	996	24	18,683

Potrero Power Station Mixed-Use Development Project
Maximum Residential Scenario

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	264	259	-	3	5	0	0	4	0	3	0	0	5	0	544
Superdistrict 2	26	25	-	40	56	4	2	13	4	9	2	0	26	1	208
Superdistrict 3	76	74	-	12	17	1	0	23	1	17	10	4	15	2	252
Superdistrict 4	26	25	-	34	48	4	2	9	4	7	2	0	14	1	175
East Bay	61	59	-	59	82	6	3	12	6	8	3	0	22	1	323
North Bay	27	26	-	25	35	3	1	7	3	5	1	0	9	0	144
South Bay	144	141	-	98	136	10	6	24	11	18	5	0	25	1	619
Outside of Bay Area	7	7	-	12	17	1	1	28	1	20	0	0	17	1	114
All Origins	631	618	-	285	396	30	15	119	30	87	23	4	132	7	2,379
Transit Person Trips															
Superdistrict 1	303	297	-	4	6	0	0	3	0	2	0	0	4	0	620
Superdistrict 2	30	29	-	39	54	4	2	7	4	5	2	0	13	1	188
Superdistrict 3	87	85	-	8	11	1	0	5	1	3	6	2	9	1	219
Superdistrict 4	30	29	-	24	33	3	1	3	3	2	1	0	7	0	136
East Bay	45	44	-	51	71	5	3	6	6	4	3	0	11	0	249
North Bay	8	8	-	10	13	1	1	2	1	1	1	0	1	0	47
South Bay	103	101	-	24	34	3	1	4	3	3	1	0	4	0	281
Outside of Bay Area	-	-	-	8	12	1	0	7	1	5	0	0	10	0	44
All Origins	606	593	-	168	233	18	9	35	18	26	14	3	59	3	1,785
Walk/Other Person Trips															
Superdistrict 1	156	153	-	6	8	1	0	8	1	6	0	0	13	1	353
Superdistrict 2	15	15	-	8	11	1	0	8	0	6	0	0	12	1	77
Superdistrict 3	45	44	-	5	6	0	0	13	0	9	7	3	11	1	144
Superdistrict 4	15	15	-	3	5	0	0	2	0	1	0	0	5	0	48
East Bay	15	15	-	5	7	1	0	7	0	5	0	0	6	0	61
North Bay	-	-	-	1	2	0	0	3	0	2	0	0	2	0	10
South Bay	29	28	-	3	5	0	0	2	0	2	0	0	2	0	72
Outside of Bay Area	-	-	-	5	7	1	1	36	0	26	0	0	15	1	92
All Origins	275	269	-	36	50	4	2	80	2	58	8	3	66	4	858
Total Person Trips															
Superdistrict 1	724	708	-	13	19	1	0	15	1	11	0	0	21	2	1,517
Superdistrict 2	71	69	-	87	120	9	4	27	8	20	4	0	51	2	474
Superdistrict 3	207	202	-	25	35	3	1	40	3	29	23	9	35	4	615
Superdistrict 4	71	69	-	62	86	7	3	14	6	10	3	0	26	1	359
East Bay	121	118	-	115	160	12	6	25	12	18	6	0	38	2	633
North Bay	35	34	-	36	51	4	2	12	4	9	2	0	12	0	201
South Bay	277	271	-	125	174	13	7	30	14	22	6	0	32	1	973
Outside of Bay Area	7	7	-	26	36	3	2	71	1	52	1	0	42	2	250
All Origins	1,512	1,480	-	490	679	52	26	234	50	171	45	10	258	15	5,022
Vehicle Trips															
Superdistrict 1	241	236	-	2	3	0	0	2	0	2	0	0	2	0	489
Superdistrict 2	24	23	-	30	41	3	2	8	3	6	1	0	13	1	155
Superdistrict 3	69	67	-	9	12	1	0	11	1	8	5	2	6	1	193
Superdistrict 4	24	23	-	22	30	2	1	5	2	4	1	0	7	0	122
East Bay	55	54	-	27	38	3	1	5	3	4	1	0	9	0	202
North Bay	25	24	-	16	22	2	1	4	2	3	1	0	5	0	104
South Bay	131	129	-	82	113	9	5	11	9	8	4	0	12	0	514
Outside of Bay Area	7	6	-	7	9	1	0	10	1	8	0	0	7	0	55
All Origins	574	562	-	195	270	21	11	58	21	43	14	2	60	3	1,835

Potrero Power Station Mixed-Use Development Project
Maximum Residential Scenario

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	259	253	-	2	3	0	2	10	7	2	0	0	10	0	548
Superdistrict 2	31	31	-	38	49	4	6	36	24	87	2	1	57	1	365
Superdistrict 3	74	72	-	7	9	1	10	63	42	13	10	30	33	1	367
Superdistrict 4	31	31	-	33	42	4	4	25	17	62	2	1	32	0	283
East Bay	74	72	-	57	72	6	5	32	22	78	3	1	48	1	470
North Bay	33	32	-	24	31	3	3	20	13	48	1	0	19	0	228
South Bay	176	172	-	93	119	10	10	67	45	163	5	2	56	1	918
Outside of Bay Area	9	9	-	12	15	1	12	78	52	189	0	0	38	1	417
All Origins	686	672	-	267	340	29	52	332	221	641	23	35	293	5	3,596
Transit Person Trips															
Superdistrict 1	296	290	-	2	3	0	1	8	5	2	0	0	9	0	617
Superdistrict 2	36	35	-	37	47	4	3	19	12	45	2	1	29	0	271
Superdistrict 3	85	83	-	5	6	1	2	13	9	3	6	18	20	1	249
Superdistrict 4	36	35	-	23	29	2	1	8	5	20	1	0	15	0	177
East Bay	55	54	-	49	62	5	3	16	11	39	3	1	24	0	322
North Bay	10	10	-	9	12	1	1	6	4	14	1	0	3	0	69
South Bay	126	123	-	23	30	2	2	10	7	25	1	0	10	0	359
Outside of Bay Area	-	-	-	8	10	1	3	19	13	45	0	0	22	0	122
All Origins	644	630	-	156	199	17	15	98	66	192	14	21	131	2	2,185
Walk/Other Person Trips															
Superdistrict 1	152	149	-	4	5	0	4	23	15	5	0	0	28	1	386
Superdistrict 2	19	18	-	7	9	1	3	22	15	53	0	0	27	0	175
Superdistrict 3	44	43	-	3	3	0	5	35	23	7	7	23	25	1	220
Superdistrict 4	19	18	-	3	4	0	1	6	4	14	0	0	11	0	80
East Bay	18	18	-	5	6	0	3	21	14	51	0	0	13	0	149
North Bay	-	-	-	1	2	0	1	8	5	20	0	0	4	0	42
South Bay	35	34	-	3	4	0	1	6	4	15	0	0	5	0	109
Outside of Bay Area	-	-	-	5	6	1	16	101	67	244	0	0	33	0	473
All Origins	286	280	-	31	39	3	35	222	148	408	8	23	146	3	1,633
Total Person Trips															
Superdistrict 1	708	693	-	8	10	1	6	41	27	8	0	0	47	2	1,551
Superdistrict 2	86	84	-	83	105	9	12	76	51	185	4	1	114	2	811
Superdistrict 3	202	198	-	15	19	2	17	112	74	22	24	71	77	3	835
Superdistrict 4	86	84	-	59	75	6	6	39	26	95	3	1	58	1	541
East Bay	147	144	-	110	140	12	11	69	46	168	6	2	85	1	941
North Bay	43	42	-	35	44	4	5	33	22	81	2	1	26	0	338
South Bay	336	329	-	120	153	13	13	84	56	203	6	2	70	1	1,386
Outside of Bay Area	9	9	-	25	32	3	31	198	132	478	1	0	94	1	1,011
All Origins	1,616	1,582	-	454	579	49	102	652	435	1,241	45	79	571	10	7,415
Vehicle Trips															
Superdistrict 1	235	230	-	1	2	0	1	6	4	1	0	0	5	0	487
Superdistrict 2	29	28	-	28	36	3	4	23	16	56	1	1	29	0	255
Superdistrict 3	67	66	-	5	7	1	5	31	21	6	5	13	14	0	242
Superdistrict 4	29	28	-	21	27	2	2	15	10	36	1	0	15	0	187
East Bay	67	66	-	26	33	3	2	15	10	37	1	0	19	0	281
North Bay	30	29	-	15	20	2	2	11	7	27	1	0	10	0	154
South Bay	160	156	-	78	99	8	5	32	21	78	4	2	27	0	671
Outside of Bay Area	8	8	-	6	8	1	4	29	19	70	0	0	15	0	168
All Origins	625	612	-	182	232	19	25	163	109	311	14	16	134	2	2,444

INDIVIDUAL LAND USE TRIP GENERATION CALCULATIONS

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size: 1,738 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		13,035 person-trips	Total Person-trips:		1,855	2,255	
Work Trips [2]:		33%	4,302 person-trips	Work Person-trips:		50% [6]	927
						50% [2]	1,128

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	840	764	181	165	220	200
	Transit	41.9%		962		208		252	
	Walk	9.3%		213		46		56	
	Other	12.3%		282		61		74	
	All Modes	100.0%		2,297	764	495	165	602	200
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	60	55	13	12	16	14
	Transit	41.9%		69		15		18	
	Walk	9.3%		15		3		4	
	Other	12.3%		20		4		5	
	All Modes	100.0%		164	55	35	12	43	14
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	240	218	52	47	63	57
	Transit	41.9%		275		59		72	
	Walk	9.3%		61		13		16	
	Other	12.3%		81		17		21	
	All Modes	100.0%		656	218	142	47	172	57
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	60	55	13	12	16	14
	Transit	41.9%		69		15		18	
	Walk	9.3%		15		3		4	
	Other	12.3%		20		4		5	
	All Modes	100.0%		164	55	35	12	43	14
East Bay 6.5%	Auto	50.3%	1.10	141	128	30	28	37	34
	Transit	37.3%		104		23		27	
	Walk	0.0%		0		0		0	
	Other	12.4%		35		7		9	
	All Modes	100.0%		280	128	60	28	73	34
North Bay 1.9%	Auto	76.9%	1.10	63	57	14	12	16	15
	Transit	23.1%		19		4		5	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		82	57	18	12	21	15
South Bay 14.9%	Auto	52.2%	1.10	335	305	72	66	88	80
	Transit	37.4%		240		52		63	
	Walk	0.0%		0		0		0	
	Other	10.4%		67		14		18	
	All Modes	100.0%		642	305	138	66	168	80
Out of Region 0.4%	Auto	100.0%	1.10	17	15	4	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		17	15	4	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	1,755	1,597	378	344	460	419
	Transit	40.4%		1,738		375		456	
	Walk	7.1%		304		66		80	
	Other	11.7%		505		109		132	
	All Modes	100.0%		4,302	1,597	927	344	1,128	419

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Residential)
 [2] SF Guidelines, Appendix C - Table C-2 (Residential)
 [3] 1990 and 2000 U.S. census (Tracts 226 and 227)
 [4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
 [5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
 [6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation 58.xlsx

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size: 1,738 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3
Total Person Trips:		13,035 person-trips	Total Person-trips:		1,855	2,255	
Non-Work Trips [2]:		67%	8,733 person-trips	Non-Work Person-trips:		50% [6]	927
						50% [2]	1,128

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,705	1,551	181	165	220	200
	Transit	41.9%		1,954		208		252	
	Walk	9.3%		432		46		56	
	Other	12.3%		573		61		74	
	All Modes	100.0%		4,664	1,551	495	165	602	200
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	122	111	13	12	16	14
	Transit	41.9%		140		15		18	
	Walk	9.3%		31		3		4	
	Other	12.3%		41		4		5	
	All Modes	100.0%		333	111	35	12	43	14
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	487	443	52	47	63	57
	Transit	41.9%		558		59		72	
	Walk	9.3%		124		13		16	
	Other	12.3%		164		17		21	
	All Modes	100.0%		1,333	443	142	47	172	57
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	122	111	13	12	16	14
	Transit	41.9%		140		15		18	
	Walk	9.3%		31		3		4	
	Other	12.3%		41		4		5	
	All Modes	100.0%		333	111	35	12	43	14
East Bay 6.5%	Auto	50.3%	1.10	286	260	30	28	37	34
	Transit	37.3%		212		23		27	
	Walk	0.0%		0		0		0	
	Other	12.4%		71		7		9	
	All Modes	100.0%		568	260	60	28	73	34
North Bay 1.9%	Auto	76.9%	1.10	127	116	14	12	16	15
	Transit	23.1%		38		4		5	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		166	116	18	12	21	15
South Bay 14.9%	Auto	52.2%	1.10	680	619	72	66	88	80
	Transit	37.4%		487		52		63	
	Walk	0.0%		0		0		0	
	Other	10.4%		136		14		18	
	All Modes	100.0%		1,303	619	138	66	168	80
Out of Region 0.4%	Auto	100.0%	1.10	34	31	4	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		34	31	4	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	3,563	3,242	378	344	460	419
	Transit	40.4%		3,529		375		456	
	Walk	7.1%		618		66		80	
	Other	11.7%		1,025		109		132	
	All Modes	100.0%		8,733	3,242	927	344	1,128	419

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Residential)
 [2] SF Guidelines, Appendix C - Table C-2 (Residential)
 [3] 1990 and 2000 U.S. census (Tracts 226 and 227)
 [4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)
 [5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
 [6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Printed on 4/30/2018

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size: 1,276 units		AM PEAK HOUR		PM PEAK HOUR	
DAILY		Person-trip Gen Rate:		Person-trip Gen Rate:	
Person-trip Generation Rate [1]:	10.0 trips/unit	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:	12,760 person-trips	Total Person-trips: 1,816		Total Person-trips: 2,207	
Work Trips [2]:	33%	Work Person-trips: 50% [6]		Work Person-trips: 50% [2]	
	4,211 person-trips	908		1,104	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	822	748	177	161	215	196
	Transit	41.9%		942		203		247	
	Walk	9.3%		208		45		55	
	Other	12.3%		276		60		72	
	All Modes	100.0%		2,249	748	485	161	589	196
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	59	53	13	12	15	14
	Transit	41.9%		67		15		18	
	Walk	9.3%		15		3		4	
	Other	12.3%		20		4		5	
	All Modes	100.0%		161	53	35	12	42	14
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	235	214	51	46	62	56
	Transit	41.9%		269		58		71	
	Walk	9.3%		60		13		16	
	Other	12.3%		79		17		21	
	All Modes	100.0%		642	214	139	46	168	56
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	59	53	13	12	15	14
	Transit	41.9%		67		15		18	
	Walk	9.3%		15		3		4	
	Other	12.3%		20		4		5	
	All Modes	100.0%		161	53	35	12	42	14
East Bay 6.5%	Auto	50.3%	1.10	138	125	30	27	36	33
	Transit	37.3%		102		22		27	
	Walk	0.0%		0		0		0	
	Other	12.4%		34		7		9	
	All Modes	100.0%		274	125	59	27	72	33
North Bay 1.9%	Auto	76.9%	1.10	61	56	13	12	16	15
	Transit	23.1%		18		4		5	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		80	56	17	12	21	15
South Bay 14.9%	Auto	52.2%	1.10	328	298	71	64	86	78
	Transit	37.4%		235		51		62	
	Walk	0.0%		0		0		0	
	Other	10.4%		65		14		17	
	All Modes	100.0%		628	298	135	64	165	78
Out of Region 0.4%	Auto	100.0%	1.10	17	15	4	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		17	15	4	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	1,718	1,563	370	337	450	410
	Transit	40.4%		1,701		367		446	
	Walk	7.1%		298		64		78	
	Other	11.7%		494		107		129	
	All Modes	100.0%		4,211	1,563	908	337	1,104	410

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

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

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation 58.xlsx

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size: 1,276 units		AM PEAK HOUR		PM PEAK HOUR	
DAILY		Person-trip Gen Rate:		Person-trip Gen Rate:	
Person-trip Generation Rate [1]:	10.0 trips/unit	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:	12,760 person-trips	Total Person-trips: 1,816		Total Person-trips: 2,207	
Non-Work Trips [2]:	67%	Non-Work Person-trips: 50% [6]		Non-Work Person-trips: 50% [2]	
	8,549 person-trips	908		1,104	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,669	1,519	177	161	215	196
	Transit	41.9%		1,913		203		247	
	Walk	9.3%		423		45		55	
	Other	12.3%		561		60		72	
	All Modes	100.0%		4,565	1,519	485	161	589	196
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	119	108	13	12	15	14
	Transit	41.9%		137		15		18	
	Walk	9.3%		30		3		4	
	Other	12.3%		40		4		5	
	All Modes	100.0%		326	108	35	12	42	14
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	477	434	51	46	62	56
	Transit	41.9%		547		58		71	
	Walk	9.3%		121		13		16	
	Other	12.3%		160		17		21	
	All Modes	100.0%		1,304	434	139	46	168	56
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	119	108	13	12	15	14
	Transit	41.9%		137		15		18	
	Walk	9.3%		30		3		4	
	Other	12.3%		40		4		5	
	All Modes	100.0%		326	108	35	12	42	14
East Bay 6.5%	Auto	50.3%	1.10	280	254	30	27	36	33
	Transit	37.3%		208		22		27	
	Walk	0.0%		0		0		0	
	Other	12.4%		69		7		9	
	All Modes	100.0%		556	254	59	27	72	33
North Bay 1.9%	Auto	76.9%	1.10	125	113	13	12	16	15
	Transit	23.1%		38		4		5	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		162	113	17	12	21	15
South Bay 14.9%	Auto	52.2%	1.10	666	606	71	64	86	78
	Transit	37.4%		477		51		62	
	Walk	0.0%		0		0		0	
	Other	10.4%		133		14		17	
	All Modes	100.0%		1,275	606	135	64	165	78
Out of Region 0.4%	Auto	100.0%	1.10	34	31	4	3	4	4
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		34	31	4	3	4	4
All Origins 100.0%	Auto	40.8%	1.10	3,487	3,174	370	337	450	410
	Transit	40.4%		3,454		367		446	
	Walk	7.1%		604		64		78	
	Other	11.7%		1,003		107		129	
	All Modes	100.0%		8,549	3,174	908	337	1,104	410

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

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

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Printed on 4/30/2018

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario
LAND USE: HOTEL (WORK TRIPS)

Proposed Size:		- rooms					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	0 person-trips	Total Person-trips:		0		0	
Work Trips [2]:	12%	Work Person-trips:	40% [5]	0	60% [2]	0	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	0	0	0	0	0	0
	Transit	36.0%		0		0		0	
	Walk	6.4%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size:		- rooms					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	0 person-trips	Total Person-trips:		0		0	
Non-Work Trips [2]:	88%	Non-Work Person-trips:	60% [5]	0	40% [2]	0	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	0	0	0	0	0	0
	Transit	25.0%		0		0		0	
	Walk	23.6%		0		0		0	
	Other	8.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 10.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 3.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 12.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	46.0%	2.30	0	0	0	0	0	0
	Transit	22.3%		0		0		0	
	Walk	24.3%		0		0		0	
	Other	7.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		421,952 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	7,637 person-trips	Total Person-trips:	680 649
Work Trips [2]:	36% 2,749 person-trips	Work Person-trips:	83% [5] 564 83% [2] 539

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	78	60	16	12	15	12
	Transit	34.7%		101		21		20	
	Walk	35.8%		104		21		20	
	Other	2.7%		8		2		2	
	All Modes	100.0%		290	60	60	12	57	12
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	157	126	32	26	31	25
	Transit	49.1%		169		35		33	
	Walk	3.7%		13		3		2	
	Other	1.6%		6		1		1	
	All Modes	100.0%		344	126	71	26	67	25
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	288	228	59	47	57	45
	Transit	34.6%		195		40		38	
	Walk	10.4%		58		12		11	
	Other	3.6%		20		4		4	
	All Modes	100.0%		562	228	115	47	110	45
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	146	98	30	20	29	19
	Transit	40.9%		107		22		21	
	Walk	0.0%		0		0		0	
	Other	3.4%		9		2		2	
	All Modes	100.0%		263	98	54	20	51	19
East Bay 18.4%	Auto	50.9%	2.13	257	120	53	25	50	24
	Transit	46.4%		234		48		46	
	Walk	0.0%		0		0		0	
	Other	2.8%		14		3		3	
	All Modes	100.0%		505	120	104	25	99	24
North Bay 5.9%	Auto	69.1%	1.53	111	73	23	15	22	14
	Transit	28.6%		46		9		9	
	Walk	0.0%		0		0		0	
	Other	2.2%		4		1		1	
	All Modes	100.0%		161	73	33	15	32	14
South Bay 20.6%	Auto	77.9%	1.15	441	382	91	78	86	75
	Transit	19.9%		113		23		22	
	Walk	0.0%		0		0		0	
	Other	2.2%		13		3		2	
	All Modes	100.0%		566	382	116	78	111	75
Out of Region 2.2%	Auto	55.9%	1.54	33	22	7	4	6	4
	Transit	41.5%		25		5		5	
	Walk	0.0%		0		0		0	
	Other	2.6%		2		0		0	
	All Modes	100.0%		59	22	12	4	12	4
All Origins 100.0%	Auto	55.0%	1.36	1,511	1,108	310	227	296	217
	Transit	36.0%		989		203		194	
	Walk	6.4%		175		36		34	
	Other	2.7%		75		15		15	
	All Modes	100.0%		2,749	1,108	564	227	539	217

Notes:

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

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		421,952 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4] 1.6 8.5% [1] 1.5
Total Person Trips:	7,637 person-trips	Total Person-trips:	680 649
Non-Work Trips [2]:	64% 4,888 person-trips	Non-Work Person-trips:	17% [5] 116 17% [2] 110

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	184	87	4	2	4	2
	Transit	17.9%		153		4		3	
	Walk	53.4%		457		11		10	
	Other	7.2%		62		1		1	
	All Modes	100.0%		855	87	20	2	19	2
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	344	172	8	4	8	4
	Transit	24.8%		169		4		4	
	Walk	14.6%		100		2		2	
	Other	10.5%		72		2		2	
	All Modes	100.0%		684	172	16	4	15	4
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	593	245	14	6	13	6
	Transit	25.0%		348		8		8	
	Walk	23.6%		328		8		7	
	Other	8.9%		123		3		3	
	All Modes	100.0%		1,393	245	33	6	31	6
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	188	84	4	2	4	2
	Transit	24.5%		84		2		2	
	Walk	12.4%		42		1		1	
	Other	8.2%		28		1		1	
	All Modes	100.0%		342	84	8	2	8	2
East Bay 10.0%	Auto	56.9%	2.51	278	111	7	3	6	2
	Transit	27.1%		132		3		3	
	Walk	14.8%		72		2		2	
	Other	1.3%		6		0		0	
	All Modes	100.0%		489	111	12	3	11	2
North Bay 3.0%	Auto	75.9%	1.95	111	57	3	1	3	1
	Transit	8.0%		12		0		0	
	Walk	13.2%		19		0		0	
	Other	2.9%		4		0		0	
	All Modes	100.0%		147	57	3	1	3	1
South Bay 8.0%	Auto	79.2%	2.34	310	133	7	3	7	3
	Transit	12.8%		50		1		1	
	Walk	6.9%		27		1		1	
	Other	1.1%		4		0		0	
	All Modes	100.0%		391	133	9	3	9	3
Out of Region 12.0%	Auto	40.6%	2.64	238	90	6	2	5	2
	Transit	23.7%		139		3		3	
	Walk	24.2%		142		3		3	
	Other	11.4%		67		2		2	
	All Modes	100.0%		587	90	14	2	13	2
All Origins 100.0%	Auto	46.0%	2.30	2,246	978	53	23	51	22
	Transit	22.3%		1,088		26		25	
	Walk	24.3%		1,188		28		27	
	Other	7.5%		366		9		8	
	All Modes	100.0%		4,888	978	116	23	110	22

Notes:

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

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5
Total Person Trips:	5,166 person-trips	Total Person-trips:	942
Work Trips [2]:	36% 1,860 person-trips	Work Person-trips:	83% [5] 782
			83% [2] 686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	53	41	22	17	19	15
	Transit	34.7%		68		29		25	
	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	106	85	45	36	39	31
	Transit	49.1%		114		48		42	
	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	195	155	82	65	72	57
	Transit	34.6%		132		55		49	
	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	99	66	42	28	37	24
	Transit	40.9%		73		31		27	
	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
East Bay 18.4%	Auto	50.9%	2.13	174	81	73	34	64	30
	Transit	46.4%		158		67		58	
	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
North Bay 5.9%	Auto	69.1%	1.53	75	49	32	21	28	18
	Transit	28.6%		31		13		11	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
South Bay 20.6%	Auto	77.9%	1.15	298	259	126	109	110	95
	Transit	19.9%		76		32		28	
	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
Out of Region 2.2%	Auto	55.9%	1.54	22	15	9	6	8	5
	Transit	41.5%		17		7		6	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
All Origins 100.0%	Auto	55.0%	1.36	1,022	750	430	315	377	277
	Transit	36.0%		669		281		247	
	Walk	6.4%		118		50		44	
	Other	2.7%		50		21		19	
	All Modes	100.0%		1,860	750	782	315	686	277

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		645,738 sq.ft.	
DAILY		AM PEAK HOUR	
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4] 1.5
Total Person Trips:	5,166 person-trips	Total Person-trips:	942
Non-Work Trips [2]:	64% 3,306 person-trips	Non-Work Person-trips:	17% [5] 160
			17% [2] 141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	124	59	6	3	5	2
	Transit	17.9%		103		5		4	
	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	233	116	11	6	10	5
	Transit	24.8%		115		6		5	
	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	401	166	19	8	17	7
	Transit	25.0%		235		11		10	
	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	127	57	6	3	5	2
	Transit	24.5%		57		3		2	
	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
East Bay 10.0%	Auto	56.9%	2.51	188	75	9	4	8	3
	Transit	27.1%		90		4		4	
	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
North Bay 3.0%	Auto	75.9%	1.95	75	39	4	2	3	2
	Transit	8.0%		8		0		0	
	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
South Bay 8.0%	Auto	79.2%	2.34	210	90	10	4	9	4
	Transit	12.8%		34		2		1	
	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
Out of Region 12.0%	Auto	40.6%	2.64	161	61	8	3	7	3
	Transit	23.7%		94		5		4	
	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
All Origins 100.0%	Auto	46.0%	2.30	1,519	661	74	32	65	28
	Transit	22.3%		736		36		31	
	Walk	24.3%		804		39		34	
	Other	7.5%		248		12		11	
	All Modes	100.0%		3,306	661	160	32	141	28

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		45,040 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5	
Total Person Trips:	815 person-trips	Total Person-trips:		73		69	
Work Trips [2]:	36%	293 person-trips	Work Person-trips:	83% [5]	60	83% [2]	58

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	8	6	2	1	2	1
	Transit	34.7%		11		2		2	
	Walk	35.8%		11		2		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		31	6	6	1	6	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	17	13	3	3	3	3
	Transit	49.1%		18		4		4	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		37	13	8	3	7	3
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	31	24	6	5	6	5
	Transit	34.6%		21		4		4	
	Walk	10.4%		6		1		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		60	24	12	5	12	5
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	16	10	3	2	3	2
	Transit	40.9%		11		2		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		28	10	6	2	5	2
East Bay 18.4%	Auto	50.9%	2.13	27	13	6	3	5	3
	Transit	46.4%		25		5		5	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		54	13	11	3	11	3
North Bay 5.9%	Auto	69.1%	1.53	12	8	2	2	2	2
	Transit	28.6%		5		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		17	8	4	2	3	2
South Bay 20.6%	Auto	77.9%	1.15	47	41	10	8	9	8
	Transit	19.9%		12		2		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		60	41	12	8	12	8
Out of Region 2.2%	Auto	55.9%	1.54	4	2	1	0	1	0
	Transit	41.5%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		6	2	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	161	118	33	24	32	23
	Transit	36.0%		106		22		21	
	Walk	6.4%		19		4		4	
	Other	2.7%		8		2		2	
	All Modes	100.0%		293	118	60	24	58	23

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		45,040 sq.ft.			
DAILY				AM PEAK HOUR	PM PEAK HOUR
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]
Total Person Trips:	815 person-trips	Total Person-trips:		73	69
Non-Work Trips [2]:	64%	522 person-trips	Non-Work Person-trips:	17% [5]	12
				12	17% [2]
					12

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	20	9	0	0	0	0
	Transit	17.9%		16		0		0	
	Walk	53.4%		49		1		1	
	Other	7.2%		7		0		0	
	All Modes	100.0%		91	9	2	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	37	18	1	0	1	0
	Transit	24.8%		18		0		0	
	Walk	14.6%		11		0		0	
	Other	10.5%		8		0		0	
	All Modes	100.0%		73	18	2	0	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	63	26	1	1	1	1
	Transit	25.0%		37		1		1	
	Walk	23.6%		35		1		1	
	Other	8.9%		13		0		0	
	All Modes	100.0%		149	26	4	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	20	9	0	0	0	0
	Transit	24.5%		9		0		0	
	Walk	12.4%		5		0		0	
	Other	8.2%		3		0		0	
	All Modes	100.0%		37	9	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	30	12	1	0	1	0
	Transit	27.1%		14		0		0	
	Walk	14.8%		8		0		0	
	Other	1.3%		1		0		0	
	All Modes	100.0%		52	12	1	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	12	6	0	0	0	0
	Transit	8.0%		1		0		0	
	Walk	13.2%		2		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		16	6	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	33	14	1	0	1	0
	Transit	12.8%		5		0		0	
	Walk	6.9%		3		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		42	14	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	25	10	1	0	1	0
	Transit	23.7%		15		0		0	
	Walk	24.2%		15		0		0	
	Other	11.4%		7		0		0	
	All Modes	100.0%		63	10	1	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	240	104	6	2	5	2
	Transit	22.3%		116		3		3	
	Walk	24.3%		127		3		3	
	Other	7.5%		39		1		1	
	All Modes	100.0%		522	104	12	2	12	2

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		10,744 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,612 person-trips	Total Person-trips:	38 145
Work Trips [2]:	4% 64 person-trips	Work Person-trips:	85% [5] 32 4% [2] 6

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	2	1	1	1	0	0
	Transit	34.7%		2		1		0	
	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		7	1	3	1	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	4	3	2	1	0	0
	Transit	49.1%		4		2		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		8	3	4	1	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	7	5	3	3	1	0
	Transit	34.6%		5		2		0	
	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		13	5	7	3	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	2	1	0	0
	Transit	40.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
East Bay 18.4%	Auto	50.9%	2.13	6	3	3	1	1	0
	Transit	46.4%		5		3		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		12	3	6	1	1	0
North Bay 5.9%	Auto	69.1%	1.53	3	2	1	1	0	0
	Transit	28.6%		1		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		4	2	2	1	0	0
South Bay 20.6%	Auto	77.9%	1.15	10	9	5	4	1	1
	Transit	19.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	9	7	4	1	1
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	1	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	35	26	18	13	3	2
	Transit	36.0%		23		11		2	
	Walk	6.4%		4		2		0	
	Other	2.7%		2		1		0	
	All Modes	100.0%		64	26	32	13	6	2

Notes:

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

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		10,744 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,612 person-trips	Total Person-trips:	38 145
Non-Work Trips [2]:	96% 1,547 person-trips	Non-Work Person-trips:	15% [5] 6 96% [2] 139

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	47	28	0	0	4	3
	Transit	18.1%		35		0		3	
	Walk	53.2%		103		0		9	
	Other	4.2%		8		0		1	
	All Modes	100.0%		193	28	1	0	17	3
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	58	37	0	0	5	3
	Transit	22.9%		28		0		3	
	Walk	26.1%		32		0		3	
	Other	4.1%		5		0		0	
	All Modes	100.0%		124	37	0	0	11	3
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	304	149	1	1	27	13
	Transit	10.9%		58		0		5	
	Walk	30.2%		161		1		14	
	Other	1.9%		10		0		1	
	All Modes	100.0%		534	149	2	1	48	13
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	41	24	0	0	4	2
	Transit	18.8%		12		0		1	
	Walk	12.3%		8		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		62	24	0	0	6	2
East Bay 7.0%	Auto	46.0%	2.11	50	24	0	0	4	2
	Transit	20.9%		23		0		2	
	Walk	31.4%		34		0		3	
	Other	1.7%		2		0		0	
	All Modes	100.0%		108	24	0	0	10	2
North Bay 3.5%	Auto	57.9%	1.82	31	17	0	0	3	2
	Transit	16.1%		9		0		1	
	Walk	24.4%		13		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		54	17	0	0	5	2
South Bay 8.5%	Auto	80.5%	2.28	106	46	0	0	10	4
	Transit	11.5%		15		0		1	
	Walk	6.4%		8		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		132	46	0	0	12	4
Out of Region 22.0%	Auto	39.5%	2.73	135	49	0	0	12	4
	Transit	9.4%		32		0		3	
	Walk	27.3%		93		0		8	
	Other	23.8%		81		0		7	
	All Modes	100.0%		340	49	1	0	31	4
All Origins 100.0%	Auto	49.9%	2.06	772	375	3	1	69	34
	Transit	13.7%		212		1		19	
	Walk	29.2%		452		2		41	
	Other	7.2%		111		0		10	
	All Modes	100.0%		1,547	375	6	1	139	34

Notes:

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

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		42,975 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4] 7.8 7.3% [1] 21.7
Total Person Trips:	12,764 person-trips	Total Person-trips:	334 932
Work Trips [2]:	4% 511 person-trips	Work Person-trips:	4% [5] 13 4% [2] 37

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	14	11	0	0	1	1
	Transit	34.7%		19		0		1	
	Walk	35.8%		19		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		54	11	1	0	4	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	29	23	1	1	2	2
	Transit	49.1%		31		1		2	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		64	23	2	1	5	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	54	42	1	1	4	3
	Transit	34.6%		36		1		3	
	Walk	10.4%		11		0		1	
	Other	3.6%		4		0		0	
	All Modes	100.0%		104	42	3	1	8	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	27	18	1	0	2	1
	Transit	40.9%		20		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		2		0		0	
	All Modes	100.0%		49	18	1	0	4	1
East Bay 18.4%	Auto	50.9%	2.13	48	22	1	1	3	2
	Transit	46.4%		43		1		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		3		0		0	
	All Modes	100.0%		94	22	2	1	7	2
North Bay 5.9%	Auto	69.1%	1.53	21	13	1	0	2	1
	Transit	28.6%		9		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		30	13	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	82	71	2	2	6	5
	Transit	19.9%		21		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		105	71	3	2	8	5
Out of Region 2.2%	Auto	55.9%	1.54	6	4	0	0	0	0
	Transit	41.5%		5		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		11	4	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	281	206	7	5	20	15
	Transit	36.0%		184		5		13	
	Walk	6.4%		32		1		2	
	Other	2.7%		14		0		1	
	All Modes	100.0%		511	206	13	5	37	15

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		42,975 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4] 7.8 7.3% [1] 21.7
Total Person Trips:	12,764 person-trips	Total Person-trips:	334 932
Non-Work Trips [2]:	96% 12,253 person-trips	Non-Work Person-trips:	96% [5] 321 96% [2] 894

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	376	224	10	6	27	16
	Transit	18.1%		278		7		20	
	Walk	53.2%		814		21		59	
	Other	4.2%		64		2		5	
	All Modes	100.0%		1,532	224	40	6	112	16
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	460	296	12	8	34	22
	Transit	22.9%		224		6		16	
	Walk	26.1%		255		7		19	
	Other	4.1%		40		1		3	
	All Modes	100.0%		980	296	26	8	72	22
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	2,410	1,180	63	31	176	86
	Transit	10.9%		461		12		34	
	Walk	30.2%		1,275		33		93	
	Other	1.9%		81		2		6	
	All Modes	100.0%		4,227	1,180	111	31	309	86
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	322	187	8	5	24	14
	Transit	18.8%		92		2		7	
	Walk	12.3%		60		2		4	
	Other	3.3%		16		0		1	
	All Modes	100.0%		490	187	13	5	36	14
East Bay 7.0%	Auto	46.0%	2.11	395	187	10	5	29	14
	Transit	20.9%		179		5		13	
	Walk	31.4%		270		7		20	
	Other	1.7%		14		0		1	
	All Modes	100.0%		858	187	22	5	63	14
North Bay 3.5%	Auto	57.9%	1.82	248	137	7	4	18	10
	Transit	16.1%		69		2		5	
	Walk	24.4%		104		3		8	
	Other	1.6%		7		0		0	
	All Modes	100.0%		429	137	11	4	31	10
South Bay 8.5%	Auto	80.5%	2.28	838	368	22	10	61	27
	Transit	11.5%		119		3		9	
	Walk	6.4%		67		2		5	
	Other	1.6%		17		0		1	
	All Modes	100.0%		1,042	368	27	10	76	27
Out of Region 22.0%	Auto	39.5%	2.73	1,065	391	28	10	78	29
	Transit	9.4%		252		7		18	
	Walk	27.3%		737		19		54	
	Other	23.8%		641		17		47	
	All Modes	100.0%		2,696	391	71	10	197	29
All Origins 100.0%	Auto	49.9%	2.06	6,115	2,970	160	78	446	217
	Transit	13.7%		1,676		44		122	
	Walk	29.2%		3,582		94		262	
	Other	7.2%		880		23		64	
	All Modes	100.0%		12,253	2,970	321	78	894	217

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		31,116 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	6,223 person-trips	Total Person-trips:		67		622	
Work Trips [2]:	4%	249 person-trips	Work Person-trips:	100% [5]	67	4% [2]	25

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	7	5	2	1	1	1
	Transit	34.7%		9		2		1	
	Walk	35.8%		9		3		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		26	5	7	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	14	11	4	3	1	1
	Transit	49.1%		15		4		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		31	11	8	3	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	26	21	7	6	3	2
	Transit	34.6%		18		5		2	
	Walk	10.4%		5		1		1	
	Other	3.6%		2		1		0	
	All Modes	100.0%		51	21	14	6	5	2
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	13	9	4	2	1	1
	Transit	40.9%		10		3		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		24	9	6	2	2	1
East Bay 18.4%	Auto	50.9%	2.13	23	11	6	3	2	1
	Transit	46.4%		21		6		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		46	11	12	3	5	1
North Bay 5.9%	Auto	69.1%	1.53	10	7	3	2	1	1
	Transit	28.6%		4		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		15	7	4	2	1	1
South Bay 20.6%	Auto	77.9%	1.15	40	35	11	9	4	3
	Transit	19.9%		10		3		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		51	35	14	9	5	3
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	1	0	0
	Transit	41.5%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	1	1	0
All Origins 100.0%	Auto	55.0%	1.36	137	100	37	27	14	10
	Transit	36.0%		89		24		9	
	Walk	6.4%		16		4		2	
	Other	2.7%		7		2		1	
	All Modes	100.0%		249	100	67	27	25	10

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		31,116 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	6,223 person-trips	Total Person-trips:		67		622	
Non-Work Trips [2]:	96%	5,974 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2]	597

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	183	109	0	0	18	11
	Transit	18.1%		135		0		14	
	Walk	53.2%		397		0		40	
	Other	4.2%		31		0		3	
	All Modes	100.0%		747	109	0	0	75	11
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	224	144	0	0	22	14
	Transit	22.9%		109		0		11	
	Walk	26.1%		125		0		12	
	Other	4.1%		20		0		2	
	All Modes	100.0%		478	144	0	0	48	14
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,175	575	0	0	118	58
	Transit	10.9%		225		0		22	
	Walk	30.2%		622		0		62	
	Other	1.9%		39		0		4	
	All Modes	100.0%		2,061	575	0	0	206	58
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	157	91	0	0	16	9
	Transit	18.8%		45		0		4	
	Walk	12.3%		29		0		3	
	Other	3.3%		8		0		1	
	All Modes	100.0%		239	91	0	0	24	9
East Bay 7.0%	Auto	46.0%	2.11	192	91	0	0	19	9
	Transit	20.9%		87		0		9	
	Walk	31.4%		131		0		13	
	Other	1.7%		7		0		1	
	All Modes	100.0%		418	91	0	0	42	9
North Bay 3.5%	Auto	57.9%	1.82	121	67	0	0	12	7
	Transit	16.1%		34		0		3	
	Walk	24.4%		51		0		5	
	Other	1.6%		3		0		0	
	All Modes	100.0%		209	67	0	0	21	7
South Bay 8.5%	Auto	80.5%	2.28	409	179	0	0	41	18
	Transit	11.5%		58		0		6	
	Walk	6.4%		33		0		3	
	Other	1.6%		8		0		1	
	All Modes	100.0%		508	179	0	0	51	18
Out of Region 22.0%	Auto	39.5%	2.73	519	190	0	0	52	19
	Transit	9.4%		123		0		12	
	Walk	27.3%		359		0		36	
	Other	23.8%		313		0		31	
	All Modes	100.0%		1,314	190	0	0	131	19
All Origins 100.0%	Auto	49.9%	2.06	2,982	1,448	0	0	298	145
	Transit	13.7%		817		0		82	
	Walk	29.2%		1,747		0		175	
	Other	7.2%		429		0		43	
	All Modes	100.0%		5,974	1,448	0	0	597	145

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		37,604 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]
Total Person Trips:	22,562 person-trips	Total Person-trips:		244	2,256
Work Trips [2]:	4%	902 person-trips	4% [5]	10	4% [2]
				90	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	26	20	0	0	3	2
	Transit	34.7%		33		0		3	
	Walk	35.8%		34		0		3	
	Other	2.7%		3		0		0	
	All Modes	100.0%		95	20	1	0	10	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	51	41	1	0	5	4
	Transit	49.1%		55		1		6	
	Walk	3.7%		4		0		0	
	Other	1.6%		2		0		0	
	All Modes	100.0%		113	41	1	0	11	4
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	95	75	1	1	9	7
	Transit	34.6%		64		1		6	
	Walk	10.4%		19		0		2	
	Other	3.6%		7		0		1	
	All Modes	100.0%		185	75	2	1	18	7
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	48	32	1	0	5	3
	Transit	40.9%		35		0		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		3		0		0	
	All Modes	100.0%		86	32	1	0	9	3
East Bay 18.4%	Auto	50.9%	2.13	84	40	1	0	8	4
	Transit	46.4%		77		1		8	
	Walk	0.0%		0		0		0	
	Other	2.8%		5		0		0	
	All Modes	100.0%		166	40	2	0	17	4
North Bay 5.9%	Auto	69.1%	1.53	36	24	0	0	4	2
	Transit	28.6%		15		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		53	24	1	0	5	2
South Bay 20.6%	Auto	77.9%	1.15	145	125	2	1	14	13
	Transit	19.9%		37		0		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		4		0		0	
	All Modes	100.0%		186	125	2	1	19	13
Out of Region 2.2%	Auto	55.9%	1.54	11	7	0	0	1	1
	Transit	41.5%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		19	7	0	0	2	1
All Origins 100.0%	Auto	55.0%	1.36	496	364	5	4	50	36
	Transit	36.0%		324		4		32	
	Walk	6.4%		57		1		6	
	Other	2.7%		24		0		2	
	All Modes	100.0%		902	364	10	4	90	36

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		37,604 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	6.5	10.0% [6]
Total Person Trips:	22,562 person-trips	Total Person-trips:		244	2,256
Non-Work Trips [2]:	96%	21,660 person-trips	96% [5]	234	96% [2]
				2166	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	665	396	7	4	66	40
	Transit	18.1%		491		5		49	
	Walk	53.2%		1,439		16		144	
	Other	4.2%		112		1		11	
	All Modes	100.0%		2,707	396	29	4	271	40
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	814	524	9	6	81	52
	Transit	22.9%		396		4		40	
	Walk	26.1%		452		5		45	
	Other	4.1%		71		1		7	
	All Modes	100.0%		1,733	524	19	6	173	52
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	4,261	2,086	46	23	426	209
	Transit	10.9%		816		9		82	
	Walk	30.2%		2,254		24		225	
	Other	1.9%		143		2		14	
	All Modes	100.0%		7,473	2,086	81	23	747	209
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	569	331	6	4	57	33
	Transit	18.8%		163		2		16	
	Walk	12.3%		106		1		11	
	Other	3.3%		28		0		3	
	All Modes	100.0%		866	331	9	4	87	33
East Bay 7.0%	Auto	46.0%	2.11	698	331	8	4	70	33
	Transit	20.9%		317		3		32	
	Walk	31.4%		477		5		48	
	Other	1.7%		25		0		3	
	All Modes	100.0%		1,516	331	16	4	152	33
North Bay 3.5%	Auto	57.9%	1.82	439	242	5	3	44	24
	Transit	16.1%		122		1		12	
	Walk	24.4%		185		2		18	
	Other	1.6%		12		0		1	
	All Modes	100.0%		758	242	8	3	76	24
South Bay 8.5%	Auto	80.5%	2.28	1,482	650	16	7	148	65
	Transit	11.5%		211		2		21	
	Walk	6.4%		119		1		12	
	Other	1.6%		30		0		3	
	All Modes	100.0%		1,841	650	20	7	184	65
Out of Region 22.0%	Auto	39.5%	2.73	1,883	691	20	7	188	69
	Transit	9.4%		446		5		45	
	Walk	27.3%		1,302		14		130	
	Other	23.8%		1,134		12		113	
	All Modes	100.0%		4,765	691	52	7	477	69
All Origins 100.0%	Auto	49.9%	2.06	10,810	5,250	117	57	1,081	525
	Transit	13.7%		2,962		32		296	
	Walk	29.2%		6,333		68		633	
	Other	7.2%		1,555		17		155	
	All Modes	100.0%		21,660	5,250	234	57	2,166	525

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		15,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	1,005 person-trips	Total Person-trips:		179	181
Work Trips [2]:	20%	201 person-trips	Work Person-trips:	17% [5]	30
				17% [6]	31

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	4	1	1	1	1
	Transit	34.7%		7		1		1	
	Walk	35.8%		8		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		21	4	3	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	11	9	2	1	2	1
	Transit	49.1%		12		2		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		25	9	4	1	4	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	21	17	3	3	3	3
	Transit	34.6%		14		2		2	
	Walk	10.4%		4		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		41	17	6	3	6	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	2	1	2	1
	Transit	40.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		19	7	3	1	3	1
East Bay 18.4%	Auto	50.9%	2.13	19	9	3	1	3	1
	Transit	46.4%		17		3		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		37	9	6	1	6	1
North Bay 5.9%	Auto	69.1%	1.53	8	5	1	1	1	1
	Transit	28.6%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	5	2	1	2	1
South Bay 20.6%	Auto	77.9%	1.15	32	28	5	4	5	4
	Transit	19.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		41	28	6	4	6	4
Out of Region 2.2%	Auto	55.9%	1.54	2	2	0	0	0	0
	Transit	41.5%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	2	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	110	81	17	12	17	12
	Transit	36.0%		72		11		11	
	Walk	6.4%		13		2		2	
	Other	2.7%		5		1		1	
	All Modes	100.0%		201	81	30	12	31	12

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)

[2] SF Guidelines, Appendix C - Table C-2 (Government Office)

[3] SF Guidelines, Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		15,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	1,005 person-trips	Total Person-trips:		179	181
Non-Work Trips [2]:	80%	804 person-trips	Non-Work Person-trips:	83% [5]	148
				83% [6]	150

Percent of Origin Distribution [7]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	1.68	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	1.55	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.04	342	168	63	31	64	31
	Transit	25.0%		201		37		38	
	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	168	148	31	150	31
SF Superdistrict 4 0.0%	Auto	55.0%	1.72	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.11	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.82	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.28	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.73	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.04	342	168	63	31	64	31
	Transit	25.0%		201		37		38	
	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	168	148	31	150	31

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)

[2] SF Guidelines, Appendix C - Table C-2 (Government Office)

[3] SF Guidelines, Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

[7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		10,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]
Total Person Trips:	1,950 person-trips	Total Person-trips:		39	315
Work Trips [1]:	3%	49 person-trips	Work Person-trips:	4% [2]	1
				4% [1]	11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		2		0		0	
	Walk	35.8%		2		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	0	0	1	1
	Transit	49.1%		3		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	0	0	1	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	0	0	1	1
	Transit	34.6%		3		0		1	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	2	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	0	0	1	0
	Transit	40.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	0	0	1	0
	Transit	46.4%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	0	0	2	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	0	0	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	0	0	2	2
	Transit	19.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	0	0	2	2
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	27	20	1	1	6	4
	Transit	36.0%		18		0		4	
	Walk	6.4%		3		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		49	20	1	1	11	4

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.09681, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		10,000 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]
Total Person Trips:	1,950 person-trips	Total Person-trips:		39	315
Non-Work Trips [1]:	98%	1,901 person-trips	Non-Work Person-trips:	97% [2]	38
				97% [1]	304

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.09681, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		75,938 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4] 4.8 13.4% [1] 10.7
Total Person Trips:	6,075 person-trips	Total Person-trips:	368 815
Work Trips [2]:	5% 304 person-trips	Work Person-trips:	5% [5] 18 5% [5] 41

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	9	7	1	0	1	1
	Transit	34.7%		11		1		1	
	Walk	35.8%		11		1		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		32	7	2	0	4	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	17	14	1	1	2	2
	Transit	49.1%		19		1		3	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		38	14	2	1	5	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	32	25	2	2	4	3
	Transit	34.6%		22		1		3	
	Walk	10.4%		6		0		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		62	25	4	2	8	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	16	11	1	1	2	1
	Transit	40.9%		12		1		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		29	11	2	1	4	1
East Bay 18.4%	Auto	50.9%	2.13	28	13	2	1	4	2
	Transit	46.4%		26		2		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		56	13	3	1	7	2
North Bay 5.9%	Auto	69.1%	1.53	12	8	1	0	2	1
	Transit	28.6%		5		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		18	8	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	49	42	3	3	7	6
	Transit	19.9%		12		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		63	42	4	3	8	6
Out of Region 2.2%	Auto	55.9%	1.54	4	2	0	0	0	0
	Transit	41.5%		3		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		7	2	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	167	122	10	7	22	16
	Transit	36.0%		109		7		15	
	Walk	6.4%		19		1		3	
	Other	2.7%		8		0		1	
	All Modes	100.0%		304	122	18	7	41	16

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		75,938 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4] 4.8 13.4% [1] 10.7
Total Person Trips:	6,075 person-trips	Total Person-trips:	368 815
Non-Work Trips [2]:	95% 5,771 person-trips	Non-Work Person-trips:	95% [5] 350 95% [5] 774

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	217	102	13	6	29	14
	Transit	17.9%		181		11		24	
	Walk	53.4%		539		33		72	
	Other	7.2%		73		4		10	
	All Modes	100.0%		1,010	102	61	6	136	14
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	406	203	25	12	54	27
	Transit	24.8%		200		12		27	
	Walk	14.6%		118		7		16	
	Other	10.5%		84		5		11	
	All Modes	100.0%		808	203	49	12	108	27
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	700	289	42	18	94	39
	Transit	25.0%		411		25		55	
	Walk	23.6%		388		24		52	
	Other	8.9%		146		9		20	
	All Modes	100.0%		1,645	289	100	18	221	39
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	222	99	13	6	30	13
	Transit	24.5%		99		6		13	
	Walk	12.4%		50		3		7	
	Other	8.2%		33		2		4	
	All Modes	100.0%		404	99	24	6	54	13
East Bay 10.0%	Auto	56.9%	2.51	328	131	20	8	44	18
	Transit	27.1%		156		9		21	
	Walk	14.8%		85		5		11	
	Other	1.3%		7		0		1	
	All Modes	100.0%		577	131	35	8	77	18
North Bay 3.0%	Auto	75.9%	1.95	131	67	8	4	18	9
	Transit	8.0%		14		1		2	
	Walk	13.2%		23		1		3	
	Other	2.9%		5		0		1	
	All Modes	100.0%		173	67	10	4	23	9
South Bay 8.0%	Auto	79.2%	2.34	366	157	22	9	49	21
	Transit	12.8%		59		4		8	
	Walk	6.9%		32		2		4	
	Other	1.1%		5		0		1	
	All Modes	100.0%		462	157	28	9	62	21
Out of Region 12.0%	Auto	40.6%	2.64	281	107	17	6	38	14
	Transit	23.7%		164		10		22	
	Walk	24.2%		168		10		23	
	Other	11.4%		79		5		11	
	All Modes	100.0%		693	107	42	6	93	14
All Origins 100.0%	Auto	46.0%	2.30	2,652	1,154	161	70	356	155
	Transit	22.3%		1,284		78		172	
	Walk	24.3%		1,403		85		188	
	Other	7.5%		432		26		58	
	All Modes	100.0%		5,771	1,154	350	70	774	155

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		6.3 Acres					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [1]	2.6	9.0% [1]	1.8	
Total Person Trips:	126 person-trips	Total Person-trips:		16		11	
Work Trips [2]:	1%	1 person-trips	Work Person-trips:	1% [4]	0	1% [4]	0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	1	1	0	0	0	0
	Transit	36.0%		0		0		0	
	Walk	6.4%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Maximum Residential Scenario

LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		6.3 Acres					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [5]	2.6	9.0% [1]	1.8	
Total Person Trips:	126 person-trips	Total Person-trips:		16		11	
Non-Work Trips [2]:	99%	125 person-trips	Non-Work Person-trips:	99% [6]	16	99% [2]	11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		12		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		22	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	9	4	1	1	1	0
	Transit	24.8%		4		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		17	4	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	15	6	2	1	1	1
	Transit	25.0%		9		1		1	
	Walk	23.6%		8		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		36	6	5	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		9	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	7	3	1	0	1	0
	Transit	27.1%		3		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		12	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	1	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	1	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	8	3	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		10	3	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	6	2	1	0	1	0
	Transit	23.7%		4		0		0	
	Walk	24.2%		4		0		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		15	2	2	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	57	25	7	3	5	2
	Transit	22.3%		28		4		2	
	Walk	24.3%		30		4		3	
	Other	7.5%		9		1		1	
	All Modes	100.0%		125	25	16	3	11	2

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

APPENDIX E

TRAVEL DEMAND – SCENARIO B

AGGREGATE TRAVEL DEMAND CALCULATIONS

Potrero Power Station Mixed-Use Development Project
Maximum Commercial Scenario

	LAND USE CATEGORY														Total Development 4,411,636 gsf (w/ occup. factor)
	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	
	1,196,417 gsf 1,408 units	1,245,250 gsf 1,033 units	241,574 gsf 220 rooms	814,240 gsf	645,738 gsf	45,040 gsf	10,744 gsf	42,975 gsf	31,116 gsf (w/ occup. factor)	37,604 gsf	15,000 gsf	10,000 gsf	75,938 gsf	6.3 acres	

INTERNAL AND EXTERNAL TRIP GENERATION RATES	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Daily Trip Rate (per d.u. / per 1,000 gsf)	7.5	10.0	7.0	18.1	8.0	18.1	150.0	297.0	200.0	600.0	67.0	195.0	80.0	20.0	21.6
AM Peak Hour as % of daily	14.2%	14.2%	8.8%	8.9%	18.2%	8.9%	2.3%	2.6%	1.1%	1.1%	17.8%	2.0%	6.1%	13.0%	7.0%
AM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.07	1.42	0.62	1.61	1.46	1.61	3.49	7.78	2.16	6.49	11.90	3.90	4.85	2.60	1.52
PM Peak Hour as % of daily	17.3%	17.3%	10.0%	8.5%	16.0%	8.5%	9.0%	7.3%	10.0%	10.0%	18.0%	16.2%	13.4%	9.0%	11.7%
PM Peak Hour Trip Rate (per unit, per room, per 1000 gsf, per acre)	1.30	1.73	0.70	1.54	1.28	1.54	13.50	21.68	20.00	60.00	12.06	31.50	10.73	1.80	2.54
% Modal Share															
Auto	41%	41%	47%	49%	49%	49%	50%	50%	50%	50%	45%	43%	46%	46%	47%
Transit	40%	40%	24%	27%	27%	27%	15%	15%	15%	15%	27%	25%	23%	22%	24%
Walk/Other	19%	19%	29%	24%	24%	24%	35%	35%	35%	35%	28%	32%	31%	32%	29%
Average Vehicle Occupancy Rate															
Weekday Daily	1.10	1.10	2.10	1.80	1.80	1.80	2.01	2.01	2.01	2.01	1.82	2.36	2.21	2.28	1.71
Weekday AM Peak Hour	1.10	1.10	1.76	1.45	1.45	1.45	1.43	2.01	1.36	2.01	1.85	2.34	2.21	2.28	1.36
Weekday PM Peak Hour	1.10	1.10	1.60	1.45	1.45	1.45	2.01	2.01	2.01	2.01	1.85	2.34	2.21	2.28	1.53

INTERNAL AND EXTERNAL TRIPS BY MODE BEFORE ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips	4,308	4,214	724	7,251	2,542	401	808	6,396	3,118	11,306	453	836	2,819	58	45,234
Transit Person Trips	4,267	4,174	368	4,006	1,404	222	235	1,859	907	3,287	273	493	1,393	28	22,916
Walk/Other Person Trips	1,986	1,942	448	3,480	1,220	193	569	4,508	2,198	7,970	279	621	1,863	40	27,316
Total Person Trips	10,560	10,330	1,540	14,738	5,166	815	1,612	12,764	6,223	22,562	1,005	1,950	6,075	126	95,466
Total Vehicle Trips	3,920	3,835	346	4,025	1,411	223	401	3,176	1,548	5,614	249	354	1,277	25	26,403
				2,139	750	1,886	0.47	0.00							
Weekday AM Peak Hour															
Auto Person Trips	613	600	67	701	504	39	20	167	37	122	80	17	171	8	3,145
Transit Person Trips	607	594	38	441	317	24	12	49	24	36	48	10	84	4	2,288
Walk/Other Person Trips	283	276	31	170	122	9	5	118	6	86	51	12	113	5	1,287
Total Person Trips	1,503	1,470	136	1,312	942	73	38	334	67	244	179	39	368	16	6,721
Total Vehicle Trips	558	546	38	483	347	27	14	83	27	61	43	7	77	3	2,316
Weekday PM Peak Hour															
Auto Person Trips	745	729	79	669	442	37	73	467	312	1,131	81	136	378	5	5,283
Transit Person Trips	738	722	47	421	278	23	21	136	91	329	49	80	187	3	3,124
Walk/Other Person Trips	344	336	28	162	107	9	51	329	220	797	51	100	250	4	2,787
Total Person Trips	1,827	1,787	154	1,253	827	69	145	932	622	2,256	181	315	815	11	11,194
Total Vehicle Trips	678	663	50	462	305	26	36	232	155	561	44	58	171	2	3,443

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INTERNAL AND EXTERNAL TRIPS INBOUND/OUTBOUND SPLITS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
SF Guidelines Work															
Inbound	0%	0%	75%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
Outbound	100%	100%	25%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
SF Guidelines Non-Work															
Inbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	60%	60%	
Outbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	40%	40%	
ITE															
Inbound	20%	20%	59%	88%	83%	88%	62%	62%	N.A.	55%	53%	71%	66%	61%	
Outbound	80%	80%	41%	12%	17%	12%	38%	38%		45%	47%	29%	34%	39%	
Person Trips															
Inbound	33%	33%	60%	83%	83%	83%	84%	52%	100%	52%	57%	52%	62%	60%	56%
Outbound	67%	67%	40%	17%	17%	17%	16%	48%	0%	48%	43%	48%	39%	40%	44%
Inbound	501	490	82	1,091	784	60	32	172	67	127	101	20	226	10	3,764
Outbound	1,002	980	54	220	158	12	6	162	-	117	77	19	142	6	2,956
Total Person Trips	1,503	1,470	136	1,312	942	73	38	334	67	244	179	39	368	16	6,721
Vehicle Trips															
Inbound	33%	33%	64%	86%	86%	86%	86%	53%	100%	53%	61%	54%	63%	61%	57%
Outbound	67%	67%	36%	14%	14%	14%	14%	47%	0%	47%	39%	46%	37%	39%	43%
Inbound	186	182	25	417	300	23	12	44	27	32	26	4	49	2	1,329
Outbound	372	364	14	66	48	4	2	39	-	28	17	3	29	1	987
Total Vehicle Trips	558	546	38	483	347	27	14	83	27	61	43	7	77	3	2,316
Weekday PM Peak Hour															
SF Guidelines Work															
Inbound	100%	100%	50%	10%	10%	10%	10%	10%	0%	0%	10%	0%	10%	5%	
Outbound	0%	0%	50%	90%	90%	90%	90%	90%	100%	100%	90%	100%	90%	95%	
SF Guidelines Non-Work															
Inbound	33%	33%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
Outbound	67%	67%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	
ITE															
Inbound	50%	50%	51%	17%	15%	17%	48%	51%	67%	60%	47%	48%	49%	61%	
Outbound	50%	50%	49%	83%	85%	83%	52%	49%	33%	40%	53%	52%	51%	39%	
Person Trips															
Inbound	67%	67%	50%	17%	17%	17%	48%	48%	48%	48%	43%	48%	48%	50%	48%
Outbound	33%	33%	50%	83%	83%	83%	52%	52%	52%	52%	57%	52%	52%	50%	52%
Inbound	1,218	1,191	77	210	139	12	70	451	299	1,083	78	152	391	6	5,377
Outbound	609	596	77	1,042	688	58	75	481	324	1,173	103	163	424	6	5,817
Total Person Trips	1,827	1,787	154	1,253	827	69	145	932	622	2,256	181	315	815	11	11,194
Vehicle Trips															
Inbound	67%	67%	50%	14%	14%	14%	47%	47%	47%	47%	39%	46%	46%	49%	47%
Outbound	33%	33%	50%	86%	86%	86%	53%	53%	53%	53%	61%	54%	54%	51%	53%
Inbound	452	442	25	63	42	3	17	110	72	262	17	27	79	1	1,613
Outbound	226	221	25	399	263	22	19	122	82	299	27	31	92	1	1,829
Total Vehicle Trips	678	663	50	462	305	26	36	232	155	561	44	58	171	2	3,443

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INTERNAL AND LINKED PERSON TRIP ADJUSTMENT FACTORS	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Internal trip factor	37.0%	37.0%	37.0%	13.7%	13.7%	13.7%	20.0%	20.0%	15.0%	25.5%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	3,321	3,249	342	1,619	639	90	161	1,276	373	1,152	188	585	820	9	13,824
Total internal person trip productions															6,912
Total internal person trip attractions															6,912
Difference															0
% difference															0%
Internal and linked person trips (Walk)	3,907	3,822	570	2,024	709	112	322	2,553	933	5,758	754	1,463	1,823	13	24,762
Overall total trip reduction	37%	37%	37%	14%	14%	14%	20%	20%	15%	26%	75%	75%	30%	10%	26%
Weekday AM Peak Hour															
Internal trip factor	19.0%	19.0%	19.0%	16.5%	16.5%	16.5%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	243	237	16	173	140	10	6	50	7	15	33	12	50	1	991
Total internal person trip productions															496
Total internal person trip attractions															496
Difference															0
% difference															0%
Internal and linked person trips (Walk)	286	279	26	216	155	12	11	100	17	73	134	29	110	2	1,451
Overall total trip reduction	19%	19%	19%	17%	17%	17%	30%	30%	25%	30%	75%	75%	30%	10%	22%
Weekday PM Peak Hour															
Internal trip factor	29.0%	29.0%	29.0%	17.7%	17.7%	17.7%	30.0%	30.0%	25.0%	30.0%	75.0%	75.0%	30.0%	10.0%	
Internal linked trip factor	15.0%	15.0%	40.0%	20.0%	10.0%	20.0%	50.0%	50.0%	60.0%	80.0%	75.0%	60.0%	55.0%	30.0%	
Internal person trips	450	441	27	178	132	10	22	140	62	135	34	95	110	1	1,835
Total internal person trip productions															918
Total internal person trip attractions															918
Difference															0
% difference															0%
Internal and linked person trips (Walk)	530	518	45	222	147	12	44	280	156	677	136	236	245	1	3,247
Overall total trip reduction	29%	29%	29%	18%	18%	18%	30%	30%	25%	30%	75%	75%	30%	10%	29%
TRIP SUBTRACTION CHECK															
Weekday Daily	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday AM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Weekday PM Peak Hour	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
PEAK HOUR CHECK															
Auto Person Trips SD1+SD3															
Daily External Trips	1,222	1,195	39	1,460	512	81	205	1,623	941	2,268	48	193	323	16	10,126
AM+PM External Trips	538	526	15	173	120	10	12	100	66	197	20	34	63	3	1,877
Average Peak Hour Factor	22%	22%	20%	6%	12%	6%	3%	3%	3%	4%	21%	9%	10%	11%	9%
Transit Person Trips SD1+SD3															
Daily External Trips	1,401	1,370	26	1,017	357	56	57	451	262	631	29	114	210	10	5,991
AM+PM External Trips	616	603	11	134	93	7	4	28	19	55	12	20	41	2	1,645
Average Peak Hour Factor	22%	22%	21%	7%	13%	7%	3%	3%	4%	4%	21%	9%	10%	11%	14%
Walk/Other Person Trips SD1+SD3															
Daily External Trips	721	705	46	1,483	520	82	163	1,290	748	1,803	36	147	393	19	8,155
AM+PM External Trips	317	310	15	115	79	6	9	79	52	157	15	26	77	4	1,261
Average Peak Hour Factor	22%	22%	16%	4%	8%	4%	3%	3%	3%	4%	21%	9%	10%	11%	8%

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EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Superdistrict 1															
Auto Person Trips	950	930	9	334	117	18	28	222	129	310	1	0	76	4	3,129
Transit Person Trips	1,089	1,066	8	324	114	18	21	169	98	236	1	0	65	3	3,211
Walk/Other Person Trips	560	548	25	805	282	45	65	511	296	714	1	0	211	10	4,073
Total Person Trips	2,600	2,544	42	1,463	513	81	114	902	523	1,260	3	1	351	17	10,412
Vehicle Trips	865	846	5	187	66	10	17	134	78	187	1	0	37	2	2,433
Superdistrict 2															
Auto Person Trips	147	144	106	966	339	53	62	490	239	865	11	3	423	9	3,857
Transit Person Trips	169	165	58	652	229	36	32	256	125	452	12	3	219	4	2,412
Walk/Other Person Trips	87	85	49	365	128	20	38	299	146	529	1	0	204	4	1,955
Total Person Trips	403	394	213	1,984	695	110	132	1,044	509	1,846	25	6	846	18	8,224
Vehicle Trips	134	131	56	574	201	32	40	320	156	565	9	2	217	4	2,441
Superdistrict 3															
Auto Person Trips	272	266	30	1,126	395	62	177	1,401	813	1,958	47	193	247	12	6,997
Transit Person Trips	311	304	18	693	243	38	36	283	164	395	28	113	146	7	2,780
Walk/Other Person Trips	160	157	21	678	238	37	98	779	452	1,089	35	146	183	9	4,082
Total Person Trips	743	727	69	2,497	875	138	311	2,463	1,429	3,442	110	453	575	28	13,859
Vehicle Trips	247	242	14	605	212	33	88	695	403	971	24	80	106	5	3,725
Superdistrict 4															
Auto Person Trips	147	144	62	645	226	36	44	349	170	617	11	3	238	5	2,697
Transit Person Trips	169	165	30	369	129	20	14	112	55	198	8	2	111	2	1,385
Walk/Other Person Trips	87	85	20	153	54	8	10	78	38	137	1	0	84	2	756
Total Person Trips	403	394	113	1,167	409	65	68	539	263	953	19	5	433	9	4,838
Vehicle Trips	134	131	30	350	123	19	26	205	100	363	7	2	109	2	1,601
East Bay															
Auto Person Trips	345	338	94	1,031	362	57	56	442	216	782	19	5	356	7	4,110
Transit Person Trips	257	251	52	707	248	39	28	223	109	394	17	4	182	3	2,514
Walk/Other Person Trips	85	83	23	178	63	10	36	286	140	506	1	0	94	2	1,508
Total Person Trips	687	672	169	1,917	672	106	120	951	464	1,682	37	9	633	13	8,132
Vehicle Trips	314	307	39	446	156	25	26	210	102	370	9	2	144	3	2,153
North Bay															
Auto Person Trips	154	151	38	429	150	24	34	269	131	476	8	2	144	3	2,013
Transit Person Trips	46	45	6	112	39	6	10	78	38	138	3	1	19	0	541
Walk/Other Person Trips	-	-	7	52	18	3	14	112	55	198	0	0	28	1	488
Total Person Trips	200	196	51	593	208	33	58	459	224	811	12	3	191	4	3,042
Vehicle Trips	140	137	21	250	88	14	19	150	73	265	5	1	75	1	1,241
South Bay															
Auto Person Trips	823	805	116	1,450	508	80	116	920	449	1,626	32	8	415	8	7,355
Transit Person Trips	589	576	21	314	110	17	18	140	68	248	8	2	71	1	2,184
Walk/Other Person Trips	164	161	9	84	30	5	11	86	42	153	1	0	38	1	785
Total Person Trips	1,575	1,541	146	1,848	648	102	145	1,147	559	2,027	41	10	524	10	10,323
Vehicle Trips	749	732	62	994	348	55	55	439	214	776	28	7	199	4	4,662
Outside Bay Area															
Auto Person Trips	41	41	68	523	183	29	135	1,072	522	1,894	2	1	285	6	4,804
Transit Person Trips	-	-	40	316	111	17	32	257	125	454	2	0	167	4	1,526
Walk/Other Person Trips	-	-	58	407	143	22	174	1,378	672	2,436	0	0	247	5	5,542
Total Person Trips	41	41	167	1,246	437	69	342	2,707	1,320	4,785	4	1	699	15	11,872
Vehicle Trips	38	37	26	216	76	12	50	395	192	698	2	0	109	2	1,852
All Origins															
Auto Person Trips	2,880	2,817	523	6,505	2,280	360	652	5,164	2,668	8,529	132	214	2,184	54	34,961
Transit Person Trips	2,630	2,572	235	3,486	1,222	193	192	1,517	781	2,514	80	126	980	25	16,553
Walk/Other Person Trips	1,144	1,119	212	2,723	954	151	446	3,530	1,840	5,762	40	148	1,089	34	19,190
Total Person Trips	6,653	6,508	970	12,714	4,456	703	1,289	10,211	5,290	16,804	251	488	4,253	113	70,703
Vehicle Trips	2,621	2,564	252	3,621	1,269	200	322	2,547	1,318	4,195	84	95	996	24	20,108
Total Internal Person Trips	3,907	3,822	570	2,024	709	112	322	2,553	933	5,758	754	1,463	1,823	13	24,762
Person-trip reduction	37%	37%	37%	14%	14%	14%	20%	20%	15%	26%	75%	75%	30%	10%	26%
Average Vehicle Occupancy	1.10	1.10	2.07	1.80	1.80	1.80	2.03	2.03	2.02	2.03	1.56	2.25	2.19	2.28	1.74

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EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	71	69	1	17	12	1	0	2	0	1	0	0	3	0	178
Transit Person Trips	81	79	1	20	14	1	0	1	0	1	0	0	2	0	203
Walk/Other Person Trips	42	41	3	29	21	2	0	4	1	3	0	0	8	1	154
Total Person Trips	193	189	6	65	47	4	0	8	1	6	0	0	13	1	534
Vehicle Trips	64	63	1	12	9	1	0	1	0	1	0	0	1	0	154
Superdistrict 2															
Auto Person Trips	7	7	5	65	46	4	2	7	4	5	1	0	16	1	168
Transit Person Trips	8	8	4	62	45	3	2	3	4	3	1	0	8	0	151
Walk/Other Person Trips	4	4	2	13	9	1	0	4	0	3	0	0	8	0	48
Total Person Trips	19	19	11	139	100	8	4	14	8	10	2	0	32	1	367
Vehicle Trips	6	6	3	50	36	3	1	4	3	3	1	0	8	0	126
Superdistrict 3															
Auto Person Trips	20	20	5	60	43	3	0	12	1	9	6	2	9	1	191
Transit Person Trips	23	23	3	39	28	2	0	2	1	2	3	1	5	1	134
Walk/Other Person Trips	12	12	3	22	16	1	0	7	0	5	4	1	7	1	90
Total Person Trips	55	54	11	121	87	7	1	21	3	15	13	5	21	2	415
Vehicle Trips	18	18	3	45	32	2	0	6	1	4	3	1	4	0	138
Superdistrict 4															
Auto Person Trips	7	7	4	55	40	3	2	5	4	3	1	0	9	0	139
Transit Person Trips	8	8	2	39	28	2	1	2	3	1	1	0	4	0	98
Walk/Other Person Trips	4	4	1	6	4	0	0	1	0	1	0	0	3	0	24
Total Person Trips	19	19	7	99	71	6	3	7	6	5	2	0	16	1	261
Vehicle Trips	6	6	2	37	26	2	1	3	2	2	1	0	4	0	93
East Bay															
Auto Person Trips	16	16	6	95	68	5	3	6	6	4	2	0	13	1	242
Transit Person Trips	12	12	4	82	59	5	2	3	6	2	1	0	7	0	196
Walk/Other Person Trips	4	4	1	8	5	0	0	4	0	3	0	0	4	0	34
Total Person Trips	33	32	11	185	133	10	5	13	12	9	3	0	24	1	471
Vehicle Trips	15	15	3	46	33	3	1	3	3	2	1	0	5	0	129
North Bay															
Auto Person Trips	7	7	2	41	29	2	1	4	3	3	1	0	5	0	106
Transit Person Trips	2	2	1	16	11	1	0	1	1	1	0	0	1	0	37
Walk/Other Person Trips	-	-	0	2	1	0	0	2	0	1	0	0	1	0	8
Total Person Trips	10	9	3	59	42	3	2	6	4	5	1	0	7	0	151
Vehicle Trips	7	7	2	27	19	1	1	2	2	2	0	0	3	0	72
South Bay															
Auto Person Trips	39	38	8	157	113	9	5	12	11	9	3	0	15	1	420
Transit Person Trips	28	27	2	39	28	2	1	2	3	1	1	0	3	0	137
Walk/Other Person Trips	8	8	0	5	4	0	0	1	0	1	0	0	1	0	29
Total Person Trips	75	73	11	201	145	11	6	15	14	11	4	0	20	1	586
Vehicle Trips	36	35	6	136	98	8	4	6	9	4	3	0	8	0	352
Outside Bay Area															
Auto Person Trips	2	2	3	20	14	1	1	14	1	11	0	0	11	0	80
Transit Person Trips	-	-	2	13	10	1	0	3	1	3	0	0	6	0	39
Walk/Other Person Trips	-	-	2	8	6	0	1	19	0	14	0	0	9	0	60
Total Person Trips	2	2	7	42	30	2	2	37	1	27	0	0	26	1	179
Vehicle Trips	2	2	1	11	8	1	0	5	1	4	0	0	4	0	39
All Origins															
Auto Person Trips	170	166	35	509	366	28	13	61	30	45	13	2	81	4	1,524
Transit Person Trips	163	159	19	310	223	17	7	18	18	13	8	1	37	2	994
Walk/Other Person Trips	74	72	13	92	66	5	2	41	2	30	5	1	41	3	447
Total Person Trips	406	397	66	911	655	50	22	121	50	89	25	5	159	9	2,965
Vehicle Trips	154	151	21	362	260	20	9	31	21	23	9	1	38	2	1,103

Potrero Power Station Mixed-Use Development Project
Maximum Commercial Scenario

EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Superdistrict 1															
Auto Person Trips	141	138	1	3	2	0	0	2	-	1	0	0	2	0	292
Transit Person Trips	162	159	1	4	3	0	0	1	-	1	0	0	2	0	333
Walk/Other Person Trips	83	82	2	6	4	0	0	4	-	3	0	0	5	1	190
Total Person Trips	387	379	4	13	9	1	0	7	-	5	0	0	8	1	815
Vehicle Trips	129	126	0	2	1	0	0	1	-	1	0	0	1	0	261
Superdistrict 2															
Auto Person Trips	14	14	4	13	9	1	0	6	-	4	1	0	10	0	76
Transit Person Trips	16	16	2	13	9	1	0	3	-	2	1	0	5	0	68
Walk/Other Person Trips	8	8	1	3	2	0	0	4	-	3	0	0	5	0	34
Total Person Trips	38	37	7	28	20	2	1	13	-	10	2	0	20	1	179
Vehicle Trips	13	12	2	8	6	0	0	4	-	3	1	0	5	0	54
Superdistrict 3															
Auto Person Trips	40	40	3	12	9	1	0	11	-	8	4	2	6	1	136
Transit Person Trips	46	45	2	8	6	0	0	2	-	2	3	1	3	0	119
Walk/Other Person Trips	24	23	2	4	3	0	0	6	-	4	3	1	4	0	77
Total Person Trips	111	108	7	24	18	1	0	19	-	14	10	4	13	1	332
Vehicle Trips	37	36	2	7	5	0	0	5	-	4	2	1	2	0	101
Superdistrict 4															
Auto Person Trips	14	14	2	11	8	1	0	4	-	3	1	0	6	0	64
Transit Person Trips	16	16	1	8	6	0	0	1	-	1	1	0	3	0	53
Walk/Other Person Trips	8	8	1	1	1	0	0	1	-	1	0	0	2	0	23
Total Person Trips	38	37	4	20	14	1	1	7	-	5	1	0	10	0	140
Vehicle Trips	13	12	1	6	4	0	0	3	-	2	0	0	2	0	44
East Bay															
Auto Person Trips	33	32	4	19	14	1	1	6	-	4	1	0	8	0	123
Transit Person Trips	24	24	3	17	12	1	0	3	-	2	1	0	4	0	91
Walk/Other Person Trips	8	8	1	2	1	0	0	4	-	3	0	0	2	0	28
Total Person Trips	65	64	7	37	27	2	1	12	-	9	2	0	15	1	242
Vehicle Trips	30	29	2	7	5	0	0	3	-	2	1	0	3	0	82
North Bay															
Auto Person Trips	15	14	2	8	6	0	0	3	-	2	1	0	3	0	55
Transit Person Trips	4	4	0	3	2	0	0	1	-	1	0	0	0	0	17
Walk/Other Person Trips	-	-	0	0	0	0	0	1	-	1	0	0	1	0	4
Total Person Trips	19	19	2	12	8	1	0	6	-	4	1	0	4	0	77
Vehicle Trips	13	13	1	4	3	0	0	2	-	1	0	0	2	0	40
South Bay															
Auto Person Trips	78	76	6	32	23	2	1	12	-	8	2	0	10	0	249
Transit Person Trips	56	55	1	8	6	0	0	2	-	1	1	0	2	0	131
Walk/Other Person Trips	16	15	0	1	1	0	0	1	-	1	0	0	1	0	36
Total Person Trips	149	146	7	41	29	2	1	15	-	11	3	0	12	1	417
Vehicle Trips	71	69	3	22	15	1	1	5	-	4	2	0	4	0	199
Outside Bay Area															
Auto Person Trips	4	4	2	4	3	0	0	14	-	10	0	0	7	0	47
Transit Person Trips	-	-	1	3	2	0	0	3	-	2	0	0	4	0	16
Walk/Other Person Trips	-	-	1	2	1	0	0	17	-	13	0	0	6	0	41
Total Person Trips	4	4	4	8	6	0	0	34	-	25	0	0	16	1	104
Vehicle Trips	4	4	1	2	1	0	0	5	-	4	0	0	2	0	22
All Origins															
Auto Person Trips	339	332	23	103	74	6	2	58	-	42	10	2	51	3	1,044
Transit Person Trips	325	318	12	63	45	3	1	17	-	12	6	1	23	1	828
Walk/Other Person Trips	147	144	9	19	13	1	0	39	-	28	4	1	25	2	432
Total Person Trips	811	794	44	184	132	10	4	113	-	82	19	5	99	6	2,304
Vehicle Trips	309	302	12	57	41	3	1	28	-	20	5	1	22	1	803

Potrero Power Station Mixed-Use Development Project
Maximum Commercial Scenario

EXTERNAL ONLY TRIPS - INBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	137	134	1	3	2	0	1	5	4	12	0	0	5	0	304
Transit Person Trips	157	154	1	4	2	0	1	4	3	9	0	0	4	0	339
Walk/Other Person Trips	81	79	1	5	3	0	2	11	10	27	0	0	14	0	234
Total Person Trips	376	367	2	12	8	1	3	20	17	47	0	0	23	1	876
Vehicle Trips	125	122	0	2	1	0	0	3	2	7	0	0	2	0	266
Superdistrict 2															
Auto Person Trips	17	17	5	12	8	1	3	17	11	42	1	0	27	0	161
Transit Person Trips	19	19	4	12	8	1	1	9	6	22	1	0	14	0	116
Walk/Other Person Trips	10	10	1	2	2	0	2	11	7	25	0	0	13	0	83
Total Person Trips	46	45	10	27	18	1	6	37	24	89	2	1	54	1	361
Vehicle Trips	15	15	3	8	5	0	2	11	7	26	1	0	13	0	108
Superdistrict 3															
Auto Person Trips	39	38	2	11	7	1	5	31	27	74	4	15	16	1	269
Transit Person Trips	45	44	1	7	5	0	1	6	5	15	3	9	9	0	150
Walk/Other Person Trips	23	23	1	4	3	0	3	17	15	41	3	11	12	0	155
Total Person Trips	107	105	4	22	14	1	8	54	47	130	10	34	37	1	575
Vehicle Trips	36	35	1	6	4	0	2	15	13	36	2	6	7	0	163
Superdistrict 4															
Auto Person Trips	17	17	4	11	7	1	2	12	8	30	1	0	15	0	124
Transit Person Trips	19	19	2	7	5	0	1	4	3	10	1	0	7	0	78
Walk/Other Person Trips	10	10	1	1	1	0	0	3	2	7	0	0	5	0	39
Total Person Trips	46	45	7	19	13	1	3	19	13	46	1	1	28	0	242
Vehicle Trips	15	15	2	6	4	0	1	7	5	17	0	0	7	0	80
East Bay															
Auto Person Trips	40	39	6	18	12	1	2	16	10	38	1	0	23	0	207
Transit Person Trips	30	29	5	16	10	1	1	8	5	19	1	0	12	0	137
Walk/Other Person Trips	10	10	1	1	1	0	2	10	7	24	0	0	6	0	72
Total Person Trips	79	78	12	36	24	2	5	34	22	81	2	1	41	1	416
Vehicle Trips	36	35	3	7	5	0	1	7	5	17	1	0	9	0	126
North Bay															
Auto Person Trips	18	17	3	8	5	0	1	10	6	23	1	0	9	0	101
Transit Person Trips	5	5	1	3	2	0	0	3	2	7	0	0	1	0	30
Walk/Other Person Trips	-	-	0	0	0	0	1	4	3	9	0	0	2	0	19
Total Person Trips	23	23	4	11	7	1	3	16	11	39	1	0	12	0	151
Vehicle Trips	16	16	2	4	3	0	1	5	3	12	0	0	5	0	68
South Bay															
Auto Person Trips	95	93	9	30	20	2	5	33	22	78	2	1	27	0	416
Transit Person Trips	68	66	2	8	5	0	1	5	3	12	1	0	5	0	176
Walk/Other Person Trips	19	19	0	1	1	0	0	3	2	7	0	0	2	0	55
Total Person Trips	182	178	12	39	26	2	6	41	27	97	3	1	34	0	647
Vehicle Trips	86	84	7	21	14	1	2	15	10	36	2	1	12	0	292
Outside Bay Area															
Auto Person Trips	5	5	2	4	3	0	6	38	25	91	0	0	18	0	197
Transit Person Trips	-	-	1	3	2	0	1	9	6	22	0	0	11	0	55
Walk/Other Person Trips	-	-	1	2	1	0	8	49	32	117	0	0	16	0	226
Total Person Trips	5	5	5	8	5	0	15	96	63	230	0	0	45	1	478
Vehicle Trips	4	4	1	2	1	0	2	14	9	33	0	0	7	0	77
All Origins															
Auto Person Trips	368	360	31	97	64	5	25	161	114	386	10	17	141	2	1,780
Transit Person Trips	344	337	17	59	39	3	7	48	33	114	6	10	63	1	1,082
Walk/Other Person Trips	153	150	7	17	11	1	17	107	77	258	4	11	70	2	884
Total Person Trips	865	846	55	173	114	10	49	316	224	758	20	38	274	5	3,746
Vehicle Trips	335	327	19	54	36	3	12	77	54	185	6	7	62	1	1,178

Potrero Power Station Mixed-Use Development Project
Maximum Commercial Scenario

EXTERNAL ONLY TRIPS - OUTBOUND AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Superdistrict 1															
Auto Person Trips	69	67	1	15	10	1	1	5	5	13	0	0	5	0	190
Transit Person Trips	79	77	1	18	12	1	1	4	3	10	0	0	5	0	209
Walk/Other Person Trips	40	40	1	25	17	1	2	12	10	29	0	0	15	0	194
Total Person Trips	188	184	2	58	38	3	3	21	19	51	0	0	25	1	593
Vehicle Trips	62	61	0	11	7	1	0	3	3	8	0	0	3	0	160
Superdistrict 2															
Auto Person Trips	8	8	5	62	41	3	3	18	12	45	1	0	30	0	238
Transit Person Trips	10	10	4	59	39	3	1	10	6	23	1	0	15	0	183
Walk/Other Person Trips	5	5	1	12	8	1	2	11	8	27	0	0	14	0	94
Total Person Trips	23	23	10	133	88	7	6	39	26	96	2	1	59	1	515
Vehicle Trips	8	8	3	47	31	3	2	12	8	30	1	0	16	0	169
Superdistrict 3															
Auto Person Trips	20	19	2	53	35	3	5	33	29	80	6	16	17	1	317
Transit Person Trips	22	22	1	35	23	2	1	7	6	16	3	9	10	0	158
Walk/Other Person Trips	12	11	1	19	13	1	3	18	16	44	4	12	13	0	168
Total Person Trips	54	52	4	107	71	6	9	58	51	141	13	37	40	1	643
Vehicle Trips	18	17	1	40	26	2	3	17	15	41	3	7	8	0	196
Superdistrict 4															
Auto Person Trips	8	8	4	53	35	3	2	13	9	32	1	0	17	0	185
Transit Person Trips	10	10	2	37	24	2	1	4	3	10	1	0	8	0	111
Walk/Other Person Trips	5	5	1	5	4	0	0	3	2	7	0	0	6	0	38
Total Person Trips	23	23	7	95	63	5	3	20	14	50	2	1	30	0	335
Vehicle Trips	8	8	2	35	23	2	1	8	5	19	1	0	8	0	120
East Bay															
Auto Person Trips	20	19	6	91	60	5	3	17	11	41	2	1	25	0	300
Transit Person Trips	15	14	5	78	52	4	1	8	6	20	1	0	13	0	219
Walk/Other Person Trips	5	5	1	7	5	0	2	11	7	26	0	0	7	0	76
Total Person Trips	40	39	12	176	116	10	6	36	24	87	3	1	44	1	595
Vehicle Trips	18	18	3	43	29	2	1	8	5	20	1	0	10	0	159
North Bay															
Auto Person Trips	9	9	3	39	26	2	2	10	7	25	1	0	10	0	141
Transit Person Trips	3	3	1	15	10	1	0	3	2	7	0	0	1	0	46
Walk/Other Person Trips	-	-	0	2	1	0	1	4	3	10	0	0	2	0	24
Total Person Trips	12	11	4	56	37	3	3	17	12	42	1	0	13	0	211
Vehicle Trips	8	8	2	26	17	1	1	6	4	14	0	0	5	0	93
South Bay															
Auto Person Trips	47	46	9	150	99	8	5	35	23	85	3	1	29	0	542
Transit Person Trips	34	33	2	37	25	2	1	5	4	13	1	0	5	0	162
Walk/Other Person Trips	9	9	0	5	3	0	1	3	2	8	0	0	3	0	45
Total Person Trips	91	89	12	192	127	11	7	43	29	105	4	1	37	0	748
Vehicle Trips	43	42	7	130	86	7	3	17	11	41	3	1	14	0	405
Outside Bay Area															
Auto Person Trips	2	2	2	19	13	1	6	40	27	98	0	0	20	0	232
Transit Person Trips	-	-	1	13	8	1	2	10	7	24	0	0	12	0	77
Walk/Other Person Trips	-	-	1	8	5	0	8	52	35	127	0	0	17	0	254
Total Person Trips	2	2	5	40	26	2	16	102	69	249	0	0	49	1	563
Vehicle Trips	2	2	1	10	7	1	2	15	10	37	0	0	8	0	96
All Origins															
Auto Person Trips	184	180	31	481	317	27	27	171	123	418	13	18	152	2	2,145
Transit Person Trips	172	168	17	292	192	16	8	51	36	124	8	11	68	1	1,164
Walk/Other Person Trips	76	75	7	85	56	5	18	115	83	279	5	12	76	2	892
Total Person Trips	432	423	55	857	566	47	52	337	243	821	26	41	297	5	4,202
Vehicle Trips	167	164	19	342	226	19	13	86	62	210	9	9	72	1	1,399

Potrero Power Station Mixed-Use Development Project
Maximum Commercial Scenario

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday Daily															
Auto Person Trips															
Superdistrict 1	950	930	9	334	117	18	28	222	129	310	1	0	76	4	3,129
Superdistrict 2	147	144	106	966	339	53	62	490	239	865	11	3	423	9	3,857
Superdistrict 3	272	266	30	1,126	395	62	177	1,401	813	1,958	47	193	247	12	6,997
Superdistrict 4	147	144	62	645	226	36	44	349	170	617	11	3	238	5	2,697
East Bay	345	338	94	1,031	362	57	56	442	216	782	19	5	356	7	4,110
North Bay	154	151	38	429	150	24	34	269	131	476	8	2	144	3	2,013
South Bay	823	805	116	1,450	508	80	116	920	449	1,626	32	8	415	8	7,355
Outside of Bay Area	41	41	68	523	183	29	135	1,072	522	1,894	2	1	285	6	4,804
All Origins	2,880	2,817	523	6,505	2,280	360	652	5,164	2,668	8,529	132	214	2,184	54	34,961
Transit Person Trips															
Superdistrict 1	1,089	1,066	8	324	114	18	21	169	98	236	1	0	65	3	3,211
Superdistrict 2	169	165	58	652	229	36	32	256	125	452	12	3	219	4	2,412
Superdistrict 3	311	304	18	693	243	38	36	283	164	395	28	113	146	7	2,780
Superdistrict 4	169	165	30	369	129	20	14	112	55	198	8	2	111	2	1,385
East Bay	257	251	52	707	248	39	28	223	109	394	17	4	182	3	2,514
North Bay	46	45	6	112	39	6	10	78	38	138	3	1	19	0	541
South Bay	589	576	21	314	110	17	18	140	68	248	8	2	71	1	2,184
Outside of Bay Area	-	-	40	316	111	17	32	257	125	454	2	0	167	4	1,526
All Origins	2,630	2,572	235	3,486	1,222	193	192	1,517	781	2,514	80	126	980	25	16,553
Walk/Other Person Trips															
Superdistrict 1	560	548	25	805	282	45	65	511	296	714	1	0	211	10	4,073
Superdistrict 2	87	85	49	365	128	20	38	299	146	529	1	0	204	4	1,955
Superdistrict 3	160	157	21	678	238	37	98	779	452	1,089	35	146	183	9	4,082
Superdistrict 4	87	85	20	153	54	8	10	78	38	137	1	0	84	2	756
East Bay	85	83	23	178	63	10	36	286	140	506	1	0	94	2	1,508
North Bay	-	-	7	52	18	3	14	112	55	198	0	0	28	1	488
South Bay	164	161	9	84	30	5	11	86	42	153	1	0	38	1	785
Outside of Bay Area	-	-	58	407	143	22	174	1,378	672	2,436	0	0	247	5	5,542
All Origins	1,144	1,119	212	2,723	954	151	446	3,530	1,840	5,762	40	148	1,089	34	19,190
Total Person Trips															
Superdistrict 1	2,600	2,544	42	1,463	513	81	114	902	523	1,260	3	1	351	17	10,412
Superdistrict 2	403	394	213	1,984	695	110	132	1,044	509	1,846	25	6	846	18	8,224
Superdistrict 3	743	727	69	2,497	875	138	311	2,463	1,429	3,442	110	453	575	28	13,859
Superdistrict 4	403	394	113	1,167	409	65	68	539	263	953	19	5	433	9	4,838
East Bay	687	672	169	1,917	672	106	120	951	464	1,682	37	9	633	13	8,132
North Bay	200	196	51	593	208	33	58	459	224	811	12	3	191	4	3,042
South Bay	1,575	1,541	146	1,848	648	102	145	1,147	559	2,027	41	10	524	10	10,323
Outside of Bay Area	41	41	167	1,246	437	69	342	2,707	1,320	4,785	4	1	699	15	11,872
All Origins	6,653	6,508	970	12,714	4,456	703	1,289	10,211	5,290	16,804	251	488	4,253	113	70,703
Vehicle Trips															
Superdistrict 1	865	846	5	187	66	10	17	134	78	187	1	0	37	2	2,433
Superdistrict 2	134	131	56	574	201	32	40	320	156	565	9	2	217	4	2,441
Superdistrict 3	247	242	14	605	212	33	88	695	403	971	24	80	106	5	3,725
Superdistrict 4	134	131	30	350	123	19	26	205	100	363	7	2	109	2	1,601
East Bay	314	307	39	446	156	25	26	210	102	370	9	2	144	3	2,153
North Bay	140	137	21	250	88	14	19	150	73	265	5	1	75	1	1,241
South Bay	749	732	62	994	348	55	55	439	214	776	28	7	199	4	4,662
Outside of Bay Area	38	37	26	216	76	12	50	395	192	698	2	0	109	2	1,852
All Origins	2,621	2,564	252	3,621	1,269	200	322	2,547	1,318	4,195	84	95	996	24	20,108

Potrero Power Station Mixed-Use Development Project
Maximum Commercial Scenario

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday AM Peak Hour															
Auto Person Trips															
Superdistrict 1	212	208	2	20	14	1	0	4	0	3	0	0	5	0	469
Superdistrict 2	21	20	9	78	56	4	2	13	4	9	2	0	26	1	245
Superdistrict 3	61	59	8	72	52	4	0	23	1	17	10	4	15	2	327
Superdistrict 4	21	20	6	67	48	4	2	9	4	7	2	0	14	1	204
East Bay	49	48	10	114	82	6	3	12	6	8	3	0	22	1	365
North Bay	22	21	4	49	35	3	1	7	3	5	1	0	9	0	161
South Bay	117	115	14	189	136	10	6	24	11	18	5	0	25	1	670
Outside of Bay Area	6	6	5	24	17	1	1	28	1	20	0	0	17	1	127
All Origins	509	498	58	612	440	34	15	119	30	87	23	4	132	7	2,568
Transit Person Trips															
Superdistrict 1	243	238	2	24	17	1	0	3	0	2	0	0	4	0	536
Superdistrict 2	24	23	6	75	54	4	2	7	4	5	2	0	13	1	219
Superdistrict 3	69	68	5	47	34	3	0	5	1	3	6	2	9	1	253
Superdistrict 4	24	23	4	46	33	3	1	3	3	2	1	0	7	0	150
East Bay	37	36	7	99	71	5	3	6	6	4	3	0	11	0	287
North Bay	7	6	1	19	13	1	1	2	1	1	1	0	1	0	54
South Bay	84	82	3	47	34	3	1	4	3	3	1	0	4	0	268
Outside of Bay Area	-	-	3	16	12	1	0	7	1	5	0	0	10	0	55
All Origins	488	477	31	372	267	21	9	35	18	26	14	3	59	3	1,823
Walk/Other Person Trips															
Superdistrict 1	125	122	6	34	25	2	0	8	1	6	0	0	13	1	344
Superdistrict 2	12	12	3	15	11	1	0	8	0	6	0	0	12	1	82
Superdistrict 3	36	35	5	26	19	1	0	13	0	9	7	3	11	1	167
Superdistrict 4	12	12	1	7	5	0	0	2	0	1	0	0	5	0	47
East Bay	12	12	2	9	7	1	0	7	0	5	0	0	6	0	62
North Bay	-	-	0	2	2	0	0	3	0	2	0	0	2	0	12
South Bay	23	23	1	6	5	0	0	2	0	2	0	0	2	0	65
Outside of Bay Area	-	-	4	10	7	1	1	36	0	26	0	0	15	1	100
All Origins	221	216	21	111	80	6	2	80	2	58	8	3	66	4	879
Total Person Trips															
Superdistrict 1	580	568	11	78	56	4	0	15	1	11	0	0	21	2	1,349
Superdistrict 2	57	56	18	167	120	9	4	27	8	20	4	0	51	2	546
Superdistrict 3	166	162	18	145	104	8	1	40	3	29	23	9	35	4	747
Superdistrict 4	57	56	11	120	86	7	3	14	6	10	3	0	26	1	401
East Bay	98	96	18	222	160	12	6	25	12	18	6	0	38	2	713
North Bay	29	28	6	70	51	4	2	12	4	9	2	0	12	0	228
South Bay	224	219	18	242	174	13	7	30	14	22	6	0	32	1	1,003
Outside of Bay Area	6	6	11	50	36	3	2	71	1	52	1	0	42	2	283
All Origins	1,217	1,191	110	1,095	787	61	26	234	50	171	45	10	258	15	5,269
Vehicle Trips															
Superdistrict 1	193	189	1	14	10	1	0	2	0	2	0	0	2	0	415
Superdistrict 2	19	19	5	58	41	3	2	8	3	6	1	0	13	1	179
Superdistrict 3	55	54	5	52	37	3	0	11	1	8	5	2	6	1	240
Superdistrict 4	19	19	3	42	30	2	1	5	2	4	1	0	7	0	137
East Bay	45	44	4	53	38	3	1	5	3	4	1	0	9	0	211
North Bay	20	20	2	31	22	2	1	4	2	3	1	0	5	0	112
South Bay	107	104	10	157	113	9	5	11	9	8	4	0	12	0	551
Outside of Bay Area	5	5	2	13	9	1	0	10	1	8	0	0	7	0	61
All Origins	463	453	33	420	302	23	11	58	21	43	14	2	60	3	1,906

Potrero Power Station Mixed-Use Development Project
Maximum Commercial Scenario

EXTERNAL ONLY TRIPS - TOTAL BOTH WAYS AFTER ADJUSTMENT	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Weekday PM Peak Hour															
Auto Person Trips															
Superdistrict 1	206	201	1	18	12	1	2	10	9	24	0	0	10	0	494
Superdistrict 2	25	25	10	74	49	4	6	36	24	87	2	1	57	1	399
Superdistrict 3	59	58	4	64	42	4	10	63	55	154	10	30	33	1	586
Superdistrict 4	25	25	7	64	42	4	4	25	17	62	2	1	32	0	310
East Bay	60	58	12	109	72	6	5	32	22	78	3	1	48	1	507
North Bay	27	26	5	47	31	3	3	20	13	48	1	0	19	0	243
South Bay	142	139	19	180	119	10	10	67	45	163	5	2	56	1	958
Outside of Bay Area	7	7	4	23	15	1	12	78	52	189	0	0	38	1	429
All Origins	552	540	62	578	382	32	52	332	237	804	23	35	293	5	3,925
Transit Person Trips															
Superdistrict 1	236	231	1	21	14	1	1	8	7	18	0	0	9	0	548
Superdistrict 2	29	29	8	71	47	4	3	19	12	45	2	1	29	0	299
Superdistrict 3	67	66	2	42	28	2	2	13	11	31	6	18	20	1	309
Superdistrict 4	29	29	5	44	29	2	1	8	5	20	1	0	15	0	190
East Bay	44	43	10	94	62	5	3	16	11	39	3	1	24	0	356
North Bay	8	8	2	18	12	1	1	6	4	14	1	0	3	0	76
South Bay	102	100	4	45	30	2	2	10	7	25	1	0	10	0	337
Outside of Bay Area	-	-	3	15	10	1	3	19	13	45	0	0	22	0	132
All Origins	516	505	34	351	231	19	15	98	70	238	14	21	131	2	2,246
Walk/Other Person Trips															
Superdistrict 1	121	119	2	31	20	2	4	23	20	56	0	0	28	1	427
Superdistrict 2	15	15	3	14	9	1	3	22	15	53	0	0	27	0	178
Superdistrict 3	35	34	2	23	15	1	5	35	31	85	7	23	25	1	323
Superdistrict 4	15	15	1	6	4	0	1	6	4	14	0	0	11	0	78
East Bay	15	14	1	9	6	0	3	21	14	51	0	0	13	0	147
North Bay	-	-	0	2	2	0	1	8	5	20	0	0	4	0	43
South Bay	28	28	1	6	4	0	1	6	4	15	0	0	5	0	100
Outside of Bay Area	-	-	3	10	6	1	16	101	67	244	0	0	33	0	480
All Origins	229	224	13	102	67	6	35	222	160	537	8	23	146	3	1,776
Total Person Trips															
Superdistrict 1	564	551	4	69	46	4	6	41	36	99	0	0	47	2	1,469
Superdistrict 2	70	68	20	160	105	9	12	76	51	185	4	1	114	2	876
Superdistrict 3	161	157	8	129	85	7	17	112	97	270	24	71	77	3	1,218
Superdistrict 4	70	68	13	114	75	6	6	39	26	95	3	1	58	1	577
East Bay	119	116	23	212	140	12	11	69	46	168	6	2	85	1	1,011
North Bay	35	34	7	67	44	4	5	33	22	81	2	1	26	0	362
South Bay	273	267	24	231	153	13	13	84	56	203	6	2	70	1	1,395
Outside of Bay Area	7	7	9	48	32	3	31	198	132	478	1	0	94	1	1,041
All Origins	1,297	1,269	109	1,031	680	57	102	652	467	1,579	45	79	571	10	7,947
Vehicle Trips															
Superdistrict 1	187	183	1	13	8	1	1	6	5	15	0	0	5	0	425
Superdistrict 2	23	23	6	55	36	3	4	23	16	56	1	1	29	0	277
Superdistrict 3	54	52	2	46	30	3	5	31	27	76	5	13	14	0	359
Superdistrict 4	23	23	4	41	27	2	2	15	10	36	1	0	15	0	200
East Bay	54	53	5	50	33	3	2	15	10	37	1	0	19	0	286
North Bay	24	24	3	30	20	2	2	11	7	27	1	0	10	0	160
South Bay	129	127	15	150	99	8	5	32	21	78	4	2	27	0	697
Outside of Bay Area	7	6	2	12	8	1	4	29	19	70	0	0	15	0	173
All Origins	502	491	39	396	262	22	25	163	117	395	14	16	134	2	2,577

INDIVIDUAL LAND USE TRIP GENERATION CALCULATIONS

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: RESIDENTIAL Studio/1-Bedroom (WORK TRIPS)

Proposed Size: 1,408 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3	
Total Person Trips:	10,560 person-trips	Total Person-trips:		1,503		1,827	
Work Trips [2]:	33%	3,485 person-trips	Work Person-trips:	50% [6]	751	50% [2]	913

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	680	619	147	133	178	162
	Transit	41.9%		780		168		204	
	Walk	9.3%		172		37		45	
	Other	12.3%		229		49		60	
	All Modes	100.0%		1,861	619	401	133	488	162
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	49	44	10	10	13	12
	Transit	41.9%		56		12		15	
	Walk	9.3%		12		3		3	
	Other	12.3%		16		4		4	
	All Modes	100.0%		133	44	29	10	35	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	194	177	42	38	51	46
	Transit	41.9%		223		48		58	
	Walk	9.3%		49		11		13	
	Other	12.3%		65		14		17	
	All Modes	100.0%		532	177	115	38	139	46
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	49	44	10	10	13	12
	Transit	41.9%		56		12		15	
	Walk	9.3%		12		3		3	
	Other	12.3%		16		4		4	
	All Modes	100.0%		133	44	29	10	35	12
East Bay 6.5%	Auto	50.3%	1.10	114	104	25	22	30	27
	Transit	37.3%		85		18		22	
	Walk	0.0%		0		0		0	
	Other	12.4%		28		6		7	
	All Modes	100.0%		227	104	49	22	59	27
North Bay 1.9%	Auto	76.9%	1.10	51	46	11	10	13	12
	Transit	23.1%		15		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		66	46	14	10	17	12
South Bay 14.9%	Auto	52.2%	1.10	271	247	59	53	71	65
	Transit	37.4%		194		42		51	
	Walk	0.0%		0		0		0	
	Other	10.4%		54		12		14	
	All Modes	100.0%		520	247	112	53	136	65
Out of Region 0.4%	Auto	100.0%	1.10	14	12	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		14	12	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	1,422	1,294	307	279	373	339
	Transit	40.4%		1,408		304		369	
	Walk	7.1%		246		53		65	
	Other	11.7%		409		88		107	
	All Modes	100.0%		3,485	1,294	751	279	913	339

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

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

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation 58.xlsx

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: RESIDENTIAL Studio/1-Bedroom (NON-WORK TRIPS)

Proposed Size: 1,408 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	7.5 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.1	17.3% [1]	1.3	
Total Person Trips:	10,560 person-trips	Total Person-trips:		1,503		1,827	
Non-Work Trips [2]:	67%	7,075 person-trips	Non-Work Person-trips:	50% [6]	751	50% [2]	913

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,381	1,257	147	133	178	162
	Transit	41.9%		1,583		168		204	
	Walk	9.3%		350		37		45	
	Other	12.3%		464		49		60	
	All Modes	100.0%		3,778	1,257	401	133	488	162
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	99	90	10	10	13	12
	Transit	41.9%		113		12		15	
	Walk	9.3%		25		3		3	
	Other	12.3%		33		4		4	
	All Modes	100.0%		270	90	29	10	35	12
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	395	359	42	38	51	46
	Transit	41.9%		452		48		58	
	Walk	9.3%		100		11		13	
	Other	12.3%		133		14		17	
	All Modes	100.0%		1,079	359	115	38	139	46
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	99	90	10	10	13	12
	Transit	41.9%		113		12		15	
	Walk	9.3%		25		3		3	
	Other	12.3%		33		4		4	
	All Modes	100.0%		270	90	29	10	35	12
East Bay 6.5%	Auto	50.3%	1.10	231	211	25	22	30	27
	Transit	37.3%		172		18		22	
	Walk	0.0%		0		0		0	
	Other	12.4%		57		6		7	
	All Modes	100.0%		460	211	49	22	59	27
North Bay 1.9%	Auto	76.9%	1.10	103	94	11	10	13	12
	Transit	23.1%		31		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		134	94	14	10	17	12
South Bay 14.9%	Auto	52.2%	1.10	551	502	59	53	71	65
	Transit	37.4%		394		42		51	
	Walk	0.0%		0		0		0	
	Other	10.4%		110		12		14	
	All Modes	100.0%		1,055	502	112	53	136	65
Out of Region 0.4%	Auto	100.0%	1.10	28	25	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		28	25	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	2,886	2,627	307	279	373	339
	Transit	40.4%		2,859		304		369	
	Walk	7.1%		500		53		65	
	Other	11.7%		830		88		107	
	All Modes	100.0%		7,075	2,627	751	279	913	339

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

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

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

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Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: RESIDENTIAL 2 or more bedrooms (WORK TRIPS)

Proposed Size: 1,033 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		10,330 person-trips	Total Person-trips:		1,470	1,787	
Work Trips [2]:		33% 3,409 person-trips	Work Person-trips:		50% [6]	735	50% [2] 894

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	665	606	143	131	174	159
	Transit	41.9%		763		164		200	
	Walk	9.3%		169		36		44	
	Other	12.3%		224		48		59	
	All Modes	100.0%		1,820	606	393	131	477	159
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	48	43	10	9	12	11
	Transit	41.9%		54		12		14	
	Walk	9.3%		12		3		3	
	Other	12.3%		16		3		4	
	All Modes	100.0%		130	43	28	9	34	11
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	190	173	41	37	50	45
	Transit	41.9%		218		47		57	
	Walk	9.3%		48		10		13	
	Other	12.3%		64		14		17	
	All Modes	100.0%		520	173	112	37	136	45
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	48	43	10	9	12	11
	Transit	41.9%		54		12		14	
	Walk	9.3%		12		3		3	
	Other	12.3%		16		3		4	
	All Modes	100.0%		130	43	28	9	34	11
East Bay 6.5%	Auto	50.3%	1.10	111	101	24	22	29	27
	Transit	37.3%		83		18		22	
	Walk	0.0%		0		0		0	
	Other	12.4%		28		6		7	
	All Modes	100.0%		222	101	48	22	58	27
North Bay 1.9%	Auto	76.9%	1.10	50	45	11	10	13	12
	Transit	23.1%		15		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		65	45	14	10	17	12
South Bay 14.9%	Auto	52.2%	1.10	266	242	57	52	70	63
	Transit	37.4%		190		41		50	
	Walk	0.0%		0		0		0	
	Other	10.4%		53		11		14	
	All Modes	100.0%		508	242	110	52	133	63
Out of Region 0.4%	Auto	100.0%	1.10	13	12	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		13	12	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	1,391	1,265	300	273	364	332
	Transit	40.4%		1,377		297		361	
	Walk	7.1%		241		52		63	
	Other	11.7%		400		86		105	
	All Modes	100.0%		3,409	1,265	735	273	894	332

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

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

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

PPS Trip Generation 58.xlsx

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: RESIDENTIAL 2 or more bedrooms (NON-WORK TRIPS)

Proposed Size: 1,033 units							
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:		10.0 trips/unit	Person-trip Gen Rate:	14.2% [5]	1.4	17.3% [1]	1.7
Total Person Trips:		10,330 person-trips	Total Person-trips:		1,470	1,787	
Non-Work Trips [2]:		67% 6,921 person-trips	Non-Work Person-trips:		50% [6]	735	50% [2] 894

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 53.4%	Auto	36.5%	1.10	1,351	1,229	143	131	174	159
	Transit	41.9%		1,549		164		200	
	Walk	9.3%		343		36		44	
	Other	12.3%		454		48		59	
	All Modes	100.0%		3,696	1,229	393	131	477	159
SF Superdistrict 2 3.8%	Auto	36.5%	1.10	96	88	10	9	12	11
	Transit	41.9%		111		12		14	
	Walk	9.3%		24		3		3	
	Other	12.3%		32		3		4	
	All Modes	100.0%		264	88	28	9	34	11
SF Superdistrict 3 15.3%	Auto	36.5%	1.10	386	351	41	37	50	45
	Transit	41.9%		442		47		57	
	Walk	9.3%		98		10		13	
	Other	12.3%		130		14		17	
	All Modes	100.0%		1,056	351	112	37	136	45
SF Superdistrict 4 3.8%	Auto	36.5%	1.10	96	88	10	9	12	11
	Transit	41.9%		111		12		14	
	Walk	9.3%		24		3		3	
	Other	12.3%		32		3		4	
	All Modes	100.0%		264	88	28	9	34	11
East Bay 6.5%	Auto	50.3%	1.10	226	206	24	22	29	27
	Transit	37.3%		168		18		22	
	Walk	0.0%		0		0		0	
	Other	12.4%		56		6		7	
	All Modes	100.0%		450	206	48	22	58	27
North Bay 1.9%	Auto	76.9%	1.10	101	92	11	10	13	12
	Transit	23.1%		30		3		4	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		131	92	14	10	17	12
South Bay 14.9%	Auto	52.2%	1.10	539	491	57	52	70	63
	Transit	37.4%		386		41		50	
	Walk	0.0%		0		0		0	
	Other	10.4%		108		11		14	
	All Modes	100.0%		1,032	491	110	52	133	63
Out of Region 0.4%	Auto	100.0%	1.10	27	25	3	3	4	3
	Transit	0.0%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	0.0%		0		0		0	
	All Modes	100.0%		27	25	3	3	4	3
All Origins 100.0%	Auto	40.8%	1.10	2,823	2,569	300	273	364	332
	Transit	40.4%		2,796		297		361	
	Walk	7.1%		489		52		63	
	Other	11.7%		812		86		105	
	All Modes	100.0%		6,921	2,569	735	273	894	332

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Residential)

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

[3] 1990 and 2000 U.S. census (Tracts 226 and 227)

[4] 2011-2015 American Community Survey 5-Year Estimate (Tract 226)

[5] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[6] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

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Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario
LAND USE: HOTEL (WORK TRIPS)

Proposed Size: 220 rooms				AM PEAK HOUR		PM PEAK HOUR	
DAILY							
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	1,540 person-trips	Total Person-trips:		136		154	
Work Trips [2]:	12%	Work Person-trips:	40% [5]	54	60% [2]	92	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	5	4	2	1	3	2
	Transit	34.7%		7		2		3	
	Walk	35.8%		7		2		3	
	Other	2.7%		1		0		0	
	All Modes	100.0%		19	4	6	1	10	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	11	8	3	2	5	4
	Transit	49.1%		11		3		6	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		23	8	7	2	12	4
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	19	15	6	5	10	8
	Transit	34.6%		13		4		7	
	Walk	10.4%		4		1		2	
	Other	3.6%		1		0		1	
	All Modes	100.0%		38	15	11	5	19	8
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	10	7	3	2	5	3
	Transit	40.9%		7		2		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		18	7	5	2	9	3
East Bay 18.4%	Auto	50.9%	2.13	17	8	5	2	9	4
	Transit	46.4%		16		5		8	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		34	8	10	2	17	4
North Bay 5.9%	Auto	69.1%	1.53	7	5	2	1	4	2
	Transit	28.6%		3		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		11	5	3	1	5	2
South Bay 20.6%	Auto	77.9%	1.15	30	26	9	8	15	13
	Transit	19.9%		8		2		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		38	26	11	8	19	13
Out of Region 2.2%	Auto	55.9%	1.54	2	1	1	0	1	1
	Transit	41.5%		2		0		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	1	1	0	2	1
All Origins 100.0%	Auto	55.0%	1.36	102	75	30	22	51	37
	Transit	36.0%		66		20		33	
	Walk	6.4%		12		3		6	
	Other	2.7%		5		1		3	
	All Modes	100.0%		185	75	54	22	92	37

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario
LAND USE: HOTEL (NON-WORK TRIPS)

Proposed Size: 220 rooms				AM PEAK HOUR		PM PEAK HOUR	
DAILY							
Person-trip Generation Rate [1]:	7.0 trips/room	Person-trip Gen Rate:	8.8% [4]	0.6	10.0% [1]	0.7	
Total Person Trips:	1,540 person-trips	Total Person-trips:		136		154	
Non-Work Trips [2]:	88%	Non-Work Person-trips:	60% [5]	82	40% [2]	62	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	51	24	3	1	2	1
	Transit	17.9%		42		3		2	
	Walk	53.4%		127		8		6	
	Other	7.2%		17		1		1	
	All Modes	100.0%		237	24	14	1	11	1
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	95	48	6	3	4	2
	Transit	24.8%		47		3		2	
	Walk	14.6%		28		2		1	
	Other	10.5%		20		1		1	
	All Modes	100.0%		190	48	11	3	9	2
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	164	68	10	4	7	3
	Transit	25.0%		97		6		4	
	Walk	23.6%		91		5		4	
	Other	8.9%		34		2		2	
	All Modes	100.0%		386	68	23	4	18	3
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	52	23	3	1	2	1
	Transit	24.5%		23		1		1	
	Walk	12.4%		12		1		1	
	Other	8.2%		8		0		0	
	All Modes	100.0%		95	23	6	1	4	1
East Bay 10.0%	Auto	56.9%	2.51	77	31	5	2	4	1
	Transit	27.1%		37		2		2	
	Walk	14.8%		20		1		1	
	Other	1.3%		2		0		0	
	All Modes	100.0%		136	31	8	2	6	1
North Bay 3.0%	Auto	75.9%	1.95	31	16	2	1	1	1
	Transit	8.0%		3		0		0	
	Walk	13.2%		5		0		0	
	Other	2.9%		1		0		0	
	All Modes	100.0%		41	16	2	1	2	1
South Bay 8.0%	Auto	79.2%	2.34	86	37	5	2	4	2
	Transit	12.8%		14		1		1	
	Walk	6.9%		8		0		0	
	Other	1.1%		1		0		0	
	All Modes	100.0%		108	37	7	2	5	2
Out of Region 12.0%	Auto	40.6%	2.64	66	25	4	2	3	1
	Transit	23.7%		39		2		2	
	Walk	24.2%		39		2		2	
	Other	11.4%		19		1		1	
	All Modes	100.0%		163	25	10	2	7	1
All Origins 100.0%	Auto	46.0%	2.30	623	271	38	16	28	12
	Transit	22.3%		302		18		14	
	Walk	24.3%		329		20		15	
	Other	7.5%		102		6		5	
	All Modes	100.0%		1,355	271	82	16	62	12

Notes:

- [1] SF Guidelines, Appendix C - Table C-1 (Hotel/Motel)
- [2] SF Guidelines, Appendix C - Table C-2 (Hotel/Motel)
- [3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)
- [4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines
- [5] The AM Peak Hour % of work/non-work trips are assumed to be the opposite of the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: GENERAL OFFICE (WORK TRIPS)

Proposed Size:		814,240 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]
Total Person Trips:	14,738 person-trips	Total Person-trips:		1,312	1,253
Work Trips [2]:	36%	5,306 person-trips	Work Person-trips:	83% [5]	1,089
				83% [2]	1,040

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	150	116	31	24	29	23
	Transit	34.7%		194		40		38	
	Walk	35.8%		200		41		39	
	Other	2.7%		15		3		3	
	All Modes	100.0%		560	116	115	24	110	23
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	302	242	62	50	59	47
	Transit	49.1%		326		67		64	
	Walk	3.7%		24		5		5	
	Other	1.6%		11		2		2	
	All Modes	100.0%		663	242	136	50	130	47
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	557	441	114	90	109	86
	Transit	34.6%		376		77		74	
	Walk	10.4%		113		23		22	
	Other	3.6%		40		8		8	
	All Modes	100.0%		1,085	441	223	90	213	86
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	283	188	58	39	55	37
	Transit	40.9%		207		42		41	
	Walk	0.0%		0		0		0	
	Other	3.4%		17		4		3	
	All Modes	100.0%		507	188	104	39	99	37
East Bay 18.4%	Auto	50.9%	2.13	495	232	102	48	97	46
	Transit	46.4%		451		93		88	
	Walk	0.0%		0		0		0	
	Other	2.8%		27		6		5	
	All Modes	100.0%		974	232	200	48	191	46
North Bay 5.9%	Auto	69.1%	1.53	215	140	44	29	42	27
	Transit	28.6%		89		18		17	
	Walk	0.0%		0		0		0	
	Other	2.2%		7		1		1	
	All Modes	100.0%		310	140	64	29	61	27
South Bay 20.6%	Auto	77.9%	1.15	852	738	175	151	167	145
	Transit	19.9%		217		45		43	
	Walk	0.0%		0		0		0	
	Other	2.2%		24		5		5	
	All Modes	100.0%		1,093	738	224	151	214	145
Out of Region 2.2%	Auto	55.9%	1.54	64	41	13	9	13	8
	Transit	41.5%		47		10		9	
	Walk	0.0%		0		0		0	
	Other	2.6%		3		1		1	
	All Modes	100.0%		114	41	23	9	22	8
All Origins 100.0%	Auto	55.0%	1.36	2,917	2,139	598	439	572	419
	Transit	36.0%		1,908		391		374	
	Walk	6.4%		338		69		66	
	Other	2.7%		144		30		28	
	All Modes	100.0%		5,306	2,139	1,089	439	1,040	419

Notes:

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

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: GENERAL OFFICE (NON-WORK TRIPS)

Proposed Size:		814,240 sq.ft.			
DAILY				AM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]
Total Person Trips:	14,738 person-trips	Total Person-trips:		1,312	1,253
Non-Work Trips [2]:	64%	9,432 person-trips	Non-Work Person-trips:	17% [5]	223
				17% [2]	213

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	355	167	8	4	8	4
	Transit	17.9%		295		7		7	
	Walk	53.4%		882		21		20	
	Other	7.2%		119		3		3	
	All Modes	100.0%		1,651	167	39	4	37	4
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	664	332	16	8	15	7
	Transit	24.8%		327		8		7	
	Walk	14.6%		192		5		4	
	Other	10.5%		138		3		3	
	All Modes	100.0%		1,321	332	31	8	30	7
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	1,145	473	27	11	26	11
	Transit	25.0%		672		16		15	
	Walk	23.6%		634		15		14	
	Other	8.9%		238		6		5	
	All Modes	100.0%		2,688	473	64	11	61	11
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	363	161	9	4	8	4
	Transit	24.5%		162		4		4	
	Walk	12.4%		82		2		2	
	Other	8.2%		54		1		1	
	All Modes	100.0%		660	161	16	4	15	4
East Bay 10.0%	Auto	56.9%	2.51	536	213	13	5	12	5
	Transit	27.1%		256		6		6	
	Walk	14.8%		139		3		3	
	Other	1.3%		12		0		0	
	All Modes	100.0%		943	213	22	5	21	5
North Bay 3.0%	Auto	75.9%	1.95	215	110	5	3	5	2
	Transit	8.0%		23		1		1	
	Walk	13.2%		37		1		1	
	Other	2.9%		8		0		0	
	All Modes	100.0%		283	110	7	3	6	2
South Bay 8.0%	Auto	79.2%	2.34	598	256	14	6	14	6
	Transit	12.8%		96		2		2	
	Walk	6.9%		52		1		1	
	Other	1.1%		8		0		0	
	All Modes	100.0%		755	256	18	6	17	6
Out of Region 12.0%	Auto	40.6%	2.64	460	174	11	4	10	4
	Transit	23.7%		269		6		6	
	Walk	24.2%		274		6		6	
	Other	11.4%		129		3		3	
	All Modes	100.0%		1,132	174	27	4	26	4
All Origins 100.0%	Auto	46.0%	2.30	4,334	1,886	102	45	98	43
	Transit	22.3%		2,099		50		47	
	Walk	24.3%		2,292		54		52	
	Other	7.5%		707		17		16	
	All Modes	100.0%		9,432	1,886	223	45	213	43

Notes:

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

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: RESEARCH & DEVELOPMENT (WORK TRIPS)

Proposed Size:		645,738 sq.ft.					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4]	1.5	16.0% [1]	1.3	
Total Person Trips:	5,166 person-trips	Total Person-trips:		942		827	
Work Trips [2]:	36%	1,860 person-trips	Work Person-trips:	83% [5]	782	83% [2]	686

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	53	41	22	17	19	15
	Transit	34.7%		68		29		25	
	Walk	35.8%		70		30		26	
	Other	2.7%		5		2		2	
	All Modes	100.0%		196	41	83	17	72	15
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	106	85	45	36	39	31
	Transit	49.1%		114		48		42	
	Walk	3.7%		9		4		3	
	Other	1.6%		4		2		1	
	All Modes	100.0%		232	85	98	36	86	31
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	195	155	82	65	72	57
	Transit	34.6%		132		55		49	
	Walk	10.4%		40		17		15	
	Other	3.6%		14		6		5	
	All Modes	100.0%		380	155	160	65	140	57
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	99	66	42	28	37	24
	Transit	40.9%		73		31		27	
	Walk	0.0%		0		0		0	
	Other	3.4%		6		3		2	
	All Modes	100.0%		178	66	75	28	66	24
East Bay 18.4%	Auto	50.9%	2.13	174	81	73	34	64	30
	Transit	46.4%		158		67		58	
	Walk	0.0%		0		0		0	
	Other	2.8%		9		4		4	
	All Modes	100.0%		341	81	144	34	126	30
North Bay 5.9%	Auto	69.1%	1.53	75	49	32	21	28	18
	Transit	28.6%		31		13		11	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		1		1	
	All Modes	100.0%		109	49	46	21	40	18
South Bay 20.6%	Auto	77.9%	1.15	298	259	126	109	110	95
	Transit	19.9%		76		32		28	
	Walk	0.0%		0		0		0	
	Other	2.2%		8		4		3	
	All Modes	100.0%		383	259	161	109	141	95
Out of Region 2.2%	Auto	55.9%	1.54	22	15	9	6	8	5
	Transit	41.5%		17		7		6	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		40	15	17	6	15	5
All Origins 100.0%	Auto	55.0%	1.36	1,022	750	430	315	377	277
	Transit	36.0%		669		281		247	
	Walk	6.4%		118		50		44	
	Other	2.7%		50		21		19	
	All Modes	100.0%		1,860	750	782	315	686	277

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: RESEARCH & DEVELOPMENT (NON-WORK TRIPS)

Proposed Size:		645,738 sq.ft.					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	8.0 trips/1000 sq.ft.	Person-trip Gen Rate:	18.2% [4]	1.5	16.0% [1]	1.3	
Total Person Trips:	5,166 person-trips	Total Person-trips:		942		827	
Non-Work Trips [2]:	64%	3,306 person-trips	Non-Work Person-trips:	17% [5]	160	17% [2]	141

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	124	59	6	3	5	2
	Transit	17.9%		103		5		4	
	Walk	53.4%		309		15		13	
	Other	7.2%		42		2		2	
	All Modes	100.0%		579	59	28	3	25	2
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	233	116	11	6	10	5
	Transit	24.8%		115		6		5	
	Walk	14.6%		67		3		3	
	Other	10.5%		48		2		2	
	All Modes	100.0%		463	116	22	6	20	5
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	401	166	19	8	17	7
	Transit	25.0%		235		11		10	
	Walk	23.6%		222		11		9	
	Other	8.9%		83		4		4	
	All Modes	100.0%		942	166	46	8	40	7
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	127	57	6	3	5	2
	Transit	24.5%		57		3		2	
	Walk	12.4%		29		1		1	
	Other	8.2%		19		1		1	
	All Modes	100.0%		231	57	11	3	10	2
East Bay 10.0%	Auto	56.9%	2.51	188	75	9	4	8	3
	Transit	27.1%		90		4		4	
	Walk	14.8%		49		2		2	
	Other	1.3%		4		0		0	
	All Modes	100.0%		331	75	16	4	14	3
North Bay 3.0%	Auto	75.9%	1.95	75	39	4	2	3	2
	Transit	8.0%		8		0		0	
	Walk	13.2%		13		1		1	
	Other	2.9%		3		0		0	
	All Modes	100.0%		99	39	5	2	4	2
South Bay 8.0%	Auto	79.2%	2.34	210	90	10	4	9	4
	Transit	12.8%		34		2		1	
	Walk	6.9%		18		1		1	
	Other	1.1%		3		0		0	
	All Modes	100.0%		264	90	13	4	11	4
Out of Region 12.0%	Auto	40.6%	2.64	161	61	8	3	7	3
	Transit	23.7%		94		5		4	
	Walk	24.2%		96		5		4	
	Other	11.4%		45		2		2	
	All Modes	100.0%		397	61	19	3	17	3
All Origins 100.0%	Auto	46.0%	2.30	1,519	661	74	32	65	28
	Transit	22.3%		736		36		31	
	Walk	24.3%		804		39		34	
	Other	7.5%		248		12		11	
	All Modes	100.0%		3,306	661	160	32	141	28

Notes:

[1] Mission Bay Final SEIR, 1998 - Volume IV, Appendix D - Table D-3 (Research & Development)

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with Mission Bay FSEIR

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (WORK TRIPS)

Proposed Size:		45,040 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]	1.5	
Total Person Trips:	815 person-trips	Total Person-trips:		73		69	
Work Trips [2]:	36%	293 person-trips	Work Person-trips:	83% [5]	60	83% [2]	58

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	8	6	2	1	2	1
	Transit	34.7%		11		2		2	
	Walk	35.8%		11		2		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		31	6	6	1	6	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	17	13	3	3	3	3
	Transit	49.1%		18		4		4	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		37	13	8	3	7	3
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	31	24	6	5	6	5
	Transit	34.6%		21		4		4	
	Walk	10.4%		6		1		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		60	24	12	5	12	5
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	16	10	3	2	3	2
	Transit	40.9%		11		2		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		28	10	6	2	5	2
East Bay 18.4%	Auto	50.9%	2.13	27	13	6	3	5	3
	Transit	46.4%		25		5		5	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		54	13	11	3	11	3
North Bay 5.9%	Auto	69.1%	1.53	12	8	2	2	2	2
	Transit	28.6%		5		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		17	8	4	2	3	2
South Bay 20.6%	Auto	77.9%	1.15	47	41	10	8	9	8
	Transit	19.9%		12		2		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		60	41	12	8	12	8
Out of Region 2.2%	Auto	55.9%	1.54	4	2	1	0	1	0
	Transit	41.5%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		6	2	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	161	118	33	24	32	23
	Transit	36.0%		106		22		21	
	Walk	6.4%		19		4		4	
	Other	2.7%		8		2		2	
	All Modes	100.0%		293	118	60	24	58	23

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: PRODUCTION, DISTRIBUTION & REPAIR (NON-WORK TRIPS)

Proposed Size:		45,040 sq.ft.			
DAILY				AM PEAK HOUR	PM PEAK HOUR
Person-trip Generation Rate [1]:	18.1 trips/1000 sq.ft.	Person-trip Gen Rate:	8.9% [4]	1.6	8.5% [1]
Total Person Trips:	815 person-trips	Total Person-trips:		73	69
Non-Work Trips [2]:	64%	522 person-trips	Non-Work Person-trips:	17% [5]	12
				12	17% [2]
				12	12

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	20	9	0	0	0	0
	Transit	17.9%		16		0		0	
	Walk	53.4%		49		1		1	
	Other	7.2%		7		0		0	
	All Modes	100.0%		91	9	2	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	37	18	1	0	1	0
	Transit	24.8%		18		0		0	
	Walk	14.6%		11		0		0	
	Other	10.5%		8		0		0	
	All Modes	100.0%		73	18	2	0	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	63	26	1	1	1	1
	Transit	25.0%		37		1		1	
	Walk	23.6%		35		1		1	
	Other	8.9%		13		0		0	
	All Modes	100.0%		149	26	4	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	20	9	0	0	0	0
	Transit	24.5%		9		0		0	
	Walk	12.4%		5		0		0	
	Other	8.2%		3		0		0	
	All Modes	100.0%		37	9	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	30	12	1	0	1	0
	Transit	27.1%		14		0		0	
	Walk	14.8%		8		0		0	
	Other	1.3%		1		0		0	
	All Modes	100.0%		52	12	1	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	12	6	0	0	0	0
	Transit	8.0%		1		0		0	
	Walk	13.2%		2		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		16	6	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	33	14	1	0	1	0
	Transit	12.8%		5		0		0	
	Walk	6.9%		3		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		42	14	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	25	10	1	0	1	0
	Transit	23.7%		15		0		0	
	Walk	24.2%		15		0		0	
	Other	11.4%		7		0		0	
	All Modes	100.0%		63	10	1	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	240	104	6	2	5	2
	Transit	22.3%		116		3		3	
	Walk	24.3%		127		3		3	
	Other	7.5%		39		1		1	
	All Modes	100.0%		522	104	12	2	12	2

Notes:

[1] Assumes same rate as General Office use from Table C-1 in SF Guidelines

[2] SF Guidelines, Appendix C - Table C-2 (General Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: GENERAL RETAIL (WORK TRIPS)

Proposed Size:		10,744 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,612 person-trips	Total Person-trips:	38 145
Work Trips [2]:	4% 64 person-trips	Work Person-trips:	85% [5] 32 4% [2] 6

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	2	1	1	1	0	0
	Transit	34.7%		2		1		0	
	Walk	35.8%		2		1		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		7	1	3	1	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	4	3	2	1	0	0
	Transit	49.1%		4		2		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		8	3	4	1	1	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	7	5	3	3	1	0
	Transit	34.6%		5		2		0	
	Walk	10.4%		1		1		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		13	5	7	3	1	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	2	1	0	0
	Transit	40.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		6	2	3	1	1	0
East Bay 18.4%	Auto	50.9%	2.13	6	3	3	1	1	0
	Transit	46.4%		5		3		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		12	3	6	1	1	0
North Bay 5.9%	Auto	69.1%	1.53	3	2	1	1	0	0
	Transit	28.6%		1		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		4	2	2	1	0	0
South Bay 20.6%	Auto	77.9%	1.15	10	9	5	4	1	1
	Transit	19.9%		3		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		13	9	7	4	1	1
Out of Region 2.2%	Auto	55.9%	1.54	1	1	0	0	0	0
	Transit	41.5%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	1	1	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	35	26	18	13	3	2
	Transit	36.0%		23		11		2	
	Walk	6.4%		4		2		0	
	Other	2.7%		2		1		0	
	All Modes	100.0%		64	26	32	13	6	2

Notes:

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

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: GENERAL RETAIL (NON-WORK TRIPS)

Proposed Size:		10,744 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	150.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.3% [4] 3.5 9.0% [1] 13.5
Total Person Trips:	1,612 person-trips	Total Person-trips:	38 145
Non-Work Trips [2]:	96% 1,547 person-trips	Non-Work Person-trips:	15% [5] 6 96% [2] 139

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	47	28	0	0	4	3
	Transit	18.1%		35		0		3	
	Walk	53.2%		103		0		9	
	Other	4.2%		8		0		1	
	All Modes	100.0%		193	28	1	0	17	3
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	58	37	0	0	5	3
	Transit	22.9%		28		0		3	
	Walk	26.1%		32		0		3	
	Other	4.1%		5		0		0	
	All Modes	100.0%		124	37	0	0	11	3
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	304	149	1	1	27	13
	Transit	10.9%		58		0		5	
	Walk	30.2%		161		1		14	
	Other	1.9%		10		0		1	
	All Modes	100.0%		534	149	2	1	48	13
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	41	24	0	0	4	2
	Transit	18.8%		12		0		1	
	Walk	12.3%		8		0		1	
	Other	3.3%		2		0		0	
	All Modes	100.0%		62	24	0	0	6	2
East Bay 7.0%	Auto	46.0%	2.11	50	24	0	0	4	2
	Transit	20.9%		23		0		2	
	Walk	31.4%		34		0		3	
	Other	1.7%		2		0		0	
	All Modes	100.0%		108	24	0	0	10	2
North Bay 3.5%	Auto	57.9%	1.82	31	17	0	0	3	2
	Transit	16.1%		9		0		1	
	Walk	24.4%		13		0		1	
	Other	1.6%		1		0		0	
	All Modes	100.0%		54	17	0	0	5	2
South Bay 8.5%	Auto	80.5%	2.28	106	46	0	0	10	4
	Transit	11.5%		15		0		1	
	Walk	6.4%		8		0		1	
	Other	1.6%		2		0		0	
	All Modes	100.0%		132	46	0	0	12	4
Out of Region 22.0%	Auto	39.5%	2.73	135	49	0	0	12	4
	Transit	9.4%		32		0		3	
	Walk	27.3%		93		0		8	
	Other	23.8%		81		0		7	
	All Modes	100.0%		340	49	1	0	31	4
All Origins 100.0%	Auto	49.9%	2.06	772	375	3	1	69	34
	Transit	13.7%		212		1		19	
	Walk	29.2%		452		2		41	
	Other	7.2%		111		0		10	
	All Modes	100.0%		1,547	375	6	1	139	34

Notes:

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

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 85% of all retail trips occurring before 9 AM are assumed to be work trips

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: SUPERMARKET (WORK TRIPS)

Proposed Size:		42,975 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4] 7.8 7.3% [1] 21.7
Total Person Trips:	12,764 person-trips	Total Person-trips:	334 932
Work Trips [2]:	4% 511 person-trips	Work Person-trips:	4% [5] 13 4% [2] 37

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	14	11	0	0	1	1
	Transit	34.7%		19		0		1	
	Walk	35.8%		19		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		54	11	1	0	4	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	29	23	1	1	2	2
	Transit	49.1%		31		1		2	
	Walk	3.7%		2		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		64	23	2	1	5	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	54	42	1	1	4	3
	Transit	34.6%		36		1		3	
	Walk	10.4%		11		0		1	
	Other	3.6%		4		0		0	
	All Modes	100.0%		104	42	3	1	8	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	27	18	1	0	2	1
	Transit	40.9%		20		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		2		0		0	
	All Modes	100.0%		49	18	1	0	4	1
East Bay 18.4%	Auto	50.9%	2.13	48	22	1	1	3	2
	Transit	46.4%		43		1		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		3		0		0	
	All Modes	100.0%		94	22	2	1	7	2
North Bay 5.9%	Auto	69.1%	1.53	21	13	1	0	2	1
	Transit	28.6%		9		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		30	13	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	82	71	2	2	6	5
	Transit	19.9%		21		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		2		0		0	
	All Modes	100.0%		105	71	3	2	8	5
Out of Region 2.2%	Auto	55.9%	1.54	6	4	0	0	0	0
	Transit	41.5%		5		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		11	4	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	281	206	7	5	20	15
	Transit	36.0%		184		5		13	
	Walk	6.4%		32		1		2	
	Other	2.7%		14		0		1	
	All Modes	100.0%		511	206	13	5	37	15

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: SUPERMARKET (NON-WORK TRIPS)

Proposed Size:		42,975 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	297.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.6% [4] 7.8 7.3% [1] 21.7
Total Person Trips:	12,764 person-trips	Total Person-trips:	334 932
Non-Work Trips [2]:	96% 12,253 person-trips	Non-Work Person-trips:	96% [5] 321 96% [2] 894

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	376	224	10	6	27	16
	Transit	18.1%		278		7		20	
	Walk	53.2%		814		21		59	
	Other	4.2%		64		2		5	
	All Modes	100.0%		1,532	224	40	6	112	16
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	460	296	12	8	34	22
	Transit	22.9%		224		6		16	
	Walk	26.1%		255		7		19	
	Other	4.1%		40		1		3	
	All Modes	100.0%		980	296	26	8	72	22
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	2,410	1,180	63	31	176	86
	Transit	10.9%		461		12		34	
	Walk	30.2%		1,275		33		93	
	Other	1.9%		81		2		6	
	All Modes	100.0%		4,227	1,180	111	31	309	86
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	322	187	8	5	24	14
	Transit	18.8%		92		2		7	
	Walk	12.3%		60		2		4	
	Other	3.3%		16		0		1	
	All Modes	100.0%		490	187	13	5	36	14
East Bay 7.0%	Auto	46.0%	2.11	395	187	10	5	29	14
	Transit	20.9%		179		5		13	
	Walk	31.4%		270		7		20	
	Other	1.7%		14		0		1	
	All Modes	100.0%		858	187	22	5	63	14
North Bay 3.5%	Auto	57.9%	1.82	248	137	7	4	18	10
	Transit	16.1%		69		2		5	
	Walk	24.4%		104		3		8	
	Other	1.6%		7		0		0	
	All Modes	100.0%		429	137	11	4	31	10
South Bay 8.5%	Auto	80.5%	2.28	838	368	22	10	61	27
	Transit	11.5%		119		3		9	
	Walk	6.4%		67		2		5	
	Other	1.6%		17		0		1	
	All Modes	100.0%		1,042	368	27	10	76	27
Out of Region 22.0%	Auto	39.5%	2.73	1,065	391	28	10	78	29
	Transit	9.4%		252		7		18	
	Walk	27.3%		737		19		54	
	Other	23.8%		641		17		47	
	All Modes	100.0%		2,696	391	71	10	197	29
All Origins 100.0%	Auto	49.9%	2.06	6,115	2,970	160	78	446	217
	Transit	13.7%		1,676		44		122	
	Walk	29.2%		3,582		94		262	
	Other	7.2%		880		23		64	
	All Modes	100.0%		12,253	2,970	321	78	894	217

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Supermarket)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: SIT-DOWN RESTAURANT (WORK TRIPS)

Proposed Size:		31,116 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	6,223 person-trips	Total Person-trips:		67		622	
Work Trips [2]:	4%	249 person-trips	Work Person-trips:	100% [5]	67	4% [2]	25

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	7	5	2	1	1	1
	Transit	34.7%		9		2		1	
	Walk	35.8%		9		3		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		26	5	7	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	14	11	4	3	1	1
	Transit	49.1%		15		4		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		31	11	8	3	3	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	26	21	7	6	3	2
	Transit	34.6%		18		5		2	
	Walk	10.4%		5		1		1	
	Other	3.6%		2		1		0	
	All Modes	100.0%		51	21	14	6	5	2
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	13	9	4	2	1	1
	Transit	40.9%		10		3		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		24	9	6	2	2	1
East Bay 18.4%	Auto	50.9%	2.13	23	11	6	3	2	1
	Transit	46.4%		21		6		2	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		46	11	12	3	5	1
North Bay 5.9%	Auto	69.1%	1.53	10	7	3	2	1	1
	Transit	28.6%		4		1		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		15	7	4	2	1	1
South Bay 20.6%	Auto	77.9%	1.15	40	35	11	9	4	3
	Transit	19.9%		10		3		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		51	35	14	9	5	3
Out of Region 2.2%	Auto	55.9%	1.54	3	2	1	1	0	0
	Transit	41.5%		2		1		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		5	2	1	1	1	0
All Origins 100.0%	Auto	55.0%	1.36	137	100	37	27	14	10
	Transit	36.0%		89		24		9	
	Walk	6.4%		16		4		2	
	Other	2.7%		7		2		1	
	All Modes	100.0%		249	100	67	27	25	10

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: SIT-DOWN RESTAURANT (NON-WORK TRIPS)

Proposed Size:		31,116 sq.ft. (includes 60% occupancy factor for Assembly Use)					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	200.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4]	2.2	10.0% [6]	20.0	
Total Person Trips:	6,223 person-trips	Total Person-trips:		67		622	
Non-Work Trips [2]:	96%	5,974 person-trips	Non-Work Person-trips:	0% [5]	0	96% [2]	597

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	183	109	0	0	18	11
	Transit	18.1%		135		0		14	
	Walk	53.2%		397		0		40	
	Other	4.2%		31		0		3	
	All Modes	100.0%		747	109	0	0	75	11
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	224	144	0	0	22	14
	Transit	22.9%		109		0		11	
	Walk	26.1%		125		0		12	
	Other	4.1%		20		0		2	
	All Modes	100.0%		478	144	0	0	48	14
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	1,175	575	0	0	118	58
	Transit	10.9%		225		0		22	
	Walk	30.2%		622		0		62	
	Other	1.9%		39		0		4	
	All Modes	100.0%		2,061	575	0	0	206	58
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	157	91	0	0	16	9
	Transit	18.8%		45		0		4	
	Walk	12.3%		29		0		3	
	Other	3.3%		8		0		1	
	All Modes	100.0%		239	91	0	0	24	9
East Bay 7.0%	Auto	46.0%	2.11	192	91	0	0	19	9
	Transit	20.9%		87		0		9	
	Walk	31.4%		131		0		13	
	Other	1.7%		7		0		1	
	All Modes	100.0%		418	91	0	0	42	9
North Bay 3.5%	Auto	57.9%	1.82	121	67	0	0	12	7
	Transit	16.1%		34		0		3	
	Walk	24.4%		51		0		5	
	Other	1.6%		3		0		0	
	All Modes	100.0%		209	67	0	0	21	7
South Bay 8.5%	Auto	80.5%	2.28	409	179	0	0	41	18
	Transit	11.5%		58		0		6	
	Walk	6.4%		33		0		3	
	Other	1.6%		8		0		1	
	All Modes	100.0%		508	179	0	0	51	18
Out of Region 22.0%	Auto	39.5%	2.73	519	190	0	0	52	19
	Transit	9.4%		123		0		12	
	Walk	27.3%		359		0		36	
	Other	23.8%		313		0		31	
	All Modes	100.0%		1,314	190	0	0	131	19
All Origins 100.0%	Auto	49.9%	2.06	2,982	1,448	0	0	298	145
	Transit	13.7%		817		0		82	
	Walk	29.2%		1,747		0		175	
	Other	7.2%		429		0		43	
	All Modes	100.0%		5,974	1,448	0	0	597	145

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Sit-down)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] 100% of all restaurant trips occurring before 9 AM are assumed to be work trips

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: QUICK SERVICE RESTAURANT (WORK TRIPS)

Proposed Size:		37,604 sq.ft.			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4] 6.5	10.0% [6] 60.0	
Total Person Trips:	22,562 person-trips	Total Person-trips:	244	2,256	
Work Trips [2]:	4%	902 person-trips	4% [5] 10	4% [2] 90	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	26	20	0	0	3	2
	Transit	34.7%		33		0		3	
	Walk	35.8%		34		0		3	
	Other	2.7%		3		0		0	
	All Modes	100.0%		95	20	1	0	10	2
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	51	41	1	0	5	4
	Transit	49.1%		55		1		6	
	Walk	3.7%		4		0		0	
	Other	1.6%		2		0		0	
	All Modes	100.0%		113	41	1	0	11	4
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	95	75	1	1	9	7
	Transit	34.6%		64		1		6	
	Walk	10.4%		19		0		2	
	Other	3.6%		7		0		1	
	All Modes	100.0%		185	75	2	1	18	7
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	48	32	1	0	5	3
	Transit	40.9%		35		0		4	
	Walk	0.0%		0		0		0	
	Other	3.4%		3		0		0	
	All Modes	100.0%		86	32	1	0	9	3
East Bay 18.4%	Auto	50.9%	2.13	84	40	1	0	8	4
	Transit	46.4%		77		1		8	
	Walk	0.0%		0		0		0	
	Other	2.8%		5		0		0	
	All Modes	100.0%		166	40	2	0	17	4
North Bay 5.9%	Auto	69.1%	1.53	36	24	0	0	4	2
	Transit	28.6%		15		0		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		53	24	1	0	5	2
South Bay 20.6%	Auto	77.9%	1.15	145	125	2	1	14	13
	Transit	19.9%		37		0		4	
	Walk	0.0%		0		0		0	
	Other	2.2%		4		0		0	
	All Modes	100.0%		186	125	2	1	19	13
Out of Region 2.2%	Auto	55.9%	1.54	11	7	0	0	1	1
	Transit	41.5%		8		0		1	
	Walk	0.0%		0		0		0	
	Other	2.6%		1		0		0	
	All Modes	100.0%		19	7	0	0	2	1
All Origins 100.0%	Auto	55.0%	1.36	496	364	5	4	50	36
	Transit	36.0%		324		4		32	
	Walk	6.4%		57		1		6	
	Other	2.7%		24		0		2	
	All Modes	100.0%		902	364	10	4	90	36

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

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

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: QUICK SERVICE RESTAURANT (NON-WORK TRIPS)

Proposed Size:		37,604 sq.ft.			
DAILY		AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1000 sq.ft.	Person-trip Gen Rate:	1.1% [4] 6.5	10.0% [6] 60.0	
Total Person Trips:	22,562 person-trips	Total Person-trips:	244	2,256	
Non-Work Trips [2]:	96%	21,660 person-trips	96% [5] 234	96% [2] 2,166	

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 12.5%	Auto	24.6%	1.68	665	396	7	4	66	40
	Transit	18.1%		491		5		49	
	Walk	53.2%		1,439		16		144	
	Other	4.2%		112		1		11	
	All Modes	100.0%		2,707	396	29	4	271	40
SF Superdistrict 2 8.0%	Auto	47.0%	1.55	814	524	9	6	81	52
	Transit	22.9%		396		4		40	
	Walk	26.1%		452		5		45	
	Other	4.1%		71		1		7	
	All Modes	100.0%		1,733	524	19	6	173	52
SF Superdistrict 3 34.5%	Auto	57.0%	2.04	4,261	2,086	46	23	426	209
	Transit	10.9%		816		9		82	
	Walk	30.2%		2,254		24		225	
	Other	1.9%		143		2		14	
	All Modes	100.0%		7,473	2,086	81	23	747	209
SF Superdistrict 4 4.0%	Auto	65.7%	1.72	569	331	6	4	57	33
	Transit	18.8%		163		2		16	
	Walk	12.3%		106		1		11	
	Other	3.3%		28		0		3	
	All Modes	100.0%		866	331	9	4	87	33
East Bay 7.0%	Auto	46.0%	2.11	698	331	8	4	70	33
	Transit	20.9%		317		3		32	
	Walk	31.4%		477		5		48	
	Other	1.7%		25		0		3	
	All Modes	100.0%		1,516	331	16	4	152	33
North Bay 3.5%	Auto	57.9%	1.82	439	242	5	3	44	24
	Transit	16.1%		122		1		12	
	Walk	24.4%		185		2		18	
	Other	1.6%		12		0		1	
	All Modes	100.0%		758	242	8	3	76	24
South Bay 8.5%	Auto	80.5%	2.28	1,482	650	16	7	148	65
	Transit	11.5%		211		2		21	
	Walk	6.4%		119		1		12	
	Other	1.6%		30		0		3	
	All Modes	100.0%		1,841	650	20	7	184	65
Out of Region 22.0%	Auto	39.5%	2.73	1,883	691	20	7	188	69
	Transit	9.4%		446		5		45	
	Walk	27.3%		1,302		14		130	
	Other	23.8%		1,134		12		113	
	All Modes	100.0%		4,765	691	52	7	477	69
All Origins 100.0%	Auto	49.9%	2.06	10,810	5,250	117	57	1,081	525
	Transit	13.7%		2,962		32		296	
	Walk	29.2%		6,333		68		633	
	Other	7.2%		1,555		17		155	
	All Modes	100.0%		21,660	5,250	234	57	2,166	525

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Restaurant Composite Rate)

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

[3] SF Guidelines Appendix E - Average from Tables E-10 Visitor Trips to SD1 (Retail) and E-14 Visitor Trips to SD3 (Retail)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] Based on ITE and SANDAG data

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: CHILD CARE (WORK TRIPS)

Proposed Size:		15,000 sq.ft.			
DAILY					
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	1,005 person-trips	Total Person-trips:		179	181
Work Trips [2]:	20%	201 person-trips	Work Person-trips:	17% [5]	30
				17% [6]	31

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	6	4	1	1	1	1
	Transit	34.7%		7		1		1	
	Walk	35.8%		8		1		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		21	4	3	1	3	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	11	9	2	1	2	1
	Transit	49.1%		12		2		2	
	Walk	3.7%		1		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		25	9	4	1	4	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	21	17	3	3	3	3
	Transit	34.6%		14		2		2	
	Walk	10.4%		4		1		1	
	Other	3.6%		1		0		0	
	All Modes	100.0%		41	17	6	3	6	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	11	7	2	1	2	1
	Transit	40.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		19	7	3	1	3	1
East Bay 18.4%	Auto	50.9%	2.13	19	9	3	1	3	1
	Transit	46.4%		17		3		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		1		0		0	
	All Modes	100.0%		37	9	6	1	6	1
North Bay 5.9%	Auto	69.1%	1.53	8	5	1	1	1	1
	Transit	28.6%		3		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		12	5	2	1	2	1
South Bay 20.6%	Auto	77.9%	1.15	32	28	5	4	5	4
	Transit	19.9%		8		1		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		41	28	6	4	6	4
Out of Region 2.2%	Auto	55.9%	1.54	2	2	0	0	0	0
	Transit	41.5%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		4	2	1	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	110	81	17	12	17	12
	Transit	36.0%		72		11		11	
	Walk	6.4%		13		2		2	
	Other	2.7%		5		1		1	
	All Modes	100.0%		201	81	30	12	31	12

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)

[2] SF Guidelines, Appendix C - Table C-2 (Government Office)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: CHILD CARE (NON-WORK TRIPS)

Proposed Size:		15,000 sq.ft.			
DAILY					
Person-trip Generation Rate [1]:	67.0 trips/1000 sq.ft.	Person-trip Gen Rate:	17.8% [4]	11.9	18.0% [1]
Total Person Trips:	1,005 person-trips	Total Person-trips:		179	181
Non-Work Trips [2]:	80%	804 person-trips	Non-Work Person-trips:	83% [5]	148
				83% [6]	150

Percent of Origin Distribution [7]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	1.68	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	1.55	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.04	342	168	63	31	64	31
	Transit	25.0%		201		37		38	
	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	168	148	31	150	31
SF Superdistrict 4 0.0%	Auto	55.0%	1.72	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.11	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.82	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.28	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.73	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.04	342	168	63	31	64	31
	Transit	25.0%		201		37		38	
	Walk	23.6%		190		35		35	
	Other	8.9%		71		13		13	
	All Modes	100.0%		804	168	148	31	150	31

Notes:

[1] SF Guidelines, Appendix C - Table C-1 (Daycare Centers)

[2] SF Guidelines, Appendix C - Table C-2 (Government Office)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Adapted from ITE Trip Generation Report, 9th Edition (2012), in combination with SF Guidelines

[5] The AM Peak Hour % of work/non-work trips are assumed to be the same as the PM Peak Hour % shown in Table C-2 of the SF Guidelines

[6] SF Guidelines, Appendix C - Table C-2 (Opposite percentages to Government Office)

[7] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: LIBRARY (WORK TRIPS)

Proposed Size:		10,000 sq.ft.			
DAILY					
Person-trip Generation Rate [1]:		195.0 trips/1000 sq.ft.	AM PEAK HOUR		PM PEAK HOUR
Total Person Trips:		1,950 person-trips	Person-trip Gen Rate: 2.0% [4] 3.9		16.2% [1] 31.5
			Total Person-trips: 39		315
Work Trips [1]: 3%		49 person-trips	Work Person-trips: 4% [2] 1		4% [1] 11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	1	1	0	0	0	0
	Transit	34.7%		2		0		0	
	Walk	35.8%		2		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		5	1	0	0	1	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	3	2	0	0	1	1
	Transit	49.1%		3		0		1	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		6	2	0	0	1	1
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	5	4	0	0	1	1
	Transit	34.6%		3		0		1	
	Walk	10.4%		1		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		10	4	0	0	2	1
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	3	2	0	0	1	0
	Transit	40.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		5	2	0	0	1	0
East Bay 18.4%	Auto	50.9%	2.13	5	2	0	0	1	0
	Transit	46.4%		4		0		1	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		9	2	0	0	2	0
North Bay 5.9%	Auto	69.1%	1.53	2	1	0	0	0	0
	Transit	28.6%		1		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		3	1	0	0	1	0
South Bay 20.6%	Auto	77.9%	1.15	8	7	0	0	2	2
	Transit	19.9%		2		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		10	7	0	0	2	2
Out of Region 2.2%	Auto	55.9%	1.54	1	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		1	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	27	20	1	1	6	4
	Transit	36.0%		18		0		4	
	Walk	6.4%		3		0		1	
	Other	2.7%		1		0		0	
	All Modes	100.0%		49	20	1	1	11	4

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.09681, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: LIBRARY (NON-WORK TRIPS)

Proposed Size:		10,000 sq.ft.					
DAILY				AM PEAK HOUR		PM PEAK HOUR	
Person-trip Generation Rate [1]:	195.0 trips/1000 sq.ft.	Person-trip Gen Rate:	2.0% [4]	3.9	16.2% [1]	31.5	
Total Person Trips:	1,950 person-trips	Total Person-trips:		39		315	
Non-Work Trips [1]:	98%	1,901 person-trips	Non-Work Person-trips:	97% [2]	38	97% [1]	304

Percent of Origin Distribution [6]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 0.0%	Auto	21.5%	2.12	0	0	0	0	0	0
	Transit	17.9%		0		0		0	
	Walk	53.4%		0		0		0	
	Other	7.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 0.0%	Auto	50.3%	2.00	0	0	0	0	0	0
	Transit	24.8%		0		0		0	
	Walk	14.6%		0		0		0	
	Other	10.5%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53
SF Superdistrict 4 0.0%	Auto	55.0%	2.25	0	0	0	0	0	0
	Transit	24.5%		0		0		0	
	Walk	12.4%		0		0		0	
	Other	8.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 0.0%	Auto	56.9%	2.51	0	0	0	0	0	0
	Transit	27.1%		0		0		0	
	Walk	14.8%		0		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 0.0%	Auto	75.9%	1.95	0	0	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 0.0%	Auto	79.2%	2.34	0	0	0	0	0	0
	Transit	12.8%		0		0		0	
	Walk	6.9%		0		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 0.0%	Auto	40.6%	2.64	0	0	0	0	0	0
	Transit	23.7%		0		0		0	
	Walk	24.2%		0		0		0	
	Other	11.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	42.6%	2.42	810	334	16	7	129	53
	Transit	25.0%		475		9		76	
	Walk	23.6%		448		9		72	
	Other	8.9%		168		3		27	
	All Modes	100.0%		1,901	334	38	7	304	53

Notes:

[1] Based on count data collected at the North Beach Library in San Francisco; Case No. 2008.09681, ESA August 2009.

[2] Assumes same percentage as the PM Peak Hour.

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #590 (Library) and SANDAG.

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

[6] Assumes local trips

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: COMMUNITY CENTER (WORK TRIPS)

Proposed Size:		75,938 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4] 4.8 13.4% [1] 10.7
Total Person Trips:	6,075 person-trips	Total Person-trips:	368 815
Work Trips [2]:	5% 304 person-trips	Work Person-trips:	5% [5] 18 5% [5] 41

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	9	7	1	0	1	1
	Transit	34.7%		11		1		1	
	Walk	35.8%		11		1		2	
	Other	2.7%		1		0		0	
	All Modes	100.0%		32	7	2	0	4	1
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	17	14	1	1	2	2
	Transit	49.1%		19		1		3	
	Walk	3.7%		1		0		0	
	Other	1.6%		1		0		0	
	All Modes	100.0%		38	14	2	1	5	2
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	32	25	2	2	4	3
	Transit	34.6%		22		1		3	
	Walk	10.4%		6		0		1	
	Other	3.6%		2		0		0	
	All Modes	100.0%		62	25	4	2	8	3
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	16	11	1	1	2	1
	Transit	40.9%		12		1		2	
	Walk	0.0%		0		0		0	
	Other	3.4%		1		0		0	
	All Modes	100.0%		29	11	2	1	4	1
East Bay 18.4%	Auto	50.9%	2.13	28	13	2	1	4	2
	Transit	46.4%		26		2		3	
	Walk	0.0%		0		0		0	
	Other	2.8%		2		0		0	
	All Modes	100.0%		56	13	3	1	7	2
North Bay 5.9%	Auto	69.1%	1.53	12	8	1	0	2	1
	Transit	28.6%		5		0		1	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		18	8	1	0	2	1
South Bay 20.6%	Auto	77.9%	1.15	49	42	3	3	7	6
	Transit	19.9%		12		1		2	
	Walk	0.0%		0		0		0	
	Other	2.2%		1		0		0	
	All Modes	100.0%		63	42	4	3	8	6
Out of Region 2.2%	Auto	55.9%	1.54	4	2	0	0	0	0
	Transit	41.5%		3		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		7	2	0	0	1	0
All Origins 100.0%	Auto	55.0%	1.36	167	122	10	7	22	16
	Transit	36.0%		109		7		15	
	Walk	6.4%		19		1		3	
	Other	2.7%		8		0		1	
	All Modes	100.0%		304	122	18	7	41	16

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: COMMUNITY CENTER (NON-WORK TRIPS)

Proposed Size:		75,938 sq.ft.	
DAILY			
Person-trip Generation Rate [1]:	80.0 trips/1000 sq.ft.	Person-trip Gen Rate:	6.1% [4] 4.8 13.4% [1] 10.7
Total Person Trips:	6,075 person-trips	Total Person-trips:	368 815
Non-Work Trips [2]:	95% 5,771 person-trips	Non-Work Person-trips:	95% [5] 350 95% [5] 774

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	217	102	13	6	29	14
	Transit	17.9%		181		11		24	
	Walk	53.4%		539		33		72	
	Other	7.2%		73		4		10	
	All Modes	100.0%		1,010	102	61	6	136	14
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	406	203	25	12	54	27
	Transit	24.8%		200		12		27	
	Walk	14.6%		118		7		16	
	Other	10.5%		84		5		11	
	All Modes	100.0%		808	203	49	12	108	27
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	700	289	42	18	94	39
	Transit	25.0%		411		25		55	
	Walk	23.6%		388		24		52	
	Other	8.9%		146		9		20	
	All Modes	100.0%		1,645	289	100	18	221	39
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	222	99	13	6	30	13
	Transit	24.5%		99		6		13	
	Walk	12.4%		50		3		7	
	Other	8.2%		33		2		4	
	All Modes	100.0%		404	99	24	6	54	13
East Bay 10.0%	Auto	56.9%	2.51	328	131	20	8	44	18
	Transit	27.1%		156		9		21	
	Walk	14.8%		85		5		11	
	Other	1.3%		7		0		1	
	All Modes	100.0%		577	131	35	8	77	18
North Bay 3.0%	Auto	75.9%	1.95	131	67	8	4	18	9
	Transit	8.0%		14		1		2	
	Walk	13.2%		23		1		3	
	Other	2.9%		5		0		1	
	All Modes	100.0%		173	67	10	4	23	9
South Bay 8.0%	Auto	79.2%	2.34	366	157	22	9	49	21
	Transit	12.8%		59		4		8	
	Walk	6.9%		32		2		4	
	Other	1.1%		5		0		1	
	All Modes	100.0%		462	157	28	9	62	21
Out of Region 12.0%	Auto	40.6%	2.64	281	107	17	6	38	14
	Transit	23.7%		164		10		22	
	Walk	24.2%		168		10		23	
	Other	11.4%		79		5		11	
	All Modes	100.0%		693	107	42	6	93	14
All Origins 100.0%	Auto	46.0%	2.30	2,652	1,154	161	70	356	155
	Transit	22.3%		1,284		78		172	
	Walk	24.3%		1,403		85		188	
	Other	7.5%		432		26		58	
	All Modes	100.0%		5,771	1,154	350	70	774	155

Notes:

[1] Based on count data collected at the Gene Friend Recreation Center in San Francisco; Advant Consulting/LCW Consulting, November 2017.

[2] Estimated based on an average of 3 daily trips per employee

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] Based on ITE land use #495 (Community Center)

[5] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: OPEN SPACE (WORK TRIPS)

Proposed Size:		6.3 Acres					
DAILY				AM PEAK HOUR	PM PEAK HOUR		
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [1]	2.6	9.0% [1]	1.8	
Total Person Trips:	126 person-trips	Total Person-trips:		16		11	
Work Trips [2]:	1%	1 person-trips	Work Person-trips:	1% [4]	0	1% [4]	0

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [3]	Average Vehicle Occupancy [3]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 10.6%	Auto	26.8%	1.29	0	0	0	0	0	0
	Transit	34.7%		0		0		0	
	Walk	35.8%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 2 12.5%	Auto	45.6%	1.25	0	0	0	0	0	0
	Transit	49.1%		0		0		0	
	Walk	3.7%		0		0		0	
	Other	1.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 3 20.5%	Auto	51.3%	1.26	0	0	0	0	0	0
	Transit	34.6%		0		0		0	
	Walk	10.4%		0		0		0	
	Other	3.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
SF Superdistrict 4 9.6%	Auto	55.8%	1.50	0	0	0	0	0	0
	Transit	40.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	3.4%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
East Bay 18.4%	Auto	50.9%	2.13	0	0	0	0	0	0
	Transit	46.4%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.8%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
North Bay 5.9%	Auto	69.1%	1.53	0	0	0	0	0	0
	Transit	28.6%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
South Bay 20.6%	Auto	77.9%	1.15	0	0	0	0	0	0
	Transit	19.9%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.2%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
Out of Region 2.2%	Auto	55.9%	1.54	0	0	0	0	0	0
	Transit	41.5%		0		0		0	
	Walk	0.0%		0		0		0	
	Other	2.6%		0		0		0	
	All Modes	100.0%		0	0	0	0	0	0
All Origins 100.0%	Auto	55.0%	1.36	1	1	0	0	0	0
	Transit	36.0%		0		0		0	
	Walk	6.4%		0		0		0	
	Other	2.7%		0		0		0	
	All Modes	100.0%		1	1	0	0	0	0

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-3 Work Trips to SD1 (All) and E-5 Work Trips to SD3 (All)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

Potrero Power Station Mixed-Use Development Project

Maximum Commercial Scenario

LAND USE: OPEN SPACE (NON-WORK TRIPS)

Proposed Size:		6.3 Acres					
DAILY		AM PEAK HOUR		PM PEAK HOUR			
Person-trip Generation Rate [1]:	20.0 trips/acre	Person-trip Gen Rate:	13.0% [5]	2.6	9.0% [1]	1.8	
Total Person Trips:	126 person-trips	Total Person-trips:		16		11	
Non-Work Trips [2]:	99%	125 person-trips	Non-Work Person-trips:	99% [6]	16	99% [2]	11

Percent of Origin Distribution [3]	Mode of Travel	Percent Distribution [4]	Average Vehicle Occupancy [4]	Daily		AM Peak Hour		PM Peak Hour	
				Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
SF Superdistrict 1 17.5%	Auto	21.5%	2.12	5	2	1	0	0	0
	Transit	17.9%		4		1		0	
	Walk	53.4%		12		2		1	
	Other	7.2%		2		0		0	
	All Modes	100.0%		22	2	3	0	2	0
SF Superdistrict 2 14.0%	Auto	50.3%	2.00	9	4	1	1	1	0
	Transit	24.8%		4		1		0	
	Walk	14.6%		3		0		0	
	Other	10.5%		2		0		0	
	All Modes	100.0%		17	4	2	1	2	0
SF Superdistrict 3 28.5%	Auto	42.6%	2.42	15	6	2	1	1	1
	Transit	25.0%		9		1		1	
	Walk	23.6%		8		1		1	
	Other	8.9%		3		0		0	
	All Modes	100.0%		36	6	5	1	3	1
SF Superdistrict 4 7.0%	Auto	55.0%	2.25	5	2	1	0	0	0
	Transit	24.5%		2		0		0	
	Walk	12.4%		1		0		0	
	Other	8.2%		1		0		0	
	All Modes	100.0%		9	2	1	0	1	0
East Bay 10.0%	Auto	56.9%	2.51	7	3	1	0	1	0
	Transit	27.1%		3		0		0	
	Walk	14.8%		2		0		0	
	Other	1.3%		0		0		0	
	All Modes	100.0%		12	3	2	0	1	0
North Bay 3.0%	Auto	75.9%	1.95	3	1	0	0	0	0
	Transit	8.0%		0		0		0	
	Walk	13.2%		0		0		0	
	Other	2.9%		0		0		0	
	All Modes	100.0%		4	1	0	0	0	0
South Bay 8.0%	Auto	79.2%	2.34	8	3	1	0	1	0
	Transit	12.8%		1		0		0	
	Walk	6.9%		1		0		0	
	Other	1.1%		0		0		0	
	All Modes	100.0%		10	3	1	0	1	0
Out of Region 12.0%	Auto	40.6%	2.64	6	2	1	0	1	0
	Transit	23.7%		4		0		0	
	Walk	24.2%		4		0		0	
	Other	11.4%		2		0		0	
	All Modes	100.0%		15	2	2	0	1	0
All Origins 100.0%	Auto	46.0%	2.30	57	25	7	3	5	2
	Transit	22.3%		28		4		2	
	Walk	24.3%		30		4		3	
	Other	7.5%		9		1		1	
	All Modes	100.0%		125	25	16	3	11	2

Notes:

[1] Traffic Generators, San Diego Association of Governments, 2002 (Regional Park)

[2] Mission Bay FSEIR estimated 1 employee per acre; assuming 2 daily trips per employee it means 10% work trips (1 x 2 / 20 = 0.1)

[3] SF Guidelines Appendix E - Average from Tables E-11 Visitor Trips to SD1 (All Other) and E-15 Visitor Trips to SD3 (All Other)

[4] The AM and PM Peak Hour % of work/non-work trips are assumed to be the same as the daily percentages

APPENDIX F

PARKING DEMAND

RESIDENTIAL PARKING RATE CALCULATIONS

Potrero Power Station Mixed-Use Development Project
Residential Parking Rate Estimation

Concept	Studio/ 1- bed	2+ Beds	Combined	
Size of proposed project	1,547	1,135	2,682	units
Std parking rate	1.10	1.50	1.27	spaces per unit
Std parking demand	1,702	1,703	3,404	spaces
Daily vehicle trips	2,918	2,854	5,772	
Non work auto trip %	67%	67%	67%	
Non work vehicle trips	1,955	1,912	3,867	
Parking demand (vehicles)	977	956	1,934	spaces
Calculated parking rate	0.63	0.84	0.72	spaces per unit

POTRERO POWER STATION – PROPOSED PROJECT

Potrero Power Station Mixed-Use Development Project
Proposed Project

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,157	553	87	298	2,364	1,226	3,883	0	75	895	23	10,562
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.1
Peak short-term demand (spaces)				106	51	8	28	108	112	353	1	7	82	3	859
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	97%
Total short-term demand (spaces)				106	51	8	28	108	84	353	1	7	82	3	831
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	963	1,022	176												2,161
% of peak demand during period (ULI)	70%	70%	60%												69%
<i>Subtotal long-term demand (spaces)</i>	<i>675</i>	<i>716</i>	<i>106</i>												<i>1,497</i>
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			97	2,166	1,594	163	31	123	89	107	43	12	97	1	4,523
% of employees who drive			59%	57%	57%	57%	57%	57%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			57	1,235	909	93	18	70	50	62	24	6	56	0	2,582
Average employee vehicle occupancy			1.39	1.38	1.38	1.38	1.38	1.38	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			42	897	660	68	13	52	37	46	18	5	41	1	1,880
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
<i>Subtotal long-term demand (spaces)</i>	<i>42</i>	<i>897</i>	<i>660</i>	<i>68</i>	<i>13</i>	<i>52</i>	<i>34</i>	<i>46</i>	<i>18</i>	<i>5</i>	<i>41</i>	<i>1</i>	<i>1</i>	<i>1,877</i>	
Total long-term demand (spaces)	675	716	148	897	660	68	13	52	34	46	18	5	41	1	3,374
TOTAL PARKING DEMAND (spaces)	675	716	148	1,003	711	76	41	160	118	399	19	12	123	4	4,205
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,157	553	87	298	2,364	1,226	3,883	0	75	895	23	10,562
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.1
Peak short-term demand (spaces)				106	51	8	28	108	112	353	1	7	82	3	859
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	63%
Total short-term demand (spaces)				6	3	1	26	98	112	283	-	1	9	2	541
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	963	1,022	176												2,161
% of peak demand during period (ULI)	100%	100%	90%												99%
<i>Subtotal long-term demand (spaces)</i>	<i>963</i>	<i>1,022</i>	<i>159</i>												<i>2,144</i>
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			97	2,166	1,594	163	31	123	89	107	43	12	97	1	4,523
% of employees who drive			59%	57%	57%	57%	57%	57%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			57	1,235	909	93	18	70	50	62	24	6	56	0	2,582
Average employee vehicle occupancy			1.39	1.38	1.38	1.38	1.38	1.38	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			42	897	660	68	13	52	37	46	18	5	41	1	1,880
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	17%
<i>Subtotal long-term demand (spaces)</i>	<i>9</i>	<i>90</i>	<i>66</i>	<i>7</i>	<i>13</i>	<i>52</i>	<i>37</i>	<i>42</i>	<i>1</i>	<i>1</i>	<i>5</i>	<i>1</i>	<i>1</i>	<i>324</i>	
Total long-term demand (spaces)	963	1,022	168	90	66	7	13	52	37	42	1	1	5	1	2,468
TOTAL PARKING DEMAND (spaces)	963	1,022	168	96	69	8	39	150	149	325	1	2	14	3	3,009

POTRERO POWER STATION – SCENARIO A

Potrero Power Station Mixed-Use Development Project
Maximum Residential Scenario

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				801	542	86	268	2,121	1,152	3,742	3	75	895	23	9,708
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.1
Peak short-term demand (spaces)				73	50	8	25	97	105	341	1	7	82	3	792
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	97%
Total short-term demand (spaces)				73	50	8	25	97	79	341	1	7	82	3	766
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	1,082	1,149	-												2,231
% of peak demand during period (ULI)	70%	70%	60%												70%
Subtotal long-term demand (spaces)	758	805	-												1,563
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			-	1,529	1,594	163	31	123	89	107	43	12	97	1	3,789
% of employees who drive			0%	57%	57%	57%	58%	58%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			-	876	913	93	18	72	51	63	24	6	56	0	2,172
Average employee vehicle occupancy			-	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.36	1.36	1.38	1.37	1.38
Peak parking demand (spaces)			-	635	662	68	13	52	37	46	18	5	41	1	1,578
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
Subtotal long-term demand (spaces)			-	635	662	68	13	52	34	46	18	5	41	1	1,575
Total long-term demand (spaces)	758	805	-	635	662	68	13	52	34	46	18	5	41	1	3,138
TOTAL PARKING DEMAND (spaces)	758	805	-	708	712	76	38	149	113	387	19	12	123	4	3,904
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				801	542	86	268	2,121	1,152	3,742	3	75	895	23	9,708
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.1
Peak short-term demand (spaces)				73	50	8	25	97	105	341	1	7	82	3	792
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	64%
Total short-term demand (spaces)				4	3	1	23	88	105	273	-	1	9	2	509
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	1,082	1,149	-												2,231
% of peak demand during period (ULI)	100%	100%	90%												100%
Subtotal long-term demand (spaces)	1,082	1,149	-												2,231
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			-	1,529	1,594	163	31	123	89	107	43	12	97	1	3,789
% of employees who drive			0%	57%	57%	57%	58%	58%	57%	58%	55%	55%	58%	56%	57%
Number of employees who drive			-	876	913	93	18	72	51	63	24	6	56	0	2,172
Average employee vehicle occupancy			-	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.36	1.36	1.38	1.37	1.38
Peak parking demand (spaces)			-	635	662	68	13	52	37	46	18	5	41	1	1,578
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	18%
Subtotal long-term demand (spaces)			-	64	67	7	13	52	37	42	1	1	5	1	290
Total long-term demand (spaces)	1,082	1,149	-	64	67	7	13	52	37	42	1	1	5	1	2,521
TOTAL PARKING DEMAND (spaces)	1,082	1,149	-	68	70	8	36	140	142	315	1	2	14	3	3,030

POTRERO POWER STATION – SCENARIO B

Potrero Power Station Mixed-Use Development Project
Maximum Commercial Scenario

PARKING DEMAND	Studio / 1-bed units	2 or more bed units	Hotel	Office	R&D	PDR	General Retail	Supermarket	Sit-down Restaurant	Quick-Serv. Restaurant	Childcare	Library	Community Center	Open Space	Total Development
Midday Period (Noon to 2 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,674	587	93	298	2,364	1,226	3,883	3	75	895	23	11,121
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.1
Peak short-term demand (spaces)				153	54	9	28	108	112	353	1	7	82	3	910
% of peak demand during period (ULI)				100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	97%
Total short-term demand (spaces)				153	54	9	28	108	84	353	1	7	82	3	882
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	877	930	176												1,983
% of peak demand during period (ULI)	70%	70%	60%												69%
<i>Subtotal long-term demand (spaces)</i>	<i>614</i>	<i>651</i>	<i>106</i>												<i>1,371</i>
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			97	2,950	1,594	163	31	123	89	107	43	12	97	1	5,308
% of employees who drive			59%	56%	56%	56%	57%	57%	57%	58%	55%	55%	58%	56%	56%
Number of employees who drive			57	1,661	898	92	18	70	50	62	24	6	56	0	2,995
Average employee vehicle occupancy			1.39	1.37	1.37	1.37	1.38	1.38	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			42	1,210	654	67	13	52	37	46	18	5	41	1	2,186
% of peak demand during period (ULI)			100%	100%	100%	100%	100%	100%	90%	100%	100%	100%	100%	100%	100%
<i>Subtotal long-term demand (spaces)</i>			<i>42</i>	<i>1,210</i>	<i>654</i>	<i>67</i>	<i>13</i>	<i>52</i>	<i>34</i>	<i>46</i>	<i>18</i>	<i>5</i>	<i>41</i>	<i>1</i>	<i>2,183</i>
Total long-term demand (spaces)	614	651	148	1,210	654	67	13	52	34	46	18	5	41	1	3,554
TOTAL PARKING DEMAND (spaces)	614	651	148	1,363	708	76	41	160	118	399	19	12	123	4	4,436
Evening Period (7 PM to 9 PM) Peak Parking Demand															
SHORT-TERM DEMAND															
Daily visitors vehicle trips				1,674	587	93	298	2,364	1,226	3,883	3	75	895	23	11,121
Turnover rate (vehicles per space)				5.5	5.5	5.5	5.5	11.0	5.5	5.5	5.5	5.5	5.5	5.5	6.1
Peak short-term demand (spaces)				153	54	9	28	108	112	353	1	7	82	3	910
% of peak demand during period (ULI)				5%	5%	5%	90%	90%	100%	80%	0%	5%	10%	50%	60%
Total short-term demand (spaces)				8	3	1	26	98	112	283	-	1	9	2	543
LONG-TERM DEMAND															
Residential/Hotel Demand															
Percentage of affordable residential units	18%	18%													
Peak parking demand (spaces per unit/hotel room)	0.62	0.90	0.80												
Peak parking demand (spaces)	877	930	176												1,983
% of peak demand during period (ULI)	100%	100%	90%												99%
<i>Subtotal long-term demand (spaces)</i>	<i>877</i>	<i>930</i>	<i>159</i>												<i>1,966</i>
Employee Demand															
Average gsf, rooms or acres per daytime employee			2.3	276	405	276	350	350	350	350	345	850	780	10	
Number of daytime employees			97	2,950	1,594	163	31	123	89	107	43	12	97	1	5,308
% of employees who drive			59%	56%	56%	56%	57%	57%	57%	58%	55%	55%	58%	56%	56%
Number of employees who drive			57	1,661	898	92	18	70	50	62	24	6	56	0	2,995
Average employee vehicle occupancy			1.39	1.37	1.37	1.37	1.38	1.38	1.37	1.38	1.36	1.36	1.38	1.37	1.37
Peak parking demand (spaces)			42	1,210	654	67	13	52	37	46	18	5	41	1	2,186
% of peak demand during period (ULI)			20%	10%	10%	10%	100%	100%	100%	90%	5%	5%	10%	50%	16%
<i>Subtotal long-term demand (spaces)</i>			<i>9</i>	<i>121</i>	<i>66</i>	<i>7</i>	<i>13</i>	<i>52</i>	<i>37</i>	<i>42</i>	<i>1</i>	<i>1</i>	<i>5</i>	<i>1</i>	<i>355</i>
Total long-term demand (spaces)	877	930	168	121	66	7	13	52	37	42	1	1	5	1	2,321
TOTAL PARKING DEMAND (spaces)	877	930	168	129	69	8	39	150	149	325	1	2	14	3	2,864

APPENDIX G

LOADING DEMAND

Potrero Power Station Mixed-Use Development Truck and Service Vehicle Loading Demand

Land Use	Gross Square Feet	Truck Trip Generation Ratio (R)	Daily Trucks/ Service Vehicles	Loading Space Demand	
				Average Hour	Peak Hour
Proposed Project					
Residential	2,682,427 gsf	0.03	81	3.7	4.7
Hotel	241,574 gsf	0.09	22	1.0	1.3
Office/R&D/PDR	1,288,501 gsf	0.21	271	12.5	15.7
General Retail	10,744 gsf	0.22	2	0.1	0.1
Supermarket (1)	42,975 gsf	1.26	54	3.4	5.0
Restaurant	68,720 gsf	3.60	247	11.5	14.3
Community Facilities	100,938 gsf	0.10	10	0.5	0.6
Total	4,435,879 gsf		687	32.6	41.6
Scenario A - Maximum Residential					
Residential	3,014,376 gsf	0.03	90	4.2	5.2
Hotel	0 gsf	0.09	0	0.0	0.0
Office/R&D/PDR	1,112,730 gsf	0.21	234	10.8	13.5
General Retail	10,744 gsf	0.22	2	0.1	0.1
Supermarket (1)	42,975 gsf	1.26	54	3.4	5.0
Restaurant	68,720 gsf	3.60	247	11.5	14.3
Community Facilities	100,938 gsf	0.10	10	0.5	0.6
Total	4,350,483 gsf		638	30.4	38.8
Scenario B - Maximum Office					
Residential	2,441,667 gsf	0.03	73	3.4	4.2
Hotel	241,574 gsf	0.09	22	1.0	1.3
Office/R&D/PDR	1,505,018 gsf	0.21	316	14.6	18.3
General Retail	10,744 gsf	0.22	2	0.1	0.1
Supermarket (1)	42,975 gsf	1.26	54	3.4	5.0
Restaurant	68,720 gsf	3.60	247	11.5	14.3
Community Facilities	100,938 gsf	0.10	10	0.5	0.6
Total	4,411,636 gsf		725	34.4	43.9

General Loading Demand Equations (SF Guidelines)

$$\begin{aligned} \text{Daily Trips} &= (\text{GSF} / 1,000) * R \\ \text{Average Hour} &= (\text{GSF} / 1,000) * R / 9 / 2.4 \\ \text{Peak Hour} &= (\text{GSF} / 1,000) * (R * 1.25) / 9 / 2.4 \\ R &= \text{Daily truck trip generation per 1,000 gsf of use from Table H-1 in SF Guidelines} \end{aligned}$$

Notes:

- (1) Daily truck trip generation rate and average and peak hour loading space demand based on SF Guidelines for all land uses except Supermarket.
- (2) Supermarket rate based on data in the 2001 Market Street TIS, Final Report, November 2010, Case File No. 2008.0550E. Daily truck trip generation and peak hour and loading hour loading space demand rate developed from surveys of delivery/service vehicles at the Whole Foods Market at 450 Rhode Island Street. Surveys conducted on July 7, 2009. Peak period of truck trip generation for the supermarket occurs between 6 and 11 AM.

APPENDIX H

SYNTHETIC PROJECT SCENARIO DEMAND

Potrero Power Station Mixed-Use Development Project

Table A
Potrero Power Station Transit Person-Trip Generation
by Scenario and Origin/Destination^[a]

Scenario/ Origin/Destination	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
PPS Proposed Project						
Superdistrict 1	207	365	572	372	211	583
Superdistrict 2	136	68	204	117	169	286
Superdistrict 3	113	124	236	154	131	285
Superdistrict 4	89	54	143	80	104	184
East Bay	176	92	268	139	201	340
North Bay	33	17	51	30	43	72
South Bay	132	140	272	187	158	345
Outside of Bay Area	35	15	51	54	73	128
Total All Origins	921	875	1,796	1,134	1,089	2,223
PPS Synthetic Project Scenario (Max Inbound and Max Outbound)						
Superdistrict 1	203	406	608	404	209	613
Superdistrict 2	151	67	218	116	183	299
Superdistrict 3	134	129	263	147	158	305
Superdistrict 4	98	55	153	81	111	193
East Bay	196	92	287	138	219	358
North Bay	37	17	54	30	46	76
South Bay	137	152	289	201	162	363
Outside of Bay Area	39	13	52	53	77	129
Total All Origins	994	932	1,926	1,170	1,164	2,335

PPS Trip Generation 58.xlsx

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Potrero Power Station Mixed-Use Development Project

Table B
Potrero Power Station VehicleTrip Generation
by Scenario and Origin/Destination^[a]

Scenario/ Origin/Destination	Daily			AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
PPS Proposed Project									
Superdistrict 1	1,281	1,281	2,563	159	288	447	293	164	457
Superdistrict 2	1,157	1,157	2,315	114	54	168	109	158	267
Superdistrict 3	1,733	1,733	3,467	112	104	216	165	163	328
Superdistrict 4	767	767	1,534	85	45	130	81	112	193
East Bay	1,048	1,048	2,096	120	86	205	132	151	283
North Bay	601	601	1,201	66	42	108	70	87	157
South Bay	2,272	2,272	4,544	323	207	529	303	379	683
Outside of Bay Area	901	901	1,802	36	22	59	77	94	171
Total All Origins	9,761	9,761	19,522	1,015	848	1,862	1,230	1,310	2,540
PPS Synthetic Project Scenario (Max Inbound and Max Outbound)									
Superdistrict 1	1,217	1,217	2,433	154	321	475	319	160	479
Superdistrict 2	1,221	1,221	2,441	126	54	180	108	169	277
Superdistrict 3	1,862	1,862	3,725	138	108	247	135	196	331
Superdistrict 4	800	800	1,601	93	46	139	82	120	202
East Bay	1,077	1,077	2,153	129	91	219	137	159	296
North Bay	620	620	1,241	72	43	116	72	93	164
South Bay	2,331	2,331	4,662	352	218	570	315	405	720
Outside of Bay Area	926	926	1,852	39	22	61	77	96	173
Total All Origins	10,054	10,054	20,108	1,103	904	2,006	1,245	1,399	2,644

PPS Trip Generation 58.xlsx

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Potrero Power Station Mixed-Use Development Project

Table A
Potrero Power Station Transit Person-Trip Generation
by Scenario and Origin/Destination^(a)

Scenario/ Origin/Destination	AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
PPS Proposed Project						
Superdistrict 1	207	365	572	372	211	583
Superdistrict 2	136	68	204	117	169	286
Superdistrict 3	113	124	236	154	131	285
Superdistrict 4	89	54	143	80	104	184
East Bay	176	92	268	139	201	340
North Bay	33	17	51	30	43	72
South Bay	132	140	272	187	158	345
Outside of Bay Area	35	15	51	54	73	128
Total All Origins	921	875	1,796	1,134	1,089	2,223
PPS Synthetic Project Scenario (Max Inbound and Max Outbound)						
Superdistrict 1	203	406	608	404	209	613
Superdistrict 2	151	67	218	116	183	299
Superdistrict 3	134	129	263	147	158	305
Superdistrict 4	98	55	153	81	111	193
East Bay	196	92	287	138	219	358
North Bay	37	17	54	30	46	76
South Bay	137	152	289	201	162	363
Outside of Bay Area	39	13	52	53	77	129
Total All Origins	994	932	1,926	1,170	1,164	2,335
Pier 70 - Maximum Residential						
Superdistrict 1	303	457	760	459	287	747
Superdistrict 2	232	95	327	147	220	367
Superdistrict 3	226	171	397	216	212	428
Superdistrict 4	146	70	216	95	129	224
East Bay	295	119	414	159	250	409
North Bay	62	25	86	41	60	101
South Bay	199	165	364	216	195	411
Outside of Bay Area	72	30	101	90	117	207
Total All Origins	1,534	1,131	2,665	1,423	1,470	2,893
PPS Proposed Project + Pier 70 Max Res (Combined)						
Superdistrict 1	444	809	1,253	833	476	1,309
Superdistrict 2	300	142	443	261	365	626
Superdistrict 3	211	259	469	335	285	620
Superdistrict 4	198	115	313	175	220	396
East Bay	397	196	593	305	430	735
North Bay	76	37	114	71	97	168
South Bay	296	307	603	418	348	766
Outside of Bay Area	69	25	95	133	173	306
Total All Origins	1,993	1,890	3,882	2,532	2,394	4,926
PPS Project + Pier 70 (PPS Project Contribution)						
Superdistrict 1	180	359	539	373	201	574
Superdistrict 2	111	60	171	116	159	274
Superdistrict 3	70	109	179	140	109	249
Superdistrict 4	75	50	125	80	98	179
East Bay	148	85	234	142	192	334
North Bay	27	15	42	30	40	70
South Bay	118	141	259	194	156	350
Outside of Bay Area	23	9	31	50	67	117
Total All Origins	753	827	1,580	1,125	1,021	2,147
PPS Project + Pier 70 (Pier 70 Contribution)						
Superdistrict 1	264	450	713	460	275	735
Superdistrict 2	189	83	272	145	206	352
Superdistrict 3	141	150	291	195	176	371
Superdistrict 4	123	65	188	95	122	217
East Bay	249	111	359	163	238	401
North Bay	50	22	72	41	57	98
South Bay	178	166	344	224	192	416
Outside of Bay Area	46	17	63	83	106	189
Total All Origins	1,240	1,063	2,302	1,407	1,372	2,780

PPS Trip Generation 45.xlsx

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Potrero Power Station Mixed-Use Development Project

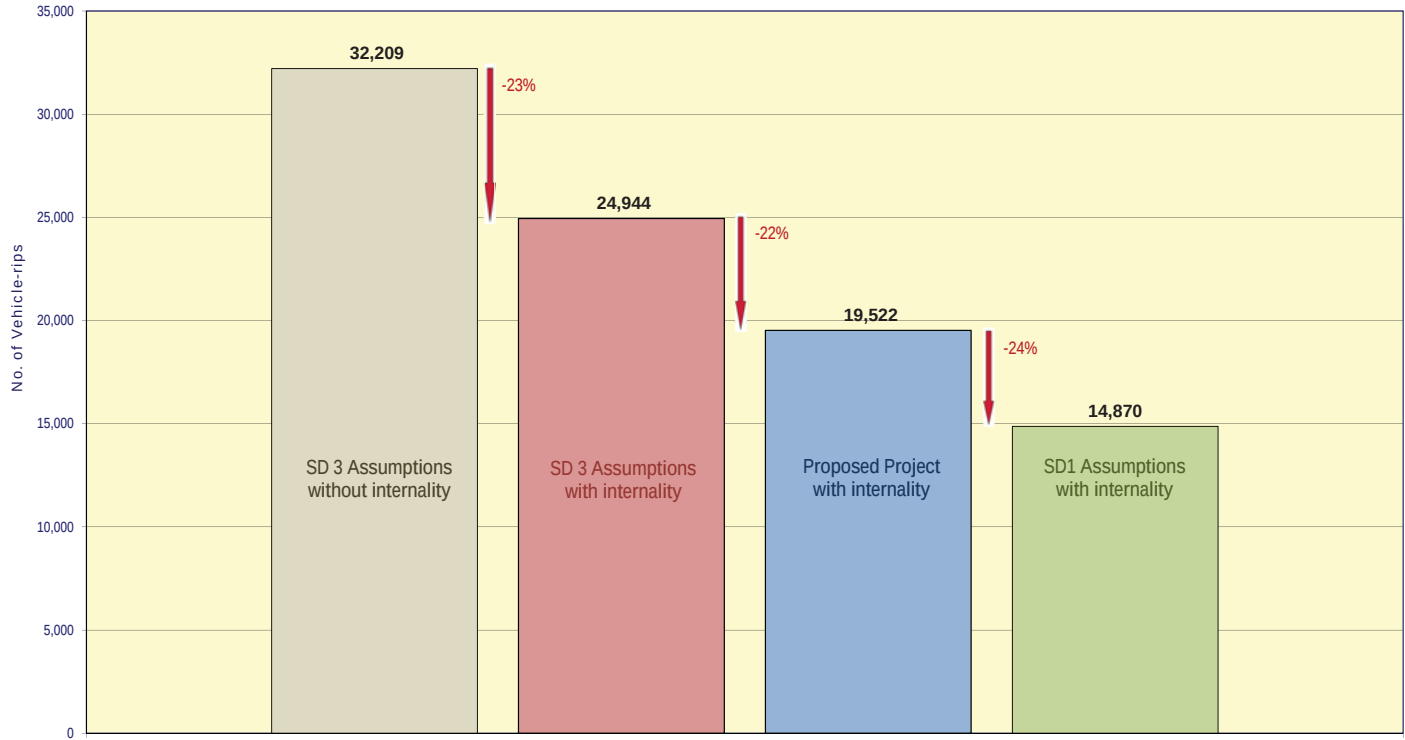
Table B
Potrero Power Station Vehicle/Trip Generation
by Scenario and Origin/Destination^(a)

Scenario/ Origin/Destination	Daily			AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
PPS Proposed Project									
Superdistrict 1	1,281	1,281	2,563	159	288	447	293	164	457
Superdistrict 2	1,157	1,157	2,315	114	54	168	109	158	267
Superdistrict 3	1,733	1,733	3,467	112	104	216	165	163	328
Superdistrict 4	767	767	1,534	85	45	130	81	112	193
East Bay	1,048	1,048	2,096	120	86	205	132	151	283
North Bay	601	601	1,201	66	42	108	70	87	157
South Bay	2,272	2,272	4,544	323	207	529	303	379	683
Outside of Bay Area	901	901	1,802	36	22	59	77	94	171
Total All Origins	9,761	9,761	19,522	1,015	848	1,862	1,230	1,310	2,540
PPS Synthetic Project Scenario (Max Inbound and Max Outbound)									
Superdistrict 1	1,217	1,217	2,433	154	321	475	319	160	479
Superdistrict 2	1,221	1,221	2,441	126	54	180	108	169	277
Superdistrict 3	1,862	1,862	3,725	138	108	247	135	196	331
Superdistrict 4	800	800	1,601	93	46	139	82	120	202
East Bay	1,077	1,077	2,153	129	91	219	137	159	296
North Bay	620	620	1,241	72	43	116	72	93	164
South Bay	2,331	2,331	4,662	352	218	570	315	405	720
Outside of Bay Area	926	926	1,852	39	22	61	77	96	173
Total All Origins	10,054	10,054	20,108	1,103	904	2,006	1,245	1,399	2,644
Pier 70 - Maximum Residential									
Superdistrict 1	2,098	2,098	4,196	266	427	693	426	257	683
Superdistrict 2	1,661	1,661	3,321	209	83	292	159	226	384
Superdistrict 3	3,624	3,624	7,247	338	213	550	361	389	751
Superdistrict 4	1,127	1,127	2,254	157	69	226	120	161	281
East Bay	1,458	1,458	2,915	205	119	324	178	205	383
North Bay	855	855	1,710	119	57	176	96	122	218
South Bay	3,223	3,223	6,445	564	287	851	404	510	914
Outside of Bay Area	1,463	1,463	2,927	97	46	143	144	173	316
Total All Origins	15,508	15,508	31,016	1,954	1,300	3,254	1,887	2,043	3,930
PPS Proposed Project + Pier 70 Max Res (Combined)									
Superdistrict 1	3,029	3,029	6,057	345	639	984	657	372	1,029
Superdistrict 2	2,788	2,788	5,576	247	111	358	251	353	605
Superdistrict 3	4,809	4,809	9,617	207	217	424	392	393	784
Superdistrict 4	1,862	1,862	3,724	188	95	283	188	252	440
East Bay	2,467	2,467	4,935	265	184	448	297	332	629
North Bay	1,453	1,453	2,905	148	89	236	161	196	357
South Bay	5,408	5,408	10,816	732	450	1,181	686	831	1,518
Outside of Bay Area	2,367	2,367	4,734	75	42	117	203	241	444
Total All Origins	24,182	24,182	48,364	2,205	1,826	4,031	2,836	2,970	5,806
PPS Project + Pier 70 (PPS Project Contribution)									
Superdistrict 1	1,148	1,148	2,297	129	257	387	268	145	413
Superdistrict 2	1,145	1,145	2,290	87	44	131	102	146	248
Superdistrict 3	1,556	1,556	3,112	51	71	123	123	116	239
Superdistrict 4	754	754	1,508	66	38	103	76	103	179
East Bay	1,032	1,032	2,064	97	77	175	126	141	267
North Bay	599	599	1,199	53	37	90	68	82	150
South Bay	2,236	2,236	4,472	266	188	455	294	355	649
Outside of Bay Area	902	902	1,804	20	14	34	71	85	156
Total All Origins	9,373	9,373	18,746	771	727	1,497	1,128	1,172	2,300
PPS Project + Pier 70 (Pier 70 Contribution)									
Superdistrict 1	1,880	1,880	3,761	216	382	597	390	227	616
Superdistrict 2	1,643	1,643	3,286	160	67	227	149	208	357
Superdistrict 3	3,253	3,253	6,505	156	146	301	269	277	545
Superdistrict 4	1,108	1,108	2,216	122	58	179	112	148	261
East Bay	1,435	1,435	2,871	167	107	274	171	191	362
North Bay	853	853	1,706	95	51	146	93	114	207
South Bay	3,172	3,172	6,344	465	261	727	392	477	869
Outside of Bay Area	1,465	1,465	2,930	54	28	83	132	156	289
Total All Origins	14,809	14,809	29,619	1,435	1,100	2,534	1,708	1,798	3,506

PPS Trip Generation 45.xlsx

Printed on 1/29/2018

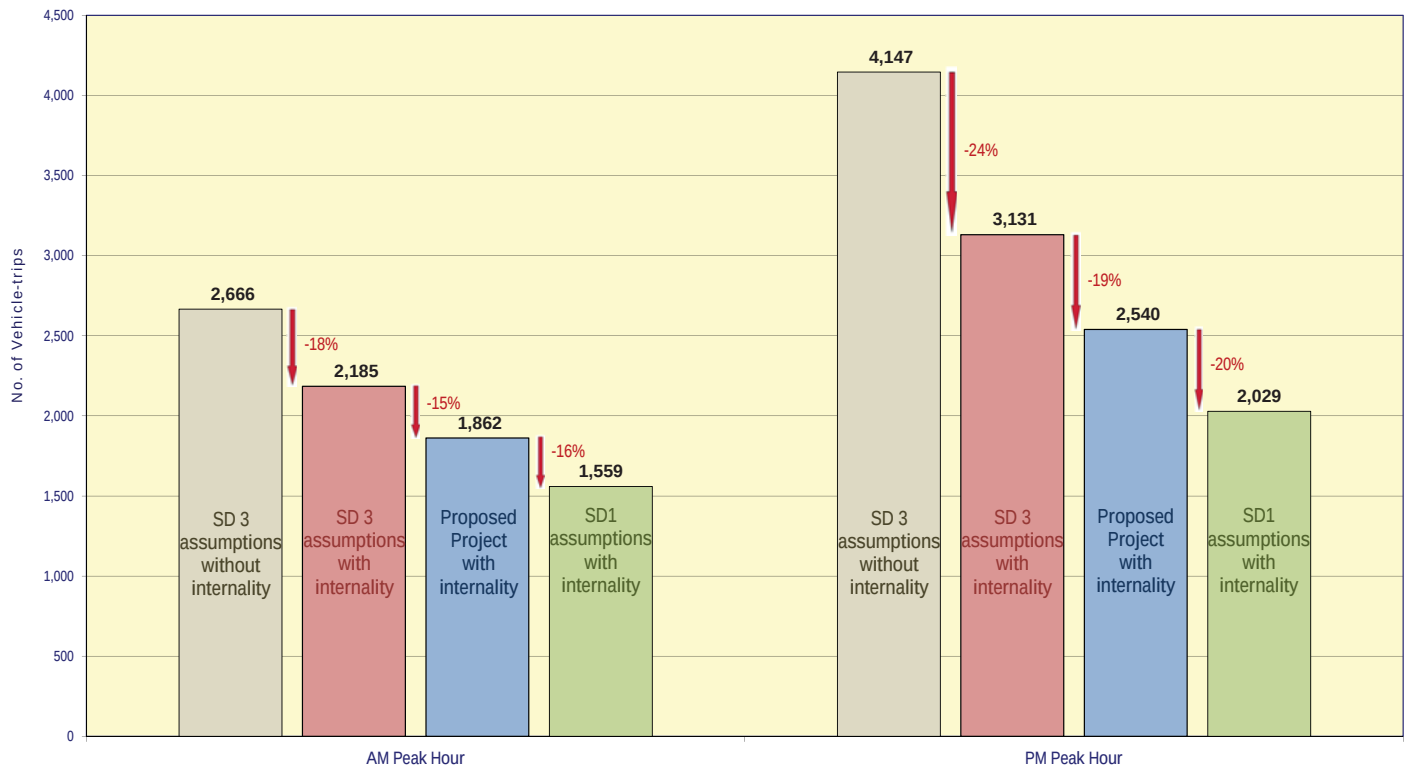
Potrero Power Station Mixed-use Development Project Number of Daily Vehicle-trips Generated by the Project



PPS Trip Generation 57.xlsx

Printed on 4/11/2018

Potrero Power Station Mixed-use Development Project Number of Peak Hour Vehicle-trips Generated by the Project



PPS Trip Generation 57.xlsx

Printed on 4/11/2018

5b. Project Alternatives



Memorandum

To: Jenny Delumo, Transportation Planner – SF Planning Department
Manoj Madhavan, Transportation Planner – SF Planning Department

From: José I. Farrán – Adavant Consulting
Luba C. Wyznyckyj – LCW Consulting

Date: May 1, 2018

Re: Potrero Power Station Mixed-Use Development Project Case No. 2017-011878ENV
Travel Demand for Proposed Project Alternatives

The tables on the following pages summarize the weekday daily and a.m. and p.m. peak hour person- and vehicle-trip generation for the seven alternatives to the Potrero Power Station Mixed-Use Development Project. These alternatives include:

- No Project/Code Compliant Alternative (Alternative A)
- Reduced Development Program/Full Preservation Alternative (Alternative B)
- Full Preservation/Full Residential Alternative (Alternative C)
- Partial Preservation 1 Alternative (Alternative D)
- Partial Preservation 2 Alternative (Alternative E)
- Partial Preservation 3 Alternative (Alternative F)
- Partial Preservation 4 Alternative (Alternative G)

The travel demand estimation for the alternatives is based on standard methodology and practices used in the evaluation of transportation impacts as part of environmental review in San Francisco, which are described in detail in the *Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)* prepared by the SF Planning Department. For Alternatives B through G it follows the same analysis methodology and assumptions used for the proposed project, and which are described in a separate technical memorandum.¹

For the No Project/Code Compliant Alternative, the *SF Guidelines'* trip generation rate for manufacturing/industrial uses was used for the PDR uses, and the mode split and direction distribution assumptions for Superdistrict 3 were applied.

¹ Potrero Power Station Mixed-Use Development Project (Case No. 2017-011878ENV) Estimation of Project Travel Demand Technical Memorandum to the SF Planning Department, Adavant Consulting/LCW Consulting, April 30, 2018.

TABLE 1
PROPOSED PROJECT AND PROJECT ALTERNATIVES PERSON TRIP GENERATION BY TIME PERIOD – INTERNAL AND EXTERNAL TRIPS

Proposed Project/Project Alternative	Person Trips ^a		
	Daily	AM Peak Hour	PM Peak Hour
Proposed Project	93,609	6,665	11,218
No Project/Code Compliant Alternative	18,506	1,276	2,028
Reduced Program Alternative	62,364	4,411	7,418
Full Preservation Alternative	92,633	6,578	11,134
Partial Preservation 1 Alternative	90,749	6,303	10,796
Partial Preservation 2 Alternative	91,623	6,489	11,049
Partial Preservation 3 Alternative	91,702	6,394	10,888
Partial Preservation 4 Alternative	91,881	6,425	10,928

NOTES:

^a Numbers may not sum to total due to rounding.

SOURCE: Technical Memorandum – Potrero Power Station Mixed-Use Development Project Estimation of Project Travel Demand, April 2018. See Appendix C.

**Potrero Power Station Mixed-Use Development Project
Alternatives Analysis**

**TABLE 2
PROPOSED PROJECT AND PROJECT ALTERNATIVES TRIP GENERATION BY MODE AND TIME PERIOD - EXTERNAL
TRIPS ONLY^{a,b}**

Proposed Project/Project Alternative	Person Trips by Travel Mode				Vehicle Trips
	Auto	Transit	Other ^c	Total	
Daily					
Proposed Project	33,495	15,969	18,351	67,814	19,522
No Project/Code Compliant Alternative	11,661	2,976	3,868	18,506	6,635
Reduced Program Alternative	22,405	10,698	12,261	45,363	13,045
Full Preservation Alternative	33,017	15,704	18,122	66,844	19,256
Partial Preservation 1 Alternative	32,802	15,422	18,212	66,435	18,938
Partial Preservation 2 Alternative	32,415	15,416	17,808	65,639	18,931
Partial Preservation 3 Alternative	33,227	15,666	18,403	67,296	19,182
Partial Preservation 4 Alternative	33,216	15,683	18,371	67,270	19,205
AM Peak Hour					
Proposed Project	2,472	1,796	871	5,139	1,862
No Project/Code Compliant Alternative	846	247	183	1,276	578
Reduced Program Alternative	1,638	1,189	577	3,404	1,233
Full Preservation Alternative	2,426	1,767	860	5,052	1,830
Partial Preservation 1 Alternative	2,357	1,695	833	4,884	1,762
Partial Preservation 2 Alternative	2,379	1,738	849	4,965	1,799
Partial Preservation 3 Alternative	2,400	1,724	844	4,968	1,793
Partial Preservation 4 Alternative	2,406	1,732	847	4,985	1,800
PM Peak Hour					
Proposed Project	3,835	2,223	1,764	7,823	2,540
No Project/Code Compliant Alternative	1,329	337	362	2,028	837
Reduced Program Alternative	2,540	1,472	1,167	5,179	1,682
Full Preservation Alternative	3,791	2,195	1,753	7,740	2,509
Partial Preservation 1 Alternative	3,732	2,131	1,738	7,601	2,447
Partial Preservation 2 Alternative	3,746	2,167	1,743	7,656	2,479
Partial Preservation 3 Alternative	3,773	2,159	1,748	7,680	2,476
Partial Preservation 4 Alternative	3,778	2,166	1,749	7,693	2,482

NOTES

^a Numbers may not sum to total due to rounding.

^b External trips are those whose origin or destination is outside the project site.

^c Other modes include walk, bicycle, motorcycle, and additional modes such as taxis.

SOURCE: Technical Memorandum – Potrero Power Station Mixed-Use Development Project Estimation of Project Travel Demand, April 2018. See **Appendix C**.

Land Use Intensity by Alternative [a]

Land Use Type	Proposed Project	No Project / Code Compliant	Reduced Program	Full Preservation	Partial Preservation 1	Partial Preservation 2	Partial Preservation 3	Partial Preservation 4
Residential (studio/1-bedroom units)	1,547	-	1,017	1,546	1,410	1,547	1,418	1,437
Residential (2 or more bedroom units)	1,135	-	747	1,135	1,035	1,135	1,041	1,055
Hotel (rooms)	220	-	145	220	220	220	220	220
General Office (gsf)	597,723	87,655	450,362	544,228	551,694	488,012	597,723	592,018
Research & Development (gsf)	645,738	-	373,747	645,738	645,738	645,738	645,738	645,738
PDR (gsf) [b]	45,040	1,088,735	29,726	45,040	45,040	45,040	45,040	45,040
General Retail (gsf)	10,744	3,131	7,091	10,744	10,744	10,744	10,744	10,744
Supermarket (gsf)	42,975	-	28,364	42,975	42,975	42,975	42,975	42,975
Sit-down Restaurant (gsf)	31,116	7,054	20,536	31,116	31,116	31,116	31,116	31,116
Quick Service Restaurant (gsf)	37,604	10,583	24,819	37,604	37,604	37,604	37,604	37,604
Childcare (gsf)	15,000	-	9,900	15,000	15,000	15,000	15,000	15,000
Library (gsf)	10,000	-	6,600	10,000	10,000	10,000	10,000	10,000
Community Center (gsf)	75,938	-	50,119	75,938	75,938	75,938	75,938	75,938
Open Space (acres)	6.3	4.4	6.3	6.3	6.3	6.3	6.3	6.3

Notes:

[a] Changes from project description are shown in bold

[b] Manufacturing / Industrial for the No Project Alternative

**Potrero Power Station Mixed-Use Development Project
Alternatives Analysis**

Total Person Trips by Time Period, Land Use and Alternative								
Time Period / Land Use Type	Proposed Project	No Project / Code Compliant	Reduced Program	Full Preservation	Partial Preservation 1	Partial Preservation 2	Partial Preservation 3	Partial Preservation 4
Daily								
Residential (studio/1-bedroom units)	11,603	-	7,628	11,595	10,575	11,603	10,635	10,778
Residential (2 or more bedroom units)	11,350	-	7,470	11,350	10,350	11,350	10,410	10,550
Hotel (rooms)	1,540	-	1,015	1,540	1,540	1,540	1,540	1,540
General Office (gsf)	10,819	1,587	8,152	9,851	9,986	8,833	10,819	10,716
Research & Development (gsf)	5,166	-	2,990	5,166	5,166	5,166	5,166	5,166
PDR (gsf) [a]	815	8,601	538	815	815	815	815	815
General Retail (gsf)	1,612	470	1,064	1,612	1,612	1,612	1,612	1,612
Supermarket (gsf)	12,764	-	8,424	12,764	12,764	12,764	12,764	12,764
Sit-down Restaurant (gsf)	6,223	1,411	4,107	6,223	6,223	6,223	6,223	6,223
Quick Service Restaurant (gsf)	22,562	6,350	14,891	22,562	22,562	22,562	22,562	22,562
Childcare (gsf)	1,005	-	663	1,005	1,005	1,005	1,005	1,005
Library (gsf)	1,950	-	1,287	1,950	1,950	1,950	1,950	1,950
Community Center (gsf)	6,075	-	4,010	6,075	6,075	6,075	6,075	6,075
Open Space (acres)	126	88	126	126	126	126	126	126
Total Internal+External Person Trips	93,609	18,506	62,364	92,633	90,749	91,623	91,702	91,881
% change compared to Project		-80%	-33%	-1.0%	-3.1%	-2.1%	-2.0%	-1.8%
AM Peak Hour								
Residential (studio/1-bedroom units)	1,651	-	1,085	1,650	1,505	1,651	1,513	1,534
Residential (2 or more bedroom units)	1,615	-	1,063	1,615	1,473	1,615	1,481	1,501
Hotel (rooms)	136	-	90	136	136	136	136	136
General Office (gsf)	963	141	725	877	889	786	963	954
Research & Development (gsf)	942	-	545	942	942	942	942	942
PDR (gsf) [a]	73	1,029	48	73	73	73	73	73
General Retail (gsf)	38	11	25	38	38	38	38	38
Supermarket (gsf)	334	-	221	334	334	334	334	334
Sit-down Restaurant (gsf)	67	15	44	67	67	67	67	67
Quick Service Restaurant (gsf)	244	69	161	244	244	244	244	244
Childcare (gsf)	179	-	118	179	179	179	179	179
Library (gsf)	39	-	26	39	39	39	39	39
Community Center (gsf)	368	-	243	368	368	368	368	368
Open Space (acres)	16	11	16	16	16	16	16	16
Total Internal+External Person Trips	6,665	1,276	4,411	6,578	6,303	6,489	6,394	6,425
% change compared to Project		-81%	-34%	-1.3%	-5.4%	-2.7%	-4.1%	-3.6%
PM Peak Hour								
Residential (studio/1-bedroom units)	2,007	-	1,320	2,006	1,829	2,007	1,840	1,865
Residential (2 or more bedroom units)	1,964	-	1,292	1,964	1,791	1,964	1,801	1,825
Hotel (rooms)	154	-	102	154	154	154	154	154
General Office (gsf)	920	135	693	837	849	751	920	911
Research & Development (gsf)	827	-	478	827	827	827	827	827
PDR (gsf) [a]	69	1,067	46	69	69	69	69	69
General Retail (gsf)	145	42	96	145	145	145	145	145
Supermarket (gsf)	932	-	615	932	932	932	932	932
Sit-down Restaurant (gsf)	622	141	411	622	622	622	622	622
Quick Service Restaurant (gsf)	2,256	635	1,489	2,256	2,256	2,256	2,256	2,256
Childcare (gsf)	181	-	119	181	181	181	181	181
Library (gsf)	315	-	208	315	315	315	315	315
Community Center (gsf)	815	-	538	815	815	815	815	815
Open Space (acres)	11	8	11	11	11	11	11	11
Total Internal+External Person Trips	11,218	2,028	7,418	11,134	10,796	11,049	10,888	10,928
% change compared to Project		-82%	-34%	-0.7%	-3.8%	-1.5%	-2.9%	-2.6%

Note:

[a] Manufacturing / Industrial for the No Project Alternative

**Potrero Power Station Mixed-Use Development Project
Alternatives Analysis**

Transit Person Trips by Direction of Travel, Origin/Destination and Alternative								
AM Peak Hour								
Direction of Travel / Place of Origin or Destination	Proposed Project	No Project / Code Compliant	Reduced Program	Full Preservation	Partial Preservation 1	Partial Preservation 2	Partial Preservation 3	Partial Preservation 4
Inbound								
SF Superdistrict 1	207	25	137	204	194	202	196	198
SF Superdistrict 2	136	25	91	132	131	128	135	134
SF Superdistrict 3	113	61	75	107	113	103	117	116
SF Superdistrict 4	89	15	59	86	85	84	87	87
East Bay	176	36	117	171	169	165	174	174
North Bay	33	4	22	32	32	31	33	33
South Bay	132	17	87	129	124	127	127	127
Outside of Bay Area	35	8	24	35	35	34	35	35
Total All Origins	921	190	612	897	884	873	905	905
% Inbound	51%	77%	51%	51%	52%	50%	53%	52%
% change compared to Project		-79%	-34%	-2.6%	-4.1%	-5.3%	-1.8%	-1.8%
Outbound								
SF Superdistrict 1	365	8	240	365	334	364	337	341
SF Superdistrict 2	68	7	45	67	64	67	65	66
SF Superdistrict 3	124	19	82	123	116	122	117	118
SF Superdistrict 4	54	4	36	53	50	53	51	51
East Bay	92	10	61	90	86	89	87	88
North Bay	17	1	11	17	16	17	16	17
South Bay	140	5	92	139	129	139	130	131
Outside of Bay Area	15	2	10	15	15	15	15	15
Total All Origins	875	57	577	870	811	865	819	826
% Outbound	49%	23%	49%	49%	48%	50%	47%	48%
% change compared to Project		-93%	-34%	-0.6%	-7.3%	-1.1%	-6.4%	-5.5%
Total Inbound+Outbound								
SF Superdistrict 1	572	33	377	569	528	566	533	539
SF Superdistrict 2	204	32	136	199	195	194	200	200
SF Superdistrict 3	236	80	157	230	229	224	234	234
SF Superdistrict 4	143	19	95	140	136	137	138	139
East Bay	268	46	178	261	255	254	261	261
North Bay	51	5	34	49	48	48	49	50
South Bay	272	22	180	269	253	266	257	259
Outside of Bay Area	51	10	34	49	50	48	51	50
Total All Origins	1,796	247	1,189	1,767	1,695	1,738	1,724	1,732
% change compared to Project		-86%	-34%	-1.6%	-5.7%	-3.3%	-4.0%	-3.6%

**Potrero Power Station Mixed-Use Development Project
Alternatives Analysis**

Transit Person Trips by Direction of Travel, Origin/Destination and Alternative

Direction of Travel / Place of Origin or Destination	PM Peak Hour							
	Proposed Project	No Project / Code Compliant	Reduced Program	Full Preservation	Partial Preservation 1	Partial Preservation 2	Partial Preservation 3	Partial Preservation 4
Inbound								
SF Superdistrict 1	372	14	245	372	343	371	345	349
SF Superdistrict 2	117	13	77	116	113	115	114	114
SF Superdistrict 3	154	40	102	153	148	153	150	150
SF Superdistrict 4	80	6	53	80	76	79	77	77
East Bay	139	12	92	138	132	137	133	134
North Bay	30	2	20	30	29	30	29	29
South Bay	187	8	123	186	174	186	175	176
Outside of Bay Area	54	6	36	54	54	54	54	54
Total All Origins	1,134	101	748	1,129	1,068	1,124	1,076	1,084
% Inbound	51%	30%	51%	51%	50%	52%	50%	50%
% change compared to Project		-91%	-34%	-0.4%	-5.8%	-0.8%	-5.1%	-4.4%
Outbound								
SF Superdistrict 1	211	32	139	208	202	206	205	205
SF Superdistrict 2	169	30	112	165	164	161	167	167
SF Superdistrict 3	131	84	88	126	140	121	143	141
SF Superdistrict 4	104	17	69	101	100	99	102	102
East Bay	201	37	134	196	194	191	199	198
North Bay	43	5	28	42	41	40	42	42
South Bay	158	20	105	156	150	153	152	153
Outside of Bay Area	73	11	49	72	72	71	73	73
Total All Origins	1,089	236	724	1,066	1,063	1,043	1,083	1,081
% Outbound	49%	70%	49%	49%	50%	48%	50%	50%
% change compared to Project		-78%	-34%	-2.1%	-2.4%	-4.3%	-0.6%	-0.7%
Total Inbound+Outbound								
SF Superdistrict 1	583	47	384	580	545	577	550	554
SF Superdistrict 2	286	43	190	281	276	276	281	281
SF Superdistrict 3	285	124	190	280	289	274	293	291
SF Superdistrict 4	184	23	122	181	176	178	178	179
East Bay	340	50	226	334	326	327	332	332
North Bay	72	7	48	71	70	70	71	71
South Bay	345	28	228	342	323	339	327	329
Outside of Bay Area	128	17	85	127	127	125	128	127
Total All Origins	2,223	337	1,472	2,195	2,131	2,167	2,159	2,166
% change compared to Project		-85%	-34%	-1.3%	-4.1%	-2.5%	-2.9%	-2.6%

**Potrero Power Station Mixed-Use Development Project
Alternatives Analysis**

Vehicle Trips by Direction of Travel, Origin/Destination and Alternative

Direction of Travel / Place of Origin or Destination	AM Peak Hour							
	Proposed Project	No Project / Code Compliant	Reduced Program	Full Preservation	Partial Preservation 1	Partial Preservation 2	Partial Preservation 3	Partial Preservation 4
Inbound								
SF Superdistrict 1	159	29	105	158	149	156	150	152
SF Superdistrict 2	114	54	76	111	110	107	113	112
SF Superdistrict 3	112	111	75	106	114	101	118	117
SF Superdistrict 4	85	35	56	82	81	80	83	83
East Bay	120	50	79	117	114	113	117	117
North Bay	66	25	44	65	64	63	65	65
South Bay	323	160	214	314	308	304	316	316
Outside of Bay Area	36	12	24	36	35	35	36	36
Total All Origins	1,015	475	674	987	975	959	999	999
% Inbound	54%	82%	55%	54%	55%	53%	56%	55%
% change compared to Project		-53%	-34%	-2.7%	-3.9%	-5.5%	-1.5%	-1.6%
Outbound								
SF Superdistrict 1	288	6	189	288	263	287	265	268
SF Superdistrict 2	54	12	36	54	51	53	52	52
SF Superdistrict 3	104	27	69	103	98	103	99	100
SF Superdistrict 4	45	8	30	45	42	44	43	43
East Bay	86	10	57	85	80	85	80	81
North Bay	42	5	27	41	39	41	39	40
South Bay	207	33	136	205	192	204	194	196
Outside of Bay Area	22	3	15	22	21	22	22	22
Total All Origins	848	103	559	843	787	839	794	801
% Outbound	46%	18%	45%	46%	45%	47%	44%	45%
% change compared to Project		-88%	-34%	-0.5%	-7.2%	-1.0%	-6.4%	-5.5%
Total Inbound+Outbound								
SF Superdistrict 1	447	35	295	445	412	444	415	420
SF Superdistrict 2	168	66	112	164	161	160	164	165
SF Superdistrict 3	216	137	144	209	213	203	217	217
SF Superdistrict 4	130	42	86	127	124	124	126	126
East Bay	205	61	136	202	194	198	197	198
North Bay	108	31	72	106	102	104	104	105
South Bay	529	192	351	519	500	508	510	512
Outside of Bay Area	59	14	39	58	57	57	58	58
Total All Origins	1,862	578	1,233	1,830	1,762	1,799	1,793	1,800
% change compared to Project		-69%	-34%	-1.7%	-5.4%	-3.4%	-3.7%	-3.3%

Potrero Power Station Mixed-Use Development Project
Alternatives Analysis

Vehicle Trips by Direction of Travel, Origin/Destination and Alternative

Direction of Travel / Place of Origin or Destination	PM Peak Hour							
	Proposed Project	No Project / Code Compliant	Reduced Program	Full Preservation	Partial Preservation 1	Partial Preservation 2	Partial Preservation 3	Partial Preservation 4
Inbound								
SF Superdistrict 1	293	12	193	293	269	293	271	274
SF Superdistrict 2	109	25	72	108	105	108	106	106
SF Superdistrict 3	165	89	109	164	161	164	161	162
SF Superdistrict 4	81	16	54	81	78	80	78	79
East Bay	132	16	87	131	124	131	125	126
North Bay	70	10	46	69	66	69	67	67
South Bay	303	49	200	302	286	301	288	290
Outside of Bay Area	77	9	51	77	76	77	76	76
Total All Origins	1,230	226	812	1,225	1,166	1,222	1,172	1,180
% Inbound	48%	27%	48%	49%	48%	49%	47%	48%
% change compared to Project		-82%	-34%	-0.4%	-5.2%	-0.6%	-4.6%	-4.0%
Outbound								
SF Superdistrict 1	164	35	108	163	156	161	158	159
SF Superdistrict 2	158	69	105	155	154	152	157	157
SF Superdistrict 3	163	181	109	158	176	153	179	176
SF Superdistrict 4	112	44	75	110	109	108	111	111
East Bay	151	56	100	148	145	145	148	148
North Bay	87	30	58	86	84	84	86	86
South Bay	379	177	252	371	364	362	372	372
Outside of Bay Area	94	18	62	93	93	92	93	93
Total All Origins	1,310	611	870	1,284	1,281	1,257	1,303	1,302
% Outbound	52%	73%	52%	51%	52%	51%	53%	52%
% change compared to Project		-53%	-34%	-2.0%	-2.2%	-4.0%	-0.5%	-0.6%
Total Inbound+Outbound								
SF Superdistrict 1	457	47	301	455	425	454	429	433
SF Superdistrict 2	267	94	177	263	259	259	263	263
SF Superdistrict 3	328	270	219	322	337	317	340	338
SF Superdistrict 4	193	61	128	191	187	188	189	190
East Bay	283	72	187	280	270	276	273	274
North Bay	157	40	104	155	151	153	153	153
South Bay	683	226	452	673	649	662	659	662
Outside of Bay Area	171	27	113	170	169	169	170	170
Total All Origins	2,540	837	1,682	2,509	2,447	2,479	2,476	2,482
% change compared to Project		-84%	-34%	-0.5%	-1.1%	-1.0%	-0.7%	-0.6%

Peak Parking Demand by Time Period and Alternative

Time Period	Proposed Project	No Project / Code Compliant	Reduced Program	Full Preservation	Partial Preservation 1	Partial Preservation 2	Partial Preservation 3	Partial Preservation 4
Midday (Noon to 2 PM)								
Short-term [a]	831	376	558	820	829	805	838	835
Long-term [b]	3,374	1,276	2,256	3,295	3,174	3,213	3,248	3,259
Total Occupied Spaces	4,205	1,652	2,814	4,115	4,003	4,018	4,086	4,094
% change compared to Project		-61%	-33%	-2.1%	-4.8%	-4.4%	-2.8%	-2.6%
Evening (7 to 9 PM)								
Short-term [a]	541	215	359	540	541	536	541	541
Long-term [b]	2,468	159	1,630	2,459	2,286	2,453	2,303	2,327
Total Occupied Spaces	3,009	374	1,989	2,999	2,827	2,989	2,844	2,868
% change compared to Project		-88%	-34%	-0.3%	-6.0%	-0.7%	-5.5%	-4.7%

Notes:

[a] Visitors and customers.

[b] Residents, hotel guests and employees.

5c. Pier 70 Mixed-use District Project

Potrero Power Station Mixed-Use Development Project

Table 5
Potrero Power Station - Trip Generation by Scenario and Land Use
Internal + External Person-trips [a]

Scenario / Land Use Type	Land Use Intensity	Daily Person-trips	AM Peak Hr Person-trips	PM Peak Hr Person-trips
Proposed Project				
Residential (studio/1-bedroom units)	1,547 units	11,603	1,651	2,007
Residential (2 or more bedroom units)	1,135 units	11,350	1,615	1,964
Hotel	220 rooms	1,540	136	154
General Office	597,723 gsf	10,819	963	920
Research & Development	645,738 gsf	5,166	942	827
PDR	45,040 gsf	815	73	69
General Retail	10,744 gsf	1,612	38	145
Supermarket	42,975 gsf	12,764	334	932
Sit-down Restaurant	31,116 gsf	6,223	67	622
Quick Service Restaurant	37,604 gsf	22,562	244	2,256
Childcare	15,000 gsf	1,005	179	181
Library	10,000 gsf	1,950	39	315
Community Center	75,938 gsf	6,075	368	815
Open Space	6.3 acres	126	16	11
Total Internal+External Trips		93,609	6,665	11,218
Pier 70 - Maximum Residential				
Residential (studio/1-bedroom units)	1,000 units	7,500	1,067	1,298
Residential (2 or more bedroom units)	2,025 units	20,250	2,882	3,503
Hotel	- rooms			
General Office	1,102,250 gsf	19,951	1,775	1,696
Research & Development	- gsf			
PDR	143,110 gsf	2,590	231	220
General Retail	269,495 gsf	40,424	941	3,638
Supermarket	- gsf			
Sit-down Restaurant	- gsf			
Quick Service Restaurant	67,375 gsf	40,425	3,657	5,457
Childcare	- gsf			
Library	- gsf			
Community Center	- gsf			
Open Space	9.0 acres	219	73	57
Total Internal+External Trips		131,359	10,627	15,869
PPS Project + Pier 70 (Combined)				
Residential (studio/1-bedroom units)	2,547 units	19,103	2,718	3,305
Residential (2 or more bedroom units)	3,160 units	31,600	4,497	5,467
Hotel	220 rooms	1,540	136	154
General Office	1,699,973 gsf	30,770	2,738	2,615
Research & Development	645,738 gsf	5,166	942	827
PDR	188,150 gsf	3,406	303	289
General Retail	280,239 gsf	42,036	979	3,783
Supermarket	42,975 gsf	12,764	334	932
Sit-down Restaurant	31,116 gsf	6,223	67	622
Quick Service Restaurant	104,979 gsf	62,987	681	6,299
Childcare	15,000 gsf	1,005	179	181
Library	10,000 gsf	1,950	39	315
Community Center	75,938 gsf	6,075	368	815
Open Space	15.3 acres	306	40	28
Total Internal+External Trips		224,929	14,022	25,632

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 10

Potrero Power Station - Mode of Travel by Scenario and Land Use – External Person-trips Only ^[a]

Scenario / Land Use Type	Daily				AM Peak Hour				PM Peak Hour			
	Auto	Transit	Other ^[b]	Total	Auto	Transit	Other ^[b]	Total	Auto	Transit	Other ^[b]	Total
Proposed Project												
Residential	6,343	5,812	2,535	14,690	1,112	1,067	484	2,662	1,209	1,133	504	2,846
Hotel	529	239	218	986	58	31	22	111	62	34	14	110
General Office	4,525	2,385	1,745	8,655	431	259	69	758	397	236	56	690
Research & Development / PDR	2,502	1,319	965	4,785	454	273	73	799	387	230	55	672
Retail / Supermarket	5,817	1,708	3,975	11,500	134	44	82	260	384	114	256	754
Restaurant	11,197	3,296	7,602	22,094	117	44	60	221	1,041	308	698	2,046
Community Facilities / Open Space	2,583	1,211	1,311	5,105	166	79	82	327	356	168	181	705
Total Proposed Project	33,495	15,969	18,351	67,814	2,472	1,796	871	5,139	3,835	2,223	1,764	7,823
	49.4%	23.5%	27.1%	100.0%	48.1%	35.0%	16.9%	100.0%	49.0%	28.4%	22.6%	100.0%
Pier 70 - Maximum Residential												
Residential	9,043	6,876	2,118	18,038	1,585	1,257	396	3,238	1,671	1,289	400	3,361
Hotel				-				-				-
General Office	8,749	4,680	3,628	17,058	876	541	181	1,598	767	462	127	1,357
Research & Development / PDR	1,136	608	471	2,215	114	70	24	207	100	60	17	176
Retail / Supermarket	17,527	5,129	12,109	34,765	411	239	66	715	1,472	432	1,006	2,911
Restaurant	17,527	5,130	12,109	34,766	1,549	558	892	2,999	2,208	649	1,509	4,366
Community Facilities / Open Space	128		91	219	43		30	73	33		24	57
Total Pier 70	54,110	22,423	30,526	107,059	4,577	2,665	1,588	8,831	6,251	2,893	3,083	12,227
	50.5%	20.9%	28.5%	100.0%	51.8%	30.2%	18.0%	100.0%	51.1%	23.7%	25.2%	100.0%
PPS Project + Pier 70 (Combined)												
Residential	14,011	12,838	5,600	32,450	2,469	2,371	1,077	5,917	2,680	2,515	1,120	6,316
Hotel	529	239	218	986	58	31	22	112	62	35	14	111
General Office	13,060	6,916	5,156	25,133	1,198	715	178	2,090	1,144	683	170	1,997
Research & Development / PDR	3,638	1,927	1,436	7,001	545	325	81	951	488	291	73	852
Retail / Supermarket	22,173	6,512	15,154	43,840	520	266	133	919	1,680	497	1,123	3,300
Restaurant	28,155	8,267	19,258	55,680	273	90	165	527	2,482	734	1,660	4,876
Community Facilities / Open Space	2,660	1,247	1,360	5,267	176	84	88	348	363	172	185	719
Total PPS Project + Pier 70 (Comb.)	84,226	37,946	48,183	170,355	5,238	3,882	1,743	10,863	8,900	4,926	4,345	18,171
	49.4%	22.3%	28.3%	100.0%	48.2%	35.7%	16.0%	100.0%	49.0%	27.1%	23.9%	100.0%

Notes:

[a] Numbers may not sum to total due to rounding.

[b] "Other" includes walk, bicycle, motorcycle, and additional modes such as limousines.

Potrero Power Station Mixed-Use Development Project

Table 11
Potrero Power Station Person Trip Generation
by Scenario and Origin/Destination^[a]

Scenario/ Origin/Destination	Auto Person Trips			Transit Person Trips			Other Person Trips ^[b]			Person Trips by All Modes of Travel		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Hour												
Proposed Project												
SF Superdistrict 1	182	320	502	207	365	572	143	204	347	532	890	1,421
SF Superdistrict 2	153	76	228	136	68	204	46	35	80	334	179	513
SF Superdistrict 3	154	137	291	113	124	236	78	79	157	345	339	684
SF Superdistrict 4	126	64	190	89	54	143	24	24	48	238	142	380
East Bay	220	124	344	176	92	268	32	29	61	428	245	673
North Bay	96	56	152	33	17	51	7	4	11	137	77	214
South Bay	386	256	642	132	140	272	29	39	68	547	435	983
Outside of Bay Area	75	47	122	35	15	51	57	40	98	168	102	270
Total All Origins	1,392	1,080	2,472	921	875	1,796	417	454	871	2,730	2,409	5,139
	56%	44%		51%	49%		48%	52%		53%	47%	
Pier 70 - Maximum Residential												
SF Superdistrict 1	315	491	806	303	457	760	235	210	445	853	1,158	2,011
SF Superdistrict 2	269	119	388	232	95	327	81	47	128	583	261	843
SF Superdistrict 3	490	318	808	226	171	397	222	141	362	938	629	1,567
SF Superdistrict 4	228	103	331	146	70	216	32	23	55	406	197	602
East Bay	379	182	561	295	119	414	71	47	117	745	348	1,092
North Bay	175	85	259	62	25	86	22	12	34	258	121	379
South Bay	697	390	1,087	199	165	364	43	42	85	938	597	1,536
Outside of Bay Area	217	120	337	72	30	101	227	134	361	516	284	800
Total All Origins	2,769	1,808	4,577	1,534	1,131	2,665	933	655	1,588	5,236	3,594	8,831
	60%	40%		58%	42%		59%	41%		59%	41%	
PPS Project + Pier 70 (Combined)												
SF Superdistrict 1	389	708	1,097	444	809	1,253	286	440	726	1,119	1,957	3,075
SF Superdistrict 2	322	149	471	300	142	443	89	67	155	711	358	1,070
SF Superdistrict 3	275	271	547	211	259	469	138	156	294	624	685	1,310
SF Superdistrict 4	275	131	406	198	115	313	48	49	97	520	296	816
East Bay	483	260	743	397	196	593	66	59	125	946	515	1,461
North Bay	213	117	330	76	37	114	15	7	21	304	161	465
South Bay	862	548	1,410	296	307	603	64	83	147	1,222	938	2,160
Outside of Bay Area	149	85	234	69	25	95	109	69	178	327	179	506
Total All Origins	2,969	2,270	5,238	1,993	1,890	3,882	813	930	1,743	5,774	5,089	10,863
	57%	43%		51%	49%		47%	53%		53%	47%	

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 12
Potrero Power Station Person Trip Generation
by Scenario and Origin/Destination^[a]

Scenario/ Origin/Destination	Auto Person Trips			Transit Person Trips			Other Person Trips ^[b]			Person Trips by All Modes of Travel		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
PM Peak Hour												
Proposed Project												
SF Superdistrict 1	333	193	526	372	211	583	248	179	427	953	583	1,536
SF Superdistrict 2	161	223	384	117	169	286	85	92	177	363	484	847
SF Superdistrict 3	268	273	541	154	131	285	157	153	310	580	556	1,136
SF Superdistrict 4	125	173	298	80	104	184	41	38	79	246	314	560
East Bay	210	279	490	139	201	340	73	75	148	422	555	977
North Bay	103	133	236	30	43	72	19	23	42	152	198	351
South Bay	427	511	938	187	158	345	58	45	104	672	714	1,387
Outside of Bay Area	197	228	424	54	73	128	225	252	477	476	553	1,029
Total All Origins	1,824	2,012	3,835	1,134	1,089	2,223	907	857	1,764	3,865	3,958	7,823
	48%	52%		51%	49%		51%	49%		49%	51%	
Pier 70 - Maximum Residential												
SF Superdistrict 1	505	317	823	459	287	747	314	294	607	1,278	898	2,177
SF Superdistrict 2	231	312	544	147	220	367	121	140	261	500	672	1,172
SF Superdistrict 3	624	673	1,298	216	212	428	320	348	668	1,160	1,234	2,393
SF Superdistrict 4	182	245	427	95	129	224	45	46	91	321	421	742
East Bay	283	375	658	159	250	409	119	128	247	561	753	1,315
North Bay	147	190	337	41	60	101	39	45	83	226	294	521
South Bay	616	732	1,348	216	195	411	69	60	128	900	987	1,887
Outside of Bay Area	382	435	817	90	117	207	473	524	997	945	1,076	2,021
Total All Origins	2,970	3,281	6,251	1,423	1,470	2,893	1,498	1,585	3,083	5,891	6,335	12,227
	48%	52%		49%	51%		49%	51%		48%	52%	
PPS Project + Pier 70 (Combined)												
SF Superdistrict 1	749	438	1,187	833	476	1,309	566	416	982	2,148	1,330	3,478
SF Superdistrict 2	368	493	860	261	365	626	202	217	419	830	1,075	1,905
SF Superdistrict 3	639	655	1,294	335	285	620	365	356	721	1,340	1,296	2,635
SF Superdistrict 4	287	385	672	175	220	396	92	83	175	554	689	1,243
East Bay	472	609	1,081	305	430	735	184	188	373	961	1,227	2,188
North Bay	240	300	540	71	97	168	52	61	113	363	458	821
South Bay	990	1,152	2,142	418	348	766	135	105	240	1,542	1,606	3,148
Outside of Bay Area	526	597	1,124	133	173	306	628	694	1,322	1,287	1,465	2,752
Total All Origins	4,270	4,629	8,900	2,532	2,394	4,926	2,224	2,121	4,345	9,026	9,145	18,171
	48%	52%		51%	49%		51%	49%		50%	50%	

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 13
Potrero Power Station Vehicle Trip Generation
by Scenario and Land Use ^[a]

Scenario / Land Use Type	Daily AM Peak Hour PM Peak Hour		
	Vehicle Trips	Vehicle trips	Vehicle Trips
Proposed Project			
Residential	5,772	1,012	1,100
Hotel	255	33	39
General Office	2,522	295	271
Research & Development / PDR	1,394	311	264
Retail / Supermarket	2,868	69	188
Restaurant	5,514	64	511
Community Facilities / Open Space	1,196	79	165
Total Proposed Project	19,522	1,862	2,540
Percentage of daily trips		9.5%	13.0%
Pier 70 - Maximum Residential			
Residential	8,063	1,413	1,490
Hotel			
General Office	4,871	602	525
Research & Development / PDR	632	78	68
Retail / Supermarket	8,664	285	726
Restaurant	8,664	835	1,089
Community Facilities / Open Space	122	41	32
Total Pier 70	31,016	3,254	3,930
Percentage of daily trips		10.5%	12.7%
PPS Project + Pier 70 (Combined)			
Residential	12,751	2,247	2,439
Hotel	255	33	39
General Office	7,277	819	782
Research & Development / PDR	2,027	372	334
Retail / Supermarket	10,935	336	825
Restaurant	13,887	141	1,218
Community Facilities / Open Space	1,233	84	169
Total PPS Project + Pier 70 (Comb.)	48,364	4,031	5,806
Percentage of daily trips		8.3%	12.0%

Note:

[a] Numbers may not sum to total due to rounding.

Table 14
Potrero Power Station Vehicle Trip Generation
by Scenario and Origin/Destination ^[a]

Scenario/ Origin/Destination	Daily AM Peak Hour PM Peak Hour		
	Inbound	Outbound	Total
Proposed Project			
SF Superdistrict 1	1,281	1,281	2,563
SF Superdistrict 2	1,157	1,157	2,315
SF Superdistrict 3	1,733	1,733	3,467
SF Superdistrict 4	767	767	1,534
East Bay	1,048	1,048	2,096
North Bay	601	601	1,201
South Bay	2,272	2,272	4,544
Outside of Bay Area	901	901	1,802
Total All Origins	9,761	9,761	19,522
	50%	50%	
Pier 70 - Maximum Residential			
SF Superdistrict 1	2,098	2,098	4,196
SF Superdistrict 2	1,661	1,661	3,321
SF Superdistrict 3	3,624	3,624	7,247
SF Superdistrict 4	1,127	1,127	2,254
East Bay	1,458	1,458	2,915
North Bay	855	855	1,710
South Bay	3,223	3,223	6,445
Outside of Bay Area	1,463	1,463	2,927
Total All Origins	15,508	15,508	31,016
	50%	50%	
PPS Project + Pier 70 (Combined)			
SF Superdistrict 1	3,029	3,029	6,057
SF Superdistrict 2	2,788	2,788	5,576
SF Superdistrict 3	4,809	4,809	9,617
SF Superdistrict 4	1,862	1,862	3,724
East Bay	2,467	2,467	4,935
North Bay	1,453	1,453	2,905
South Bay	5,408	5,408	10,816
Outside of Bay Area	2,367	2,367	4,734
Total All Origins	24,182	24,182	48,364
	50%	50%	

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 15
Potrero Power Station Project Peak Parking Demand
by Scenario, Land Use and Time Period

Scenario / Land Use Type	Number of Occupied Parking Spaces ^[a]					
	Midday Period (Noon to 2 PM)			Evening Period (7 to 9 PM)		
	Short-term ^[b]	Long-term ^[c]	Total	Short-term ^[b]	Long-term ^[c]	Total
Proposed Project						
Residential	-	1,391	1,391	-	1,985	1,985
Hotel ^[d]	-	148	148	-	168	168
General Office	106	897	1,003	6	90	96
Research & Development / PDR	59	728	787	4	73	77
Retail / Supermarket	136	65	201	124	65	189
Restaurant	437	80	517	395	79	474
Community Facilities / Open Space	93	65	158	12	8	20
Total Proposed Project	831	3,374	4,205	541	2,468	3,009
Pier 70 - Maximum Residential						
Residential	-	3,311	3,311	-	4,138	4,138
Hotel ^[d]	-	-	-	-	-	-
General Office	205	1,640	1,845	11	164	175
Research & Development / PDR	27	213	240	2	22	24
Retail / Supermarket	733	318	1,051	660	318	978
Restaurant	550	80	630	733	80	813
Community Facilities / Open Space	4	1	5	2	1	3
Total Pier 70	1,519	5,563	7,082	1,408	4,723	6,131
PPS Project + Pier 70 (Combined)						
Residential	-	3,101	3,101	-	4,429	4,429
Hotel ^[d]	-	148	148	-	168	168
General Office	305	2,543	2,848	16	255	271
Research & Development / PDR	86	941	1,027	5	95	100
Retail / Supermarket	816	386	1,202	736	386	1,122
Restaurant	1,145	159	1,304	961	150	1,111
Community Facilities / Open Space	96	65	161	13	8	21
Total PPS Project + Pier 70 (Comb.)	2448	7,343	9,791	1,731	5,491	7,222

Notes:

[a] Numbers may not sum to total due to rounding.

[b] Visitors and customers.

[c] Residents, hotel guests and employees.

[d] Assumes that conference rooms or other hotel facilities will not regularly be used by non-guests.

5d. Proposed Project Phasing

Potrero Power Station Mixed-Use Development Project
Land Use Comparison

LAND USE TYPE	POTRERO POWER STATION PROJECT											
	Proposed Project (Phase 6)				Phase 1				Phase 2			
Residential Use												
Studio units	388 d.u.	14%										
1-bedroom units	1,159 d.u.	43%										
2 -bedroom units	867 d.u.	32%										
3-bedroom units	268 d.u.	10%										
Studio/1-bedroom units	1,547 d.u.	58%	1,314,389 gsf	18% affordable	208 d.u.	58%	176,960 gsf	18% affordable	443 d.u.	58%	376,158 gsf	18% affordable
2 or more bedroom units	1,135 d.u.	42%	1,368,038 gsf	18% affordable	153 d.u.	42%	184,182 gsf	18% affordable	325 d.u.	42%	391,511 gsf	18% affordable
Total residential units	2,682 d.u.	100%	2,682,427 gsf	1,000 gsf/unit	361 d.u.	100%	361,142 gsf	1,000 gsf/unit	768 d.u.	100%	767,669 gsf	1,000 gsf/unit
Hotel	220 rooms		241,574 gsf	1,098 gsf/room	220 rooms		241,574 gsf	1,098 gsf/room	220 rooms		241,574 gsf	1,098 gsf/room
Commercial Use (w/out retail)												
General Office			597,723 gsf	46%			175,771 gsf	93%			372,501 gsf	94%
Research & Development			645,738 gsf	50%			- gsf	0%			- gsf	0%
PDR			45,040 gsf	3%			12,571 gsf	7%			22,886 gsf	6%
Total commercial use (w/out retail)	1,288,501 gsf 100%				188,342 gsf 100%				395,387 gsf 100%			
Retail Use												
General Retail			10,744 gsf	10%			2,300 gsf	14%			6,744 gsf	19%
Supermarket			42,975 gsf	40%			- gsf	0%			- gsf	0%
Sit-down Restaurant			16,116 gsf	15%			8,000 gsf	50%			12,000 gsf	34%
Quick Service Restaurant			37,604 gsf	35%			5,634 gsf	35%			16,278 gsf	46%
Total retail	107,439 gsf 100%				15,934 gsf 100%				35,022 gsf 100%			
Assembly Use ^[a]	25,000 gsf				25,000 gsf				25,000 gsf			
Occupancy efficiency factor	60%		15,000 gsf		60%		15,000 gsf		60%		15,000 gsf	
Community Facilities												
Childcare			15,000 gsf	15%			5,272 gsf	100%			5,272 gsf	24%
Library			10,000 gsf	10%			- gsf	0%			10,000 gsf	45%
Other Community Facilities ^[b]			75,938 gsf	75%			- gsf	0%			6,730 gsf	31%
Total community facilities	100,938 gsf 100%				5,272 gsf 100%				22,002 gsf 100%			
Subtotal Development	4,445,879 gsf				837,264 gsf				1,486,654 gsf			
Publicly Accessible Open Space	6.3 acres				4.2 acres				4.8 acres			
Residential/Hotel uses	65.8%				72.0%				67.9%			
Non-residential uses	34.2%				28.0%				32.1%			

[a] Assembly Use would fall under the Entertainment, Arts and Recreation land use category, including both General Entertainment and Nighttime Entertainment as defined by the Planning Code. The use would include musical, dramatic and artistic performances; meeting / conference room(s); and a bonafide eating establishment.

Analyzed as sit-down restaurant for travel demand purposes, with an occupancy efficiency factor of 60 percent.

[b] Community Facility uses could include a combination of recreation center, library, public health clinic, elementary school, community center, police station, and fire station uses.

Potrero Power Station Mixed-Use Development Project
Land Use Comparison

LAND USE TYPE	POTRERO POWER STATION PROJECT											
	Phase 3				Phase 4				Phase 5			
Residential Use												
Studio units												
1-bedroom units												
2 -bedroom units												
3-bedroom units												
Studio/1-bedroom units	537 d.u.	58%	456,028 gsf	18% affordable	907 d.u.	58%	770,498 gsf	18% affordable	1,175 d.u.	58%	998,020 gsf	18% affordable
2 or more bedroom units	394 d.u.	42%	474,641 gsf	18% affordable	666 d.u.	42%	801,947 gsf	18% affordable	862 d.u.	42%	1,038,756 gsf	18% affordable
<i>Total residential units</i>	<i>931 d.u.</i>	<i>100%</i>	<i>930,669 gsf</i>	<i>1,000 gsf/unit</i>	<i>1,573 d.u.</i>	<i>100%</i>	<i>1,572,445 gsf</i>	<i>1,000 gsf/unit</i>	<i>2,037 d.u.</i>	<i>100%</i>	<i>2,036,776 gsf</i>	<i>1,000 gsf/unit</i>
Hotel	220 rooms		241,574 gsf	1,098 gsf/room	220 rooms		241,574 gsf	1,098 gsf/room	220 rooms		241,574 gsf	1,098 gsf/room
Commercial Use (w/out retail)												
General Office			372,501 gsf	52%			597,723 gsf	64%			597,723 gsf	47%
Research & Development			318,240 gsf	45%			318,240 gsf	34%			645,738 gsf	51%
PDR			22,886 gsf	3%			22,886 gsf	2%			22,886 gsf	2%
<i>Total commercial use (w/out retail)</i>			<i>713,627 gsf</i>	<i>100%</i>			<i>938,849 gsf</i>	<i>100%</i>			<i>1,266,347 gsf</i>	<i>100%</i>
Retail Use												
General Retail			6,744 gsf	15%			9,744 gsf	9%			10,744 gsf	10%
Supermarket			- gsf	0%			42,975 gsf	41%			42,975 gsf	40%
Sit-down Restaurant			16,116 gsf	36%			16,116 gsf	15%			16,116 gsf	15%
Quick Service Restaurant			22,319 gsf	49%			36,204 gsf	34%			37,604 gsf	35%
<i>Total retail</i>			<i>45,179 gsf</i>	<i>100%</i>			<i>105,039 gsf</i>	<i>100%</i>			<i>107,439 gsf</i>	<i>100%</i>
Assembly Use ^[a]			25,000 gsf				25,000 gsf				25,000 gsf	
Occupancy efficiency factor		60%	15,000 gsf			60%	15,000 gsf			60%	15,000 gsf	
Community Facilities												
Childcare			5,272 gsf	24%			10,272 gsf	27%			10,272 gsf	20%
Library			10,000 gsf	45%			10,000 gsf	27%			10,000 gsf	20%
Other Community Facilities ^[b]			6,730 gsf	31%			17,238 gsf	46%			29,871 gsf	60%
<i>Total community facilities</i>			<i>22,002 gsf</i>	<i>100%</i>			<i>37,510 gsf</i>	<i>100%</i>			<i>50,143 gsf</i>	<i>100%</i>
<i>Subtotal Development</i>			<i>1,978,051 gsf</i>				<i>2,920,417 gsf</i>				<i>3,727,279 gsf</i>	
Publicly Accessible Open Space			4.8 acres				6.3 acres				6.3 acres	
Residential/Hotel uses			59.3%				62.1%				61.1%	
Non-residential uses			40.7%				37.9%				38.9%	

[a] Assembly Use would fall under the Entertainment, Arts and Recreation land use category, including both General Entertainment and Nighttime Entertainment as defined by the Planning Code. The use would include musical, dramatic and artistic performances; meeting / conference room(s); and a bonafide eating establishment.

Analyzed as sit-down restaurant for travel demand purposes, with an occupancy efficiency factor of 60 percent.

[b] Community Facility uses could include a combination of recreation center, library, public health clinic, elementary school, community center, police station, and fire station uses.

Potrero Power Station Mixed-Use Development Project

Table 5
Potrero Power Station - Trip Generation by Scenario and Land Use
Internal + External Person-trips [a]

Scenario / Land Use Type	Land Use Intensity	Daily Person-trips	AM Peak Hr Person-trips	PM Peak Hr Person-trips
Proposed Project				
Residential (studio/1-bedroom units)	1,547 units	11,603	1,651	2,007
Residential (2 or more bedroom units)	1,135 units	11,350	1,615	1,964
Hotel	220 rooms	1,540	136	154
General Office	597,723 gsf	10,819	963	920
Research & Development	645,738 gsf	5,166	942	827
PDR	45,040 gsf	815	73	69
General Retail	10,744 gsf	1,612	38	145
Supermarket	42,975 gsf	12,764	334	932
Sit-down Restaurant/Assembly	31,116 gsf	6,223	67	622
Quick Service Restaurant	37,604 gsf	22,562	244	2,256
Childcare	15,000 gsf	1,005	179	181
Library	10,000 gsf	1,950	39	315
Community Center	75,938 gsf	6,075	368	815
Open Space	6.3 acres	126	16	11
Total Internal+External Trips		93,609	6,665	11,218
Phase 1				
Residential (studio/1-bedroom units)	208 units	1,560	222	270
Residential (2 or more bedroom units)	153 units	1,530	218	265
Hotel	220 rooms	1,540	136	154
General Office	175,771 gsf	3,181	283	270
Research & Development	- gsf	-	-	-
PDR	12,571 gsf	228	20	19
General Retail	2,300 gsf	345	8	31
Supermarket	- gsf	-	-	-
Sit-down Restaurant	23,000 gsf	4,600	50	460
Quick Service Restaurant	5,634 gsf	3,380	37	338
Childcare	5,272 gsf	353	63	64
Library	- gsf	-	-	-
Community Center	- gsf	-	-	-
Open Space	4.2 acres	84	11	8
Total Internal+External Trips		16,802	1,047	1,879
Phase 2				
Residential (studio/1-bedroom units)	443 units	3,323	473	575
Residential (2 or more bedroom units)	325 units	3,250	462	562
Hotel	220 rooms	1,540	136	154
General Office	372,501 gsf	6,742	600	573
Research & Development	- gsf	-	-	-
PDR	22,886 gsf	414	37	35
General Retail	6,744 gsf	1,012	24	91
Supermarket	- gsf	-	-	-
Sit-down Restaurant/Assembly	27,000 gsf	5,400	58	540
Quick Service Restaurant	16,278 gsf	9,767	106	977
Childcare	5,272 gsf	353	63	64
Library	10,000 gsf	1,950	39	315
Community Center	6,730 gsf	538	33	72
Open Space	4.8 acres	96	12	9
Total Internal+External Trips		34,385	2,043	3,967

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 5
Potrero Power Station - Trip Generation by Scenario and Land Use
Internal + External Person-trips [a]

Scenario / Land Use Type	Land Use Intensity	Daily Person-trips	AM Peak Hr Person-trips	PM Peak Hr Person-trips
Phase 3				
Residential (studio/1-bedroom units)	537 units	4,028	573	697
Residential (2 or more bedroom units)	394 units	3,940	561	682
Hotel	220 rooms	1,540	136	154
General Office	372,501 gsf	6,742	600	573
Research & Development	318,240 gsf	2,546	464	407
PDR	22,886 gsf	414	37	35
General Retail	6,744 gsf	1,012	24	91
Supermarket	- gsf	-	-	-
Sit-down Restaurant	31,116 gsf	6,223	67	622
Quick Service Restaurant	22,319 gsf	13,391	145	1,339
Childcare	5,272 gsf	353	63	64
Library	10,000 gsf	1,950	39	315
Community Center	6,730 gsf	538	33	72
Open Space	4.8 acres	96	12	9
Total Internal+External Trips		42,774	2,754	5,060
Phase 4				
Residential (studio/1-bedroom units)	907 units	6,803	968	1,177
Residential (2 or more bedroom units)	666 units	6,660	948	1,152
Hotel	220 rooms	1,540	136	154
General Office	597,723 gsf	10,819	963	920
Research & Development	318,240 gsf	2,546	464	407
PDR	22,886 gsf	414	37	35
General Retail	9,744 gsf	1,462	34	132
Supermarket	42,975 gsf	12,764	334	932
Sit-down Restaurant	31,116 gsf	6,223	67	622
Quick Service Restaurant	36,204 gsf	21,722	235	2,172
Childcare	10,272 gsf	688	122	124
Library	10,000 gsf	1,950	39	315
Community Center	17,238 gsf	1,379	84	185
Open Space	6.3 acres	126	16	11
Total Internal+External Trips		75,095	4,448	8,338
Phase 5				
Residential (studio/1-bedroom units)	1,175 units	8,813	1,254	1,525
Residential (2 or more bedroom units)	862 units	8,620	1,227	1,491
Hotel	220 rooms	1,540	136	154
General Office	597,723 gsf	10,819	963	920
Research & Development	645,738 gsf	5,166	942	827
PDR	22,886 gsf	414	37	35
General Retail	10,744 gsf	1,612	38	145
Supermarket	42,975 gsf	12,764	334	932
Sit-down Restaurant	31,116 gsf	6,223	67	622
Quick Service Restaurant	37,604 gsf	22,562	244	2,256
Childcare	10,272 gsf	688	122	124
Library	10,000 gsf	1,950	39	315
Community Center	29,871 gsf	2,390	145	321
Open Space	6.3 acres	126	16	11
Total Internal+External Trips		83,686	5,564	9,677

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 10a

Potrero Power Station - Mode of Travel by Scenario and Land Use – External Person-trips Only

Scenario / Land Use Type	Daily				AM Peak Hour				PM Peak Hour			
	Auto	Transit	Other ^[b]	Total	Auto	Transit	Other ^[b]	Total	Auto	Transit	Other ^[b]	Total
Proposed Project												
Residential	6,343	5,812	2,535	14,690	1,112	1,067	484	2,662	1,209	1,133	504	2,846
Hotel	529	239	218	986	58	31	22	111	62	34	14	110
General Office	4,525	2,385	1,745	8,655	431	259	69	758	397	236	56	690
Research & Development / PDR	2,502	1,319	965	4,785	454	273	73	799	387	230	55	672
Retail / Supermarket	5,817	1,708	3,975	11,500	134	44	82	260	384	114	256	754
Restaurant/Assembly	11,197	3,296	7,602	22,094	117	44	60	221	1,041	308	698	2,046
Community Facilities / Open Space	2,583	1,211	1,311	5,105	166	79	82	327	356	168	181	705
Total Proposed Project	33,495	15,969	18,351	67,814	2,472	1,796	871	5,139	3,835	2,223	1,764	7,823
	49.4%	23.5%	27.1%	100.0%	48.1%	35.0%	16.9%	100.0%	49.0%	28.4%	22.6%	100.0%
Phase 1												
Residential	854	782	341	1,978	150	144	65	358	163	153	68	383
Hotel	529	239	218	986	58	31	22	111	62	34	14	110
General Office	1,307	685	489	2,482	121	72	17	209	112	66	14	192
Research & Development / PDR	93	49	35	177	9	5	1	15	8	5	1	14
Retail / Supermarket	126	37	85	248	3	2	0	6	11	3	7	22
Restaurant/Assembly	3,097	912	2,102	6,111	35	17	10	63	290	86	194	570
Community Facilities / Open Space	82	45	37	164	13	7	6	26	11	6	5	23
Total Phase 1	6,089	2,749	3,307	12,145	388	278	121	787	658	353	303	1,314
	50.1%	22.6%	27.2%	100.0%	49.3%	35.3%	15.4%	100.0%	50.1%	26.9%	23.1%	100.0%
Phase 2												
Residential	1,768	1,609	698	4,075	317	303	138	758	343	321	143	807
Hotel	518	231	205	955	58	31	21	110	62	34	13	109
General Office	2,944	1,573	1,214	5,731	262	156	38	456	271	166	51	488
Research & Development / PDR	181	97	75	352	16	10	2	28	17	10	3	30
Retail / Supermarket	409	120	280	809	10	6	1	16	32	10	22	64
Restaurant/Assembly	6,101	1,792	4,165	12,059	63	27	27	118	572	169	387	1,128
Community Facilities / Open Space	494	260	285	1,039	29	15	15	60	73	39	41	153
Total Phase 2	12,416	5,683	6,921	25,020	755	548	243	1,546	1,371	749	660	2,779
	49.6%	22.7%	27.7%	100.0%	48.8%	35.4%	15.7%	100.0%	49.3%	26.9%	23.7%	100.0%

Notes:

[a] Numbers may not sum to total due to rounding.

[b] "Other" includes walk, bicycle, motorcycle, and additional modes such as limousines.

Potrero Power Station Mixed-Use Development Project

Table 10b

Potrero Power Station - Mode of Travel by Scenario and Land Use – External Person-trips Only [a]

Scenario / Land Use Type	Daily				AM Peak Hour				PM Peak Hour			
	Auto	Transit	Other [b]	Total	Auto	Transit	Other [b]	Total	Auto	Transit	Other [b]	Total
Phase 3												
Residential	2,144	1,951	846	4,940	384	368	167	918	411	384	170	965
Hotel	518	231	205	955	58	31	22	111	62	34	14	110
General Office	2,969	1,590	1,239	5,798	281	171	51	503	266	162	48	476
Research & Development / PDR	1,304	698	544	2,546	234	143	43	420	206	125	37	367
Retail / Supermarket	409	120	280	809	10	6	1	16	37	11	25	73
Restaurant	7,938	2,331	5,425	15,695	81	34	37	152	789	232	539	1,560
Community Facilities / Open Space	494	260	285	1,039	29	15	15	60	73	39	41	153
Total Phase 3	15,776	7,183	8,823	31,782	1,077	767	335	2,179	1,844	986	874	3,704
	49.6%	22.6%	27.8%	100.0%	49.4%	35.2%	15.4%	100.0%	49.8%	26.6%	23.6%	100.0%
Phase 4												
Residential	3,622	3,296	1,429	8,347	648	622	282	1,552	695	648	287	1,630
Hotel	518	231	205	955	58	31	22	111	62	34	14	110
General Office	4,764	2,552	1,988	9,304	449	273	81	803	421	254	72	747
Research & Development / PDR	1,304	698	544	2,546	234	142	42	418	202	122	35	360
Retail / Supermarket	6,030	1,767	4,152	11,949	133	43	81	258	430	126	294	851
Restaurant	11,774	3,451	8,099	23,324	113	43	58	215	1,078	318	731	2,127
Community Facilities / Open Space	853	428	457	1,738	57	29	28	114	122	62	65	249
Total Phase 4	28,865	12,424	16,873	58,162	1,693	1,183	595	3,471	3,011	1,566	1,498	6,075
	49.6%	21.4%	29.0%	100.0%	48.8%	34.1%	17.1%	100.0%	49.6%	25.8%	24.7%	100.0%
Phase 5												
Residential	4,690	4,268	1,850	10,808	840	805	365	2,009	911	852	379	2,141
Hotel	518	231	205	955	58	31	22	111	62	34	14	110
General Office	4,725	2,524	1,947	9,196	447	271	79	797	416	251	69	736
Research & Development / PDR	2,437	1,302	1,004	4,743	454	276	81	811	390	235	65	689
Retail / Supermarket	5,817	1,708	3,975	11,500	134	44	82	260	410	121	277	808
Restaurant	11,369	3,343	7,739	22,451	117	44	60	221	1,089	321	735	2,145
Community Facilities / Open Space	1,217	591	638	2,446	79	39	39	156	171	84	89	344
Total Phase 5	30,771	13,968	17,359	62,099	2,129	1,510	728	4,366	3,448	1,898	1,628	6,974
	49.6%	22.5%	28.0%	100.0%	48.8%	34.6%	16.7%	100.0%	49.4%	27.2%	23.3%	100.0%

Notes:

[a] Numbers may not sum to total due to rounding.

[b] "Other" includes walk, bicycle, motorcycle, and additional modes such as limousines.

Potrero Power Station Mixed-Use Development Project

Table 11a
Potrero Power Station Person Trip Generation
by Scenario and Origin/Destination ^[a]

Scenario/ Origin/Destination	Auto Person Trips			Transit Person Trips			Other Person Trips ^[b]			Person Trips by All Modes of Travel		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Hour												
Proposed Project												
SF Superdistrict 1	182	320	502	207	365	572	143	204	347	532	890	1,421
SF Superdistrict 2	153	76	228	136	68	204	46	35	80	334	179	513
SF Superdistrict 3	154	137	291	113	124	236	78	79	157	345	339	684
SF Superdistrict 4	126	64	190	89	54	143	24	24	48	238	142	380
East Bay	220	124	344	176	92	268	32	29	61	428	245	673
North Bay	96	56	152	33	17	51	7	4	11	137	77	214
South Bay	386	256	642	132	140	272	29	39	68	547	435	983
Outside of Bay Area	75	47	122	35	15	51	57	40	98	168	102	270
Total All Origins	1,392	1,080	2,472	921	875	1,796	417	454	871	2,730	2,409	5,139
	56%	44%		51%	49%		48%	52%		53%	47%	
Phase 1												
SF Superdistrict 1	25	43	68	28	50	78	20	28	49	73	121	195
SF Superdistrict 2	27	12	39	25	11	36	7	5	12	59	28	87
SF Superdistrict 3	22	20	42	16	18	34	12	12	23	50	49	99
SF Superdistrict 4	23	10	33	16	8	24	4	3	7	42	22	64
East Bay	39	19	59	32	15	47	5	4	9	77	38	114
North Bay	17	9	26	6	3	9	1	0	2	24	12	36
South Bay	68	38	106	22	20	42	4	5	10	94	63	157
Outside of Bay Area	11	6	16	6	2	8	7	4	10	23	12	35
Total All Origins	231	157	388	152	126	278	59	62	121	443	345	787
	60%	40%		55%	45%		49%	51%		56%	44%	
Phase 2												
SF Superdistrict 1	51	91	142	59	104	162	40	58	98	151	252	403
SF Superdistrict 2	50	22	72	46	21	67	13	9	23	109	52	162
SF Superdistrict 3	44	40	84	33	36	69	23	23	46	100	99	199
SF Superdistrict 4	42	19	61	30	16	46	7	7	14	79	42	121
East Bay	73	37	111	60	28	88	9	8	17	143	73	216
North Bay	32	17	49	11	5	17	2	1	3	45	23	68
South Bay	128	76	204	42	41	83	9	11	20	179	128	307
Outside of Bay Area	21	11	32	11	4	15	14	9	22	45	24	69
Total All Origins	442	313	755	293	255	548	118	126	243	852	693	1,546
	59%	41%		53%	47%		48%	52%		55%	45%	

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 11b
Potrero Power Station Person Trip Generation
by Scenario and Origin/Destination ^[a]

Scenario/ Origin/Destination	Auto Person Trips			Transit Person Trips			Other Person Trips ^[b]			Person Trips by All Modes of Travel		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Hour												
Phase 3												
SF Superdistrict 1	71	112	182	81	128	209	63	73	136	215	312	527
SF Superdistrict 2	75	29	104	70	28	98	19	12	31	164	69	233
SF Superdistrict 3	83	53	137	59	47	107	38	30	68	181	130	311
SF Superdistrict 4	63	25	89	45	21	67	10	8	18	118	55	174
East Bay	111	49	160	92	37	130	13	10	23	216	96	312
North Bay	48	22	70	18	7	25	3	1	4	69	30	99
South Bay	192	99	290	61	51	112	12	14	25	264	164	428
Outside of Bay Area	30	15	45	16	5	21	19	11	30	65	32	96
Total All Origins	673	404	1,077	442	325	767	177	159	335	1,292	888	2,179
	62%	38%		58%	42%		53%	47%		59%	41%	
Phase 4												
SF Superdistrict 1	115	189	303	131	215	346	99	124	223	345	527	872
SF Superdistrict 2	108	50	158	98	45	142	31	22	53	237	117	354
SF Superdistrict 3	128	94	222	87	78	165	61	53	113	275	224	500
SF Superdistrict 4	90	43	133	63	34	97	15	15	30	169	91	260
East Bay	156	80	237	127	59	187	23	20	42	306	159	466
North Bay	69	37	106	25	12	36	6	3	9	100	52	151
South Bay	276	165	441	89	85	174	19	24	43	384	274	658
Outside of Bay Area	57	36	93	25	11	36	46	35	81	128	82	210
Total All Origins	1,000	693	1,693	644	539	1,183	300	294	595	1,944	1,526	3,471
	59%	41%		54%	46%		51%	49%		56%	44%	
Phase 5												
SF Superdistrict 1	147	243	390	168	277	445	125	158	283	440	678	1,118
SF Superdistrict 2	137	62	199	125	56	181	38	27	66	301	145	446
SF Superdistrict 3	156	114	270	109	98	207	73	64	137	338	276	614
SF Superdistrict 4	115	53	168	81	44	124	19	18	38	215	115	330
East Bay	200	101	301	163	75	238	28	24	51	391	200	591
North Bay	88	46	134	31	15	46	7	4	10	126	64	190
South Bay	351	208	559	114	109	224	24	30	54	490	348	838
Outside of Bay Area	67	41	108	31	13	44	52	37	88	150	90	240
Total All Origins	1,261	868	2,129	822	687	1,510	367	361	728	2,450	1,916	4,366
	59%	41%		54%	46%		50%	50%		56%	44%	

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 12a
Potrero Power Station Person Trip Generation
by Scenario and Origin/Destination ^[a]

Scenario/ Origin/Destination	Auto Person Trips			Transit Person Trips			Other Person Trips ^[b]			Person Trips by All Modes of Travel		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
PM Peak Hour												
Proposed Project												
SF Superdistrict 1	333	193	526	372	211	583	248	179	427	953	583	1,536
SF Superdistrict 2	161	223	384	117	169	286	85	92	177	363	484	847
SF Superdistrict 3	268	273	541	154	131	285	157	153	310	580	556	1,136
SF Superdistrict 4	125	173	298	80	104	184	41	38	79	246	314	560
East Bay	210	279	490	139	201	340	73	75	148	422	555	977
North Bay	103	133	236	30	43	72	19	23	42	152	198	351
South Bay	427	511	938	187	158	345	58	45	104	672	714	1,387
Outside of Bay Area	197	228	424	54	73	128	225	252	477	476	553	1,029
Total All Origins	1,824	2,012	3,835	1,134	1,089	2,223	907	857	1,764	3,865	3,958	7,823
	48%	52%		51%	49%		51%	49%		49%	51%	
Phase 1												
SF Superdistrict 1	46	27	74	51	29	81	37	27	64	135	83	218
SF Superdistrict 2	28	39	67	21	30	50	14	16	30	64	84	148
SF Superdistrict 3	46	46	91	22	18	40	26	25	51	94	89	183
SF Superdistrict 4	22	31	53	13	18	31	6	6	12	42	54	97
East Bay	36	49	85	25	35	60	13	14	27	74	98	172
North Bay	18	24	42	6	8	13	4	4	8	28	36	64
South Bay	74	90	164	28	26	54	9	7	16	111	123	235
Outside of Bay Area	38	44	82	10	13	23	45	50	95	93	107	200
Total All Origins	309	348	658	176	177	353	154	149	303	640	674	1,314
	47%	53%		50%	50%		51%	49%		49%	51%	
Phase 2												
SF Superdistrict 1	99	64	162	109	69	178	80	69	149	288	201	489
SF Superdistrict 2	54	76	130	39	58	97	28	31	60	122	165	287
SF Superdistrict 3	116	135	252	57	61	118	68	74	141	241	270	511
SF Superdistrict 4	43	60	102	26	35	61	13	12	25	81	107	188
East Bay	70	95	165	46	69	115	26	27	52	142	191	332
North Bay	35	46	81	11	15	26	7	9	16	53	70	123
South Bay	143	177	320	57	52	109	18	15	33	219	243	462
Outside of Bay Area	74	85	159	19	26	45	87	97	184	180	208	388
Total All Origins	633	737	1,371	365	384	749	327	333	660	1,325	1,454	2,779
	46%	54%		49%	51%		50%	50%		48%	52%	

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 12b
Potrero Power Station Person Trip Generation
by Scenario and Origin/Destination ^[a]

Scenario/ Origin/Destination	Auto Person Trips			Transit Person Trips			Other Person Trips ^[b]			Person Trips by All Modes of Travel		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
PM Peak Hour												
Phase 3												
SF Superdistrict 1	122	82	204	133	88	221	106	96	202	360	267	626
SF Superdistrict 2	69	106	175	50	83	133	35	41	77	154	230	384
SF Superdistrict 3	164	196	360	72	82	154	94	105	199	330	383	713
SF Superdistrict 4	54	84	139	33	50	83	16	16	31	103	150	253
East Bay	88	135	224	59	100	159	32	35	67	180	271	450
North Bay	44	65	109	14	22	35	9	11	21	67	98	165
South Bay	181	248	429	71	71	142	22	19	42	274	338	613
Outside of Bay Area	93	111	204	24	34	59	111	125	235	229	270	499
Total All Origins	816	1,028	1,844	456	530	986	425	449	874	1,697	2,007	3,704
	44%	56%		46%	54%		49%	51%		46%	54%	
Phase 4												
SF Superdistrict 1	204	133	338	223	141	364	177	153	330	604	427	1,032
SF Superdistrict 2	119	168	286	83	126	209	64	71	135	265	364	630
SF Superdistrict 3	265	300	566	114	118	232	151	162	314	530	581	1,112
SF Superdistrict 4	92	132	224	54	75	129	27	26	54	173	233	406
East Bay	148	207	355	96	148	244	58	61	120	302	417	719
North Bay	76	102	177	23	33	56	17	20	38	116	155	271
South Bay	306	387	693	119	110	229	39	32	71	464	529	993
Outside of Bay Area	173	199	372	44	58	103	207	230	438	424	488	912
Total All Origins	1,383	1,628	3,011	756	810	1,566	741	757	1,498	2,879	3,195	6,075
	46%	54%		48%	52%		49%	51%		47%	53%	
Phase 5												
SF Superdistrict 1	259	163	422	287	176	462	208	171	379	754	509	1,263
SF Superdistrict 2	135	198	334	98	153	250	71	81	152	305	432	736
SF Superdistrict 3	271	305	576	132	133	265	155	164	319	557	602	1,159
SF Superdistrict 4	106	157	263	65	93	158	32	31	64	204	281	484
East Bay	175	251	425	115	183	298	64	68	132	354	502	856
North Bay	88	121	208	26	40	66	18	22	40	132	182	314
South Bay	359	464	823	148	136	285	47	38	85	555	638	1,193
Outside of Bay Area	183	214	397	48	66	113	216	241	457	446	521	967
Total All Origins	1,576	1,872	3,448	919	979	1,898	812	816	1,628	3,307	3,667	6,974
	46%	54%		48%	52%		50%	50%		47%	53%	

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 14a
Potrero Power Station VehicleTrip Generation
by Scenario and Origin/Destination ^[a]

Scenario/ Origin/Destination	Daily			AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Proposed Project									
SF Superdistrict 1	1,281	1,281	2,563	159	288	447	293	164	457
SF Superdistrict 2	1,157	1,157	2,315	114	54	168	109	158	267
SF Superdistrict 3	1,733	1,733	3,467	112	104	216	165	163	328
SF Superdistrict 4	767	767	1,534	85	45	130	81	112	193
East Bay	1,048	1,048	2,096	120	86	205	132	151	283
North Bay	601	601	1,201	66	42	108	70	87	157
South Bay	2,272	2,272	4,544	323	207	529	303	379	683
Outside of Bay Area	901	901	1,802	36	22	59	77	94	171
Total All Origins	9,761	9,761	19,522	1,015	848	1,862	1,230	1,310	2,540
	50%	50%		54%	46%		48%	52%	
Phase 1									
SF Superdistrict 1	186	186	373	22	39	61	40	23	63
SF Superdistrict 2	221	221	443	20	8	29	19	28	47
SF Superdistrict 3	295	295	590	16	15	30	27	27	54
SF Superdistrict 4	144	144	288	15	7	22	14	20	34
East Bay	188	188	375	21	13	33	22	26	47
North Bay	110	110	220	12	6	18	12	15	27
South Bay	405	405	810	58	31	88	51	66	117
Outside of Bay Area	173	173	347	6	3	8	15	18	32
Total All Origins	1,723	1,723	3,445	169	121	289	201	222	423
	50%	50%		58%	42%		48%	52%	
Phase 2									
SF Superdistrict 1	392	392	784	45	82	127	86	53	138
SF Superdistrict 2	426	426	851	38	16	54	37	55	92
SF Superdistrict 3	704	704	1,408	32	30	62	66	80	146
SF Superdistrict 4	279	279	559	28	13	42	28	39	67
East Bay	368	368	736	39	25	64	42	51	93
North Bay	215	215	431	22	12	34	23	30	53
South Bay	802	802	1,604	109	61	170	99	130	229
Outside of Bay Area	334	334	667	11	6	16	28	35	63
Total All Origins	3,520	3,520	7,040	324	245	569	409	471	881
	50%	50%		57%	43%		46%	54%	

Note:

[a] Numbers may not sum to total due to rounding.

Potrero Power Station Mixed-Use Development Project

Table 14b
Potrero Power Station VehicleTrip Generation
by Scenario and Origin/Destination ^[a]

Scenario/ Origin/Destination	Daily			AM Peak Hour			PM Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Phase 3									
SF Superdistrict 1	490	490	979	61	100	161	104	67	171
SF Superdistrict 2	540	540	1,080	57	21	78	47	77	124
SF Superdistrict 3	906	906	1,812	61	40	101	91	115	207
SF Superdistrict 4	354	354	708	43	17	60	35	55	90
East Bay	464	464	928	58	32	90	53	71	124
North Bay	272	272	545	33	16	49	29	42	71
South Bay	1,014	1,014	2,028	164	79	243	125	186	310
Outside of Bay Area	423	423	847	15	7	23	36	46	82
Total All Origins	4,463	4,463	8,926	492	312	804	519	659	1,178
	50%	50%		61%	39%		44%	56%	
Phase 4									
SF Superdistrict 1	879	879	1,759	99	169	268	175	109	284
SF Superdistrict 2	941	941	1,882	82	36	117	80	121	201
SF Superdistrict 3	1,808	1,808	3,616	92	68	160	149	174	323
SF Superdistrict 4	620	620	1,239	61	29	90	59	86	145
East Bay	796	796	1,592	84	53	137	89	110	199
North Bay	476	476	953	47	27	74	49	66	115
South Bay	1,735	1,735	3,471	230	130	361	207	280	487
Outside of Bay Area	804	804	1,609	27	16	43	66	80	146
Total All Origins	8,060	8,060	16,119	722	529	1,251	874	1,025	1,899
	50%	50%		58%	42%		46%	54%	
Phase 5									
SF Superdistrict 1	1,016	1,016	2,031	128	218	345	225	135	361
SF Superdistrict 2	1,047	1,047	2,095	104	44	148	92	143	235
SF Superdistrict 3	1,711	1,711	3,422	113	85	198	158	182	340
SF Superdistrict 4	693	693	1,386	77	37	114	69	102	171
East Bay	915	915	1,830	107	68	175	107	134	241
North Bay	537	537	1,074	60	33	94	58	79	137
South Bay	1,998	1,998	3,996	295	166	461	250	344	593
Outside of Bay Area	855	855	1,710	33	19	51	71	88	158
Total All Origins	8,772	8,772	17,543	917	670	1,587	1,030	1,207	2,237
	50%	50%		58%	42%		46%	54%	

Note:

[a] Numbers may not sum to total due to rounding.

5e. Construction Truck Trips

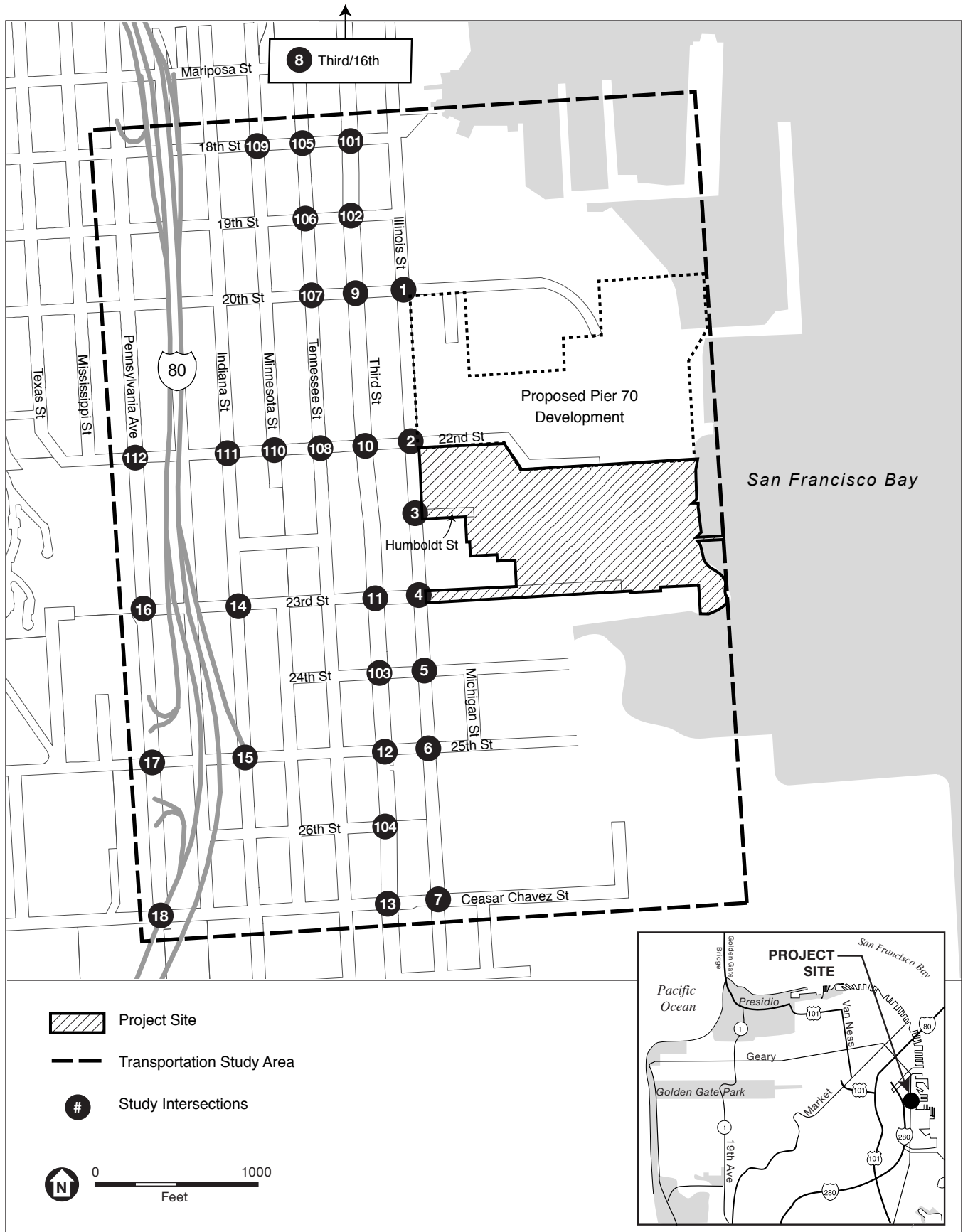
Potrero Power Station - Construction Vehicle Trips
from: TRC_PPP Construction Phase Data Request -Details_20180227

5 days x 4 weeks per month										Haul plus vendor																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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Grading	Feb. 2023	Oct. 2023	180	9	32	4	2,746	15	19	Grading																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Building Construction	July 2022	Dec. 2024	580	29	208	30	7,515	13	43	Building Construction																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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LYSIS, SEE OVERLAPS A

5f. Traffic Volume Summaries



SOURCE: LCW Consulting, 2018

Potrero Power Plant Mixed-Use Redevelopment Project

Figure 1
Project Location and Study Intersections

Potrero Power Station Mixed-Use Development Project
Weekday AM Peak Hour (7 AM to 9 AM period)

#	Intersection Name	TABLE 1A - INTERSECTION TURNING MOVEMENTS																		Total All Approaches
		Northbound					Southbound					Eastbound				Westbound				
		U-turn	Left	Thru	Right	Total	U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
Existing Counts																				
1	Illinois St / 20th St	32	186	16	234	8	34	38	80	63	23	98	184	6	13	4	23	521		
2	Illinois St / 22nd St	18	235	7	260	18	74	27	119	37	9	28	74	10	10	10	30	483		
3	Illinois St / Humboldt St		230	5	235	5	72		77				0	3		1	4	316		
4	Illinois St / 23rd St	21	190	46	257	23	48	22	93	28	41	26	95	4	13	8	25	470		
5	Illinois St / 24th St	4	239	6	249	14	51	5	70	13	5	1	19	5	3	2	10	348		
6	Illinois St / 25th St	21	221	12	254	4	38	16	58	35	14	38	87	8	10	1	19	418		
7	Illinois St / César Chávez St	100	116	4	220	11	43	24	78	113	82	157	352	6	32	15	53	703		
8	Third St / 16th St	4	326	741	10	1,081	4	21	227	121	373	184	59	124	367	15	102	57	174	1,995
9	Third St / 20th St	13	82	748	76	919	4	55	279	34	372	31	49	25	105	10	50	22	82	1,478
10	Third St / 22nd St		856	54	910			287	38	325		51	31	51	133	29	31	20	80	1,448
11	Third St / 23rd St	1	20	795	31	847	11	19	282	52	364	30	34	21	85	5	18	33	56	1,352
12	Third St / 25th St	6	131	848	42	1,027	1		285	33	319	35	48	85	168	3	40	4	47	1,561
13	Third St / César Chávez St	1	187	686	19	893	10	18	309	62	399	226	285	307	818	8	122	13	143	2,253
14	Indiana St / 23rd St		26	123	40	189		21	4	30	55	29	69	7	105	2	58	23	83	432
15	Indiana St / 25th St	28	113	104	60	305					0	22	30	165	217	153	77	14	244	766
16	Pennsylvania Ave / 23rd St	30	307	80	417		17	189	4	210		6	4	15	25	80	3	34	117	769
17	Pennsylvania Ave / 25th St	87	298	73	458		121	460	66	647		26	49	126	201	139	34	24	197	1,503
18	Pennsylvania / C. Chávez St	325	319	639	1,283		96		260	356		233	497		730		169	170	339	2,708
19	Third St / 24th St		868	19	887			308		308				-22	-22	33		-21	12	1,185
PPS Project																				
1	Illinois St / 20th St	63	134	0	197	0	114	0	114	0	0	152	152	0	0	0	0	463		
2	Illinois St / 22nd St	29	154	98	281	124	142	0	266	0	110	26	136	74	155	43	272	955		
3	Illinois St / Humboldt St	0	189	131	320	90	152	0	242	0	0	0	0	88	0	93	181	743		
4	Illinois St / 23rd St	0	108	108	216	78	91	72	241	121	367	0	488	91	272	91	454	1,399		
5	Illinois St / 24th St	0	215	0	215	0	181	0	181	0	0	0	0	0	0	0	0	396		
6	Illinois St / 25th St	0	212	0	212	0	102	78	180	3	0	0	3	0	0	0	0	395		
7	Illinois St / César Chávez St	0	0	0	0	0	0	102	102	212	0	0	212	0	0	0	0	314		
8	Third St / 16th St	74	215	0	289	0	64	0	64	0	15	177	192	0	5	18	23	568		
9	Third St / 20th St	2	224	0	226	146	146	0	292	0	6	2	8	0	7	56	63	589		
10	Third St / 22nd St	0	142	99	241	0	147	0	147	0	37	0	37	59	42	84	185	610		
11	Third St / 23rd St	0	83	288	371	147	47	11	205	16	53	0	69	162	40	142	344	989		
12	Third St / 25th St	0	308	0	308	0	130	79	209	63	3	0	66	0	78	0	78	661		
13	Third St / César Chávez St	0	12	8	20	0	10	121	131	295	203	0	498	7	96	0	103	752		
14	Indiana St / 23rd St	0	0	0	0	0	0	0	0	0	69	0	69	0	51	0	51	120		
15	Indiana St / 25th St	0	0	0	0	0	0	0	0	0	0	66	66	62	95	0	157	223		
16	Pennsylvania Ave / 23rd St	0	31	69	100	0	35	0	35	0	0	0	0	51	0	0	51	186		
17	Pennsylvania Ave / 25th St	0	62	50	112	16	86	0	102	0	0	0	0	62	0	0	62	276		
18	Pennsylvania / C. Chávez St	0	99	347	446	0	0	8	8	12	151	0	163	0	92	124	216	833		
19	Third St / 24th St		371		371		209		209			0				0		580		

Potrero Power Station Mixed-Use Development Project
Weekday AM Peak Hour (7 AM to 9 AM period)

#	Intersection Name	TABLE 1A - INTERSECTION TURNING MOVEMENTS																		
		Northbound					Southbound					Eastbound				Westbound				Total All Approaches
		U-turn	Left	Thru	Right	Total	U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
Existing Counts plus PPS Project																				
1	Illinois St / 20th St	0	95	320	16	431	0	8	148	38	194	63	23	250	336	6	13	4	23	984
2	Illinois St / 22nd St	0	47	389	105	541	0	142	216	27	385	37	119	54	210	84	165	53	302	1,438
3	Illinois St / Humboldt St	0	0	419	136	555	0	95	224	0	319	0	0	0	0	91	0	94	185	1,059
4	Illinois St / 23rd St	0	21	298	154	473	0	101	139	94	334	149	408	26	583	95	285	99	479	1,869
5	Illinois St / 24th St	0	4	454	6	464	0	14	232	5	251	13	5	1	19	5	3	2	10	744
6	Illinois St / 25th St	0	21	433	12	466	0	4	140	94	238	38	14	38	90	8	10	1	19	813
7	Illinois St / César Chávez St	0	100	116	4	220	0	11	43	126	180	325	82	157	564	6	32	15	53	1,017
8	Third St / 16th St	4	400	956	10	1,370	4	21	291	121	437	184	74	301	559	15	107	75	197	2,563
9	Third St / 20th St	13	84	972	76	1,145	4	201	425	34	664	31	55	27	113	10	57	78	145	2,067
10	Third St / 22nd St	0	0	998	153	1,151	0	0	434	38	472	51	68	51	170	88	73	104	265	2,058
11	Third St / 23rd St	1	20	878	319	1,218	11	166	329	63	569	46	87	21	154	167	58	175	400	2,341
12	Third St / 25th St	6	131	1,156	42	1,335	1	0	415	112	528	98	51	85	234	3	118	4	125	2,222
13	Third St / César Chávez St	1	187	698	27	913	10	18	319	183	530	521	488	307	1,316	15	218	13	246	3,005
14	Indiana St / 23rd St	0	26	123	40	189	0	21	4	30	55	29	138	7	174	2	109	23	134	552
15	Indiana St / 25th St	28	113	104	60	305	0	0	0	0	0	22	30	231	283	215	172	14	401	989
16	Pennsylvania Ave / 23rd St	0	30	338	149	517	0	17	224	4	245	6	4	15	25	131	3	34	168	955
17	Pennsylvania Ave / 25th St	0	87	360	123	570	0	137	546	66	749	26	49	126	201	201	34	24	259	1,779
18	Pennsylvania / C. Chávez St	0	325	418	986	1,729	0	96	0	268	364	245	648	0	893	0	261	294	555	3,541
19	Third St / 24th St	0	0	1,239	19	1,258	0	0	517	0	517	0	0	-22	-22	33	0	-21	12	1,765
PPS Project & Pier 70																				
1	Illinois St / 20th St	0	50	356	222	628	0	88	348	0	436	0	49	259	308	33	160	82	275	1,647
2	Illinois St / 22nd St	0	24	361	144	529	0	229	377	88	694	430	217	17	664	149	288	56	493	2,380
3	Illinois St / Humboldt St	0	0	454	88	542	0	66	477	0	543	0	0	0	0	70	0	75	145	1,230
4	Illinois St / 23rd St	0	0	315	72	387	0	57	371	120	548	153	257	0	410	73	218	73	364	1,709
5	Illinois St / 24th St	0	0	387	0	387	0	0	443	0	443	0	0	0	0	0	0	0	0	830
6	Illinois St / 25th St	0	0	380	0	380	0	0	228	215	443	8	0	0	8	0	0	0	0	831
7	Illinois St / César Chávez St	0	0	0	0	0	0	0	0	228	228	380	0	0	380	0	0	0	0	608
8	Third St / 16th St	0	84	350	0	434	0	0	113	0	113	0	127	308	435	0	43	81	124	1,106
9	Third St / 20th St	0	1	272	0	273	0	297	108	0	405	0	12	1	13	130	12	66	208	899
10	Third St / 22nd St	0	0	115	561	676	0	0	239	0	239	0	103	0	103	156	86	158	400	1,418
11	Third St / 23rd St	0	0	481	209	690	0	109	276	9	394	80	92	0	172	129	95	115	339	1,595
12	Third St / 25th St	0	0	563	0	563	0	0	245	159	404	127	8	0	135	0	215	0	215	1,317
13	Third St / César Chávez St	0	0	23	9	32	0	0	22	223	245	541	371	0	912	9	218	0	227	1,416
14	Indiana St / 23rd St	0	0	0	0	0	0	0	0	0	0	0	171	0	171	0	104	0	104	275
15	Indiana St / 25th St	0	0	0	0	0	0	0	0	0	0	0	0	134	134	147	227	0	374	508
16	Pennsylvania Ave / 23rd St	0	0	91	171	262	0	0	72	0	72	0	0	0	0	104	0	0	104	438
17	Pennsylvania Ave / 25th St	0	0	183	98	281	0	36	176	0	212	0	0	0	0	147	0	0	147	640
18	Pennsylvania / C. Chávez St	0	0	261	625	886	0	0	0	17	17	20	286	0	306	0	187	254	441	1,650
19	Third St / 24th St	0	0	690	0	690	0	0	405	0	405	0	0	0	0	0	0	0	0	1,095

Potrero Power Station Mixed-Use Development Project
Weekday AM Peak Hour (7 AM to 9 AM period)

#	Intersection Name	TABLE 1A - INTERSECTION TURNING MOVEMENTS																			
		Northbound					Southbound					Eastbound				Westbound				Total All Approaches	
		U-turn	Left	Thru	Right	Total	U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
Existing Counts plus PPS Project plus Pier 70																					
1	Illinois St / 20th St	0	82	542	238	862	0	96	382	38	516	63	72	357	492	39	173	86	298	2,168	
2	Illinois St / 22nd St	0	42	596	151	789	0	247	451	115	813	467	226	45	738	159	298	66	523	2,863	
3	Illinois St / Humboldt St	0	0	684	93	777	0	71	549	0	620	0	0	0	0	73	0	76	149	1,546	
4	Illinois St / 23rd St	0	21	505	118	644	0	80	419	142	641	181	298	26	505	77	231	81	389	2,179	
5	Illinois St / 24th St	0	4	626	6	636	0	14	494	5	513	13	5	1	19	5	3	2	10	1,178	
6	Illinois St / 25th St	0	21	601	12	634	0	4	266	231	501	43	14	38	95	8	10	1	19	1,249	
7	Illinois St / César Chávez St	0	100	116	4	220	0	11	43	252	306	493	82	157	732	6	32	15	53	1,311	
8	Third St / 16th St	4	410	1,091	10	1,515	4	21	340	121	486	184	186	432	802	15	145	138	298	3,101	
9	Third St / 20th St	13	83	1,020	76	1,192	4	352	387	34	777	31	61	26	118	140	62	88	290	2,377	
10	Third St / 22nd St	0	0	971	615	1,586	0	0	526	38	564	51	134	51	236	185	117	178	480	2,866	
11	Third St / 23rd St	1	20	1,276	240	1,537	11	128	558	61	758	110	126	21	257	134	113	148	395	2,947	
12	Third St / 25th St	6	131	1,411	42	1,590	1	0	530	192	723	162	56	85	303	3	255	4	262	2,878	
13	Third St / César Chávez St	1	187	709	28	925	10	18	331	285	644	767	656	307	1,730	17	340	13	370	3,669	
14	Indiana St / 23rd St	0	26	123	40	189	0	21	4	30	55	29	240	7	276	2	162	23	187	707	
15	Indiana St / 25th St	28	113	104	60	305	0	0	0	0	0	22	30	299	351	300	304	14	618	1,274	
16	Pennsylvania Ave / 23rd St	0	30	398	251	679	0	17	261	4	282	6	4	15	25	184	3	34	221	1,207	
17	Pennsylvania Ave / 25th St	0	87	481	171	739	0	157	636	66	859	26	49	126	201	286	34	24	344	2,143	
18	Pennsylvania / C. Chávez St	0	325	580	1,264	2,169	0	96	0	277	373	253	783	0	1,036	0	356	424	780	4,358	
19	Third St / 24th St	0	0	1,558	19	1,577	0	0	713	0	713	0	0	-22	-22	33	0	-21	12	2,280	
2040 Cumulative with PPS Project & Pier 70																					
1	Illinois St / 20th St	0	70	515	452	1,037	0	324	541	82	947	69	191	303	563	59	200	123	382	2,929	
2	Illinois St / 22nd St	0	53	768	228	1,049	0	326	482	149	957	430	322	47	799	172	296	58	526	3,331	
3	Illinois St / Humboldt St	0	0	963	93	1,056	0	71	630	0	701	0	0	0	0	73	0	86	159	1,916	
4	Illinois St / 23rd St	0	10	684	102	796	0	85	479	140	704	285	281	52	618	77	231	86	394	2,512	
5	Illinois St / 24th St	0	29	780	11	820	0	14	553	40	607	14	24	1	39	6	14	2	22	1,488	
6	Illinois St / 25th St	0	22	783	17	822	0	7	305	248	560	33	131	38	202	11	51	5	67	1,651	
7	Illinois St / César Chávez St	0	336	141	6	483	0	11	73	264	348	654	101	208	963	6	34	15	55	1,849	
8	Third St / 16th St	0	487	1,798	93	2,378	0	126	443	246	815	371	417	517	1,305	30	237	180	447	4,945	
9	Third St / 20th St	0	106	1,561	109	1,776	0	362	485	38	885	49	93	30	172	215	43	92	350	3,183	
10	Third St / 22nd St	0	0	1,554	608	2,162	0	0	699	31	730	50	191	60	301	197	129	172	498	3,691	
11	Third St / 23rd St	0	63	1,697	314	2,074	0	153	716	86	955	339	151	50	540	140	116	126	382	3,951	
12	Third St / 25th St	0	113	1,685	108	1,906	0	0	672	226	898	238	94	71	403	40	265	16	321	3,528	
13	Third St / César Chávez St	0	270	1,127	73	1,470	0	30	444	369	843	1,007	860	490	2,357	27	543	63	633	5,303	
14	Indiana St / 23rd St	0	31	143	41	215	0	31	7	35	73	30	262	8	300	3	198	25	226	814	
15	Indiana St / 25th St	29	297	120	65	511	0	0	0	0	0	70	28	428	526	361	330	42	733	1,770	
16	Pennsylvania Ave / 23rd St	0	31	425	277	733	0	19	293	5	317	6	9	15	30	219	8	45	272	1,352	
17	Pennsylvania Ave / 25th St	0	94	573	193	860	0	229	797	103	1,129	28	104	206	338	324	40	26	390	2,717	
18	Pennsylvania / C. Chávez St	0	335	629	1,297	2,261	0	303	0	305	608	279	972	0	1,251	0	474	437	911	5,031	
19	Third St / 24th St	0	0	1,924	15	1,939	0	0	875	31	906	80	24	21	125	3	10	70	83	3,053	

Potrero Power Station Mixed-Use Development Project
Weekday PM Peak Hour (4 PM to 6 PM period)

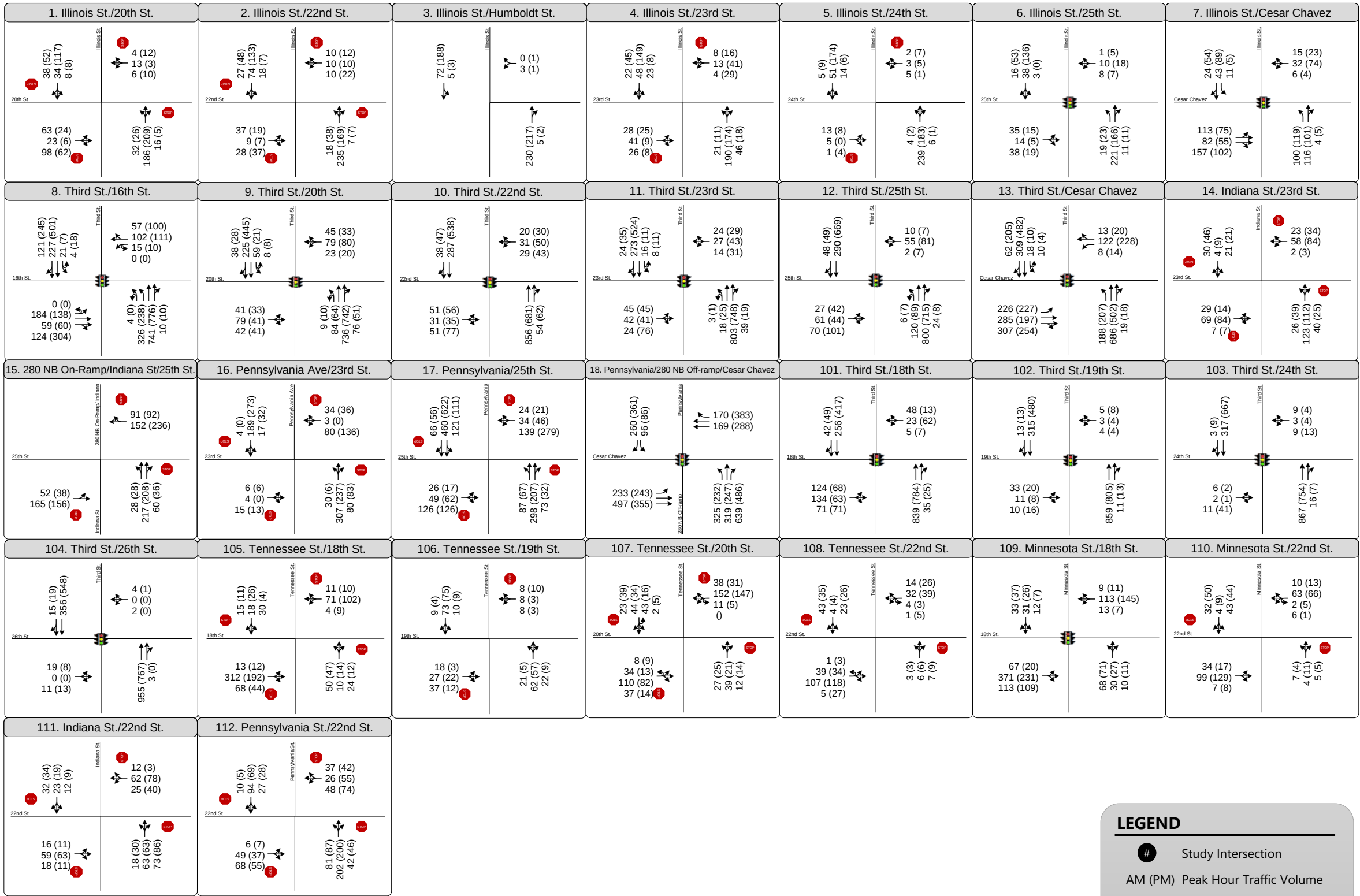
#	Intersection Name	TABLE 1A - INTERSECTION TURNING MOVEMENTS																		Total All Approaches
		Northbound					Southbound					Eastbound				Westbound				
		U-turn	Left	Thru	Right	Total	U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
Existing Counts																				
1	Illinois St / 20th St	26	209	5	240	8	117	52	177	24	6	62	92	10	3	12	25	534		
2	Illinois St / 22nd St	38	169	7	214	7	133	48	188	19	7	37	63	22	10	12	44	509		
3	Illinois St / Humboldt St		217	2	219	3	188		191				0	1		1	2	412		
4	Illinois St / 23rd St	11	174	18	203	8	149	45	202	25	9	8	42	29	41	16	86	533		
5	Illinois St / 24th St	2	183	1	186	6	174	9	189	8	0	4	12	1	5	7	13	400		
6	Illinois St / 25th St	23	166	11	200	2	136	53	191	15	5	22	42	7	18	5	30	463		
7	Illinois St / César Chávez St	119	101	5	225	5	89	54	148	75	55	102	232	4	74	23	101	706		
8	Third St / 16th St	1	238	776	10	1,025	18	7	501	245	771	135	60	304	499	10	111	100	221	2,516
9	Third St / 20th St	28	63	633	55	779	10	10	524	34	578	31	27	28	86	15	41	18	74	1,517
10	Third St / 22nd St	1		681	62	744			538	47	585	56	35	77	168	43	50	30	123	1,620
11	Third St / 23rd St	0	15	657	21	693	14	12	593	40	659	48	18	31	97	22	56	19	97	1,546
12	Third St / 25th St	13	88	655	11	767		1	586	89	676	43	29	104	176	12	84	3	99	1,718
13	Third St / César Chávez St	1	206	502	18	727	4	10	482	205	701	227	197	254	678	14	228	20	262	2,368
14	Indiana St / 23rd St		39	112	25	176		21	9	46	76	14	84	7	105	3	84	34	121	478
15	Indiana St / 25th St	28	156	52	36	272					0	32	6	156	194	236	80	12	328	794
16	Pennsylvania Ave / 23rd St	6	237	83	326		32	273	2	307		6	1	13	20	136	2	36	174	827
17	Pennsylvania Ave / 25th St	66	207	32	305		111	622	56	789		17	62	126	205	279	46	21	346	1,645
18	Pennsylvania / C. Chávez St	232	247	486	965		86		361	447		243	355		598		288	383	671	2,681
19	Third St / 24th St		689	12	701			646		646				18	18	12		4	16	1,381
PPS Project																				
1	Illinois St / 20th St	76	151	0	227	0	156	0	156	0	0	197	197	0	0	0	0	580		
2	Illinois St / 22nd St	55	180	97	332	163	190	0	353	0	114	26	140	133	239	48	420	1,245		
3	Illinois St / Humboldt St	0	214	133	347	116	233	0	349	0	0	0	0	163	0	117	280	976		
4	Illinois St / 23rd St	0	104	104	208	100	160	136	396	125	420	0	545	160	423	118	701	1,850		
5	Illinois St / 24th St	0	208	0	208	0	320	0	320	0	0	0	0	0	0	0	0	528		
6	Illinois St / 25th St	0	202	0	202	0	208	111	319	6	0	0	6	0	0	0	0	527		
7	Illinois St / César Chávez St	0	0	0	0	0	0	208	208	202	0	0	202	0	0	0	0	410		
8	Third St / 16th St	109	189	0	298	0	103	0	103	0	17	225	242	0	10	21	31	674		
9	Third St / 20th St	2	277	0	279	190	190	0	380	0	7	2	9	0	7	69	76	744		
10	Third St / 22nd St	0	175	103	278	0	192	0	192	0	37	0	37	112	78	104	294	801		
11	Third St / 23rd St	0	83	286	369	192	89	23	304	20	67	0	87	305	79	175	559	1,319		
12	Third St / 25th St	0	300	0	300	0	278	116	394	70	6	0	76	0	111	0	111	881		
13	Third St / César Chávez St	0	12	8	20	0	18	260	278	287	194	0	481	12	197	0	209	988		
14	Indiana St / 23rd St	0	0	0	0	0	0	0	0	0	87	0	87	0	102	0	102	189		
15	Indiana St / 25th St	0	0	0	0	0	0	0	0	0	0	75	75	125	103	0	228	303		
16	Pennsylvania Ave / 23rd St	0	29	87	116	0	71	0	71	0	0	0	0	102	0	0	102	289		
17	Pennsylvania Ave / 25th St	0	58	47	105	28	173	0	201	0	0	0	0	125	0	0	125	431		
18	Pennsylvania / C. Chávez St	0	94	329	423	0	0	17	17	11	152	0	163	0	207	250	457	1,060		
19	Third St / 24th St		370		370		394		394				0				0	764		

Potrero Power Station Mixed-Use Development Project
Weekday PM Peak Hour (4 PM to 6 PM period)

#	Intersection Name	TABLE 1A - INTERSECTION TURNING MOVEMENTS																			
		Northbound					Southbound					Eastbound				Westbound				Total All Approaches	
		U-turn	Left	Thru	Right	Total	U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
Existing Counts plus PPS Project																					
1	Illinois St / 20th St	0	102	360	5	467	0	8	273	52	333	24	6	259	289	10	3	12	25	1,114	
2	Illinois St / 22nd St	0	93	349	104	546	0	170	323	48	541	19	121	63	203	155	249	60	464	1,754	
3	Illinois St / Humboldt St	0	0	431	135	566	0	119	421	0	540	0	0	0	0	164	0	118	282	1,388	
4	Illinois St / 23rd St	0	11	278	122	411	0	108	309	181	598	150	429	8	587	189	464	134	787	2,383	
5	Illinois St / 24th St	0	2	391	1	394	0	6	494	9	509	8	0	4	12	1	5	7	13	928	
6	Illinois St / 25th St	0	23	368	11	402	0	2	344	164	510	21	5	22	48	7	18	5	30	990	
7	Illinois St / César Chávez St	0	119	101	5	225	0	5	89	262	356	277	55	102	434	4	74	23	101	1,116	
8	Third St / 16th St	1	347	965	10	1,323	18	7	604	245	874	135	77	529	741	10	121	121	252	3,190	
9	Third St / 20th St	28	65	910	55	1,058	10	200	714	34	958	31	34	30	95	15	48	87	150	2,261	
10	Third St / 22nd St	1	0	856	165	1,022	0	0	730	47	777	56	72	77	205	155	128	134	417	2,421	
11	Third St / 23rd St	0	15	740	307	1,062	14	204	682	63	963	68	85	31	184	327	135	194	656	2,865	
12	Third St / 25th St	13	88	955	11	1,067	0	1	864	205	1,070	113	35	104	252	12	195	3	210	2,599	
13	Third St / César Chávez St	1	206	514	26	747	4	10	500	465	979	514	391	254	1,159	26	425	20	471	3,356	
14	Indiana St / 23rd St	0	39	112	25	176	0	21	9	46	76	14	171	7	192	3	186	34	223	667	
15	Indiana St / 25th St	28	156	52	36	272	0	0	0	0	0	32	6	231	269	361	183	12	556	1,097	
16	Pennsylvania Ave / 23rd St	0	6	266	170	442	0	32	344	2	378	6	1	13	20	238	2	36	276	1,116	
17	Pennsylvania Ave / 25th St	0	66	265	79	410	0	139	795	56	990	17	62	126	205	404	46	21	471	2,076	
18	Pennsylvania / C. Chávez St	0	232	341	815	1,388	0	86	0	378	464	254	507	0	761	0	495	633	1,128	3,741	
19	Third St / 24th St	0	0	1,059	12	1,071	0	0	1,040	0	1,040	0	0	18	18	12	0	4	16	2,145	
PPS Project & Pier 70																					
1	Illinois St / 20th St	0	90	427	250	767	0	114	480	0	594	0	63	363	426	61	290	99	450	2,237	
2	Illinois St / 22nd St	0	44	445	185	674	0	322	667	168	1,157	461	258	24	743	277	454	70	801	3,375	
3	Illinois St / Humboldt St	0	0	575	122	697	0	103	865	0	968	0	0	0	0	134	0	100	234	1,899	
4	Illinois St / 23rd St	0	0	377	96	473	0	89	671	240	1,000	220	380	0	600	133	354	100	587	2,660	
5	Illinois St / 24th St	0	0	473	0	473	0	0	804	0	804	0	0	0	0	0	0	0	0	1,277	
6	Illinois St / 25th St	0	0	461	0	461	0	0	489	314	803	12	0	0	12	0	0	0	0	1,276	
7	Illinois St / César Chávez St	0	0	0	0	0	0	0	0	489	489	461	0	0	461	0	0	0	0	950	
8	Third St / 16th St	0	148	350	0	498	0	0	181	0	181	0	150	441	591	0	81	101	182	1,452	
9	Third St / 20th St	0	2	358	0	360	0	409	169	0	578	0	17	2	19	243	14	123	380	1,337	
10	Third St / 22nd St	0	0	152	622	774	0	0	414	0	414	0	121	0	121	298	162	207	667	1,976	
11	Third St / 23rd St	0	0	532	292	824	0	171	522	19	712	90	136	0	226	249	193	152	594	2,356	
12	Third St / 25th St	0	0	667	0	667	0	0	526	244	770	157	12	0	169	0	314	0	314	1,920	
13	Third St / César Chávez St	0	0	41	17	58	0	0	41	484	525	626	444	0	1,070	17	472	0	489	2,142	
14	Indiana St / 23rd St	0	0	0	0	0	0	0	0	0	0	0	226	0	226	0	212	0	212	438	
15	Indiana St / 25th St	0	0	0	0	0	0	0	0	0	0	0	0	169	169	299	259	0	558	727	
16	Pennsylvania Ave / 23rd St	0	0	103	226	329	0	0	147	0	147	0	0	0	0	212	0	0	212	688	
17	Pennsylvania Ave / 25th St	0	0	207	110	317	0	59	358	0	417	0	0	0	0	299	0	0	299	1,033	
18	Pennsylvania / C. Chávez St	0	0	285	702	987	0	0	0	34	34	31	368	0	399	0	437	520	957	2,377	
19	Third St / 24th St	0	0	824	0	824	0	0	771	0	771	0	0	0	0	0	0	0	0	1,595	

Potrero Power Station Mixed-Use Development Project
Weekday PM Peak Hour (4 PM to 6 PM period)

#	Intersection Name	TABLE 1A - INTERSECTION TURNING MOVEMENTS																		
		Northbound					Southbound					Eastbound				Westbound				Total All Approaches
		U-turn	Left	Thru	Right	Total	U-turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
Existing Counts plus PPS Project plus Pier 70																				
1	Illinois St / 20th St	0	116	636	255	1,007	0	122	597	52	771	24	69	425	518	71	293	111	475	2,771
2	Illinois St / 22nd St	0	82	614	192	888	0	329	800	216	1,345	480	265	61	806	299	464	82	845	3,884
3	Illinois St / Humboldt St	0	0	792	124	916	0	106	1,053	0	1,159	0	0	0	0	135	0	101	236	2,311
4	Illinois St / 23rd St	0	11	551	114	676	0	97	820	285	1,202	245	389	8	642	162	395	116	673	3,193
5	Illinois St / 24th St	0	2	656	1	659	0	6	978	9	993	8	0	4	12	1	5	7	13	1,677
6	Illinois St / 25th St	0	23	627	11	661	0	2	625	367	994	27	5	22	54	7	18	5	30	1,739
7	Illinois St / César Chávez St	0	119	101	5	225	0	5	89	543	637	536	55	102	693	4	74	23	101	1,656
8	Third St / 16th St	1	386	1,126	10	1,523	18	7	682	245	952	135	210	745	1,090	10	192	201	403	3,968
9	Third St / 20th St	28	65	991	55	1,139	10	419	693	34	1,156	31	44	30	105	258	55	141	454	2,854
10	Third St / 22nd St	1	0	833	684	1,518	0	0	952	47	999	56	156	77	289	341	212	237	790	3,596
11	Third St / 23rd St	0	15	1,189	313	1,517	14	183	1,115	59	1,371	138	154	31	323	271	249	171	691	3,902
12	Third St / 25th St	13	88	1,322	11	1,434	0	1	1,112	333	1,446	200	41	104	345	12	398	3	413	3,638
13	Third St / César Chávez St	1	206	543	35	785	4	10	523	689	1,226	853	641	254	1,748	31	700	20	751	4,510
14	Indiana St / 23rd St	0	39	112	25	176	0	21	9	46	76	14	310	7	331	3	296	34	333	916
15	Indiana St / 25th St	28	156	52	36	272	0	0	0	0	0	32	6	325	363	535	339	12	886	1,521
16	Pennsylvania Ave / 23rd St	0	6	340	309	655	0	32	420	2	454	6	1	13	20	348	2	36	386	1,515
17	Pennsylvania Ave / 25th St	0	66	414	142	622	0	170	980	56	1,206	17	62	126	205	578	46	21	645	2,678
18	Pennsylvania / C. Chávez St	0	232	532	1,188	1,952	0	86	0	395	481	274	723	0	997	0	725	903	1,628	5,058
19	Third St / 24th St	0	0	1,513	12	1,525	0	0	1,417	0	1,417	0	0	18	18	12	0	4	16	2,976
2040 Cumulative with PPS Project & Pier 70																				
1	Illinois St / 20th St	0	126	695	276	1,097	0	169	856	68	1,093	64	169	387	620	220	498	329	1,047	3,857
2	Illinois St / 22nd St	0	86	638	208	932	0	330	1,109	277	1,716	485	284	62	831	361	501	183	1,045	4,524
3	Illinois St / Humboldt St	0	0	832	124	956	0	110	1,422	0	1,532	0	0	0	0	135	0	101	236	2,724
4	Illinois St / 23rd St	0	3	602	119	724	0	107	935	516	1,558	241	427	17	685	165	393	113	671	3,638
5	Illinois St / 24th St	0	2	707	1	710	0	14	1,090	13	1,117	9	28	14	51	59	39	8	106	1,984
6	Illinois St / 25th St	0	13	677	15	705	0	1	699	462	1,162	22	7	80	109	24	89	11	124	2,100
7	Illinois St / César Chávez St	0	152	151	5	308	0	5	167	651	823	546	71	116	733	6	85	23	114	1,978
8	Third St / 16th St	0	477	1,072	58	1,607	0	73	1,191	391	1,655	297	359	810	1,466	24	447	234	705	5,433
9	Third St / 20th St	0	45	1,226	109	1,380	0	455	1,466	57	1,978	35	56	78	169	325	64	303	692	4,219
10	Third St / 22nd St	0	0	1,108	686	1,794	0	0	1,819	50	1,869	40	145	63	248	367	267	231	865	4,776
11	Third St / 23rd St	0	58	1,452	314	1,824	0	216	1,791	242	2,249	148	154	41	343	432	286	194	912	5,328
12	Third St / 25th St	0	66	1,480	44	1,590	0	0	1,754	433	2,187	187	65	114	366	101	448	15	564	4,707
13	Third St / César Chávez St	0	216	909	33	1,158	0	121	930	934	1,985	871	579	254	1,704	31	816	41	888	5,735
14	Indiana St / 23rd St	0	44	137	26	207	0	23	12	47	82	19	325	10	354	3	427	36	466	1,109
15	Indiana St / 25th St	28	426	114	51	619	0	0	0	0	0	73	19	346	438	717	420	43	1,180	2,237
16	Pennsylvania Ave / 23rd St	0	11	382	313	706	0	43	592	3	638	11	6	22	39	479	4	39	522	1,905
17	Pennsylvania Ave / 25th St	0	103	452	148	703	0	186	1,193	129	1,508	22	104	141	267	681	27	37	745	3,223
18	Pennsylvania / C. Chávez St	0	302	536	1,118	1,956	0	70	0	543	613	392	874	0	1,266	0	874	1,082	1,956	5,791
19	Third St / 24th St	0	0	1,648	34	1,682	0	0	2,158	106	2,264	137	17	17	171	13	2	39	54	4,171



LEGEND

#

Study Intersection

AM (PM) Peak Hour Traffic Volume

↕

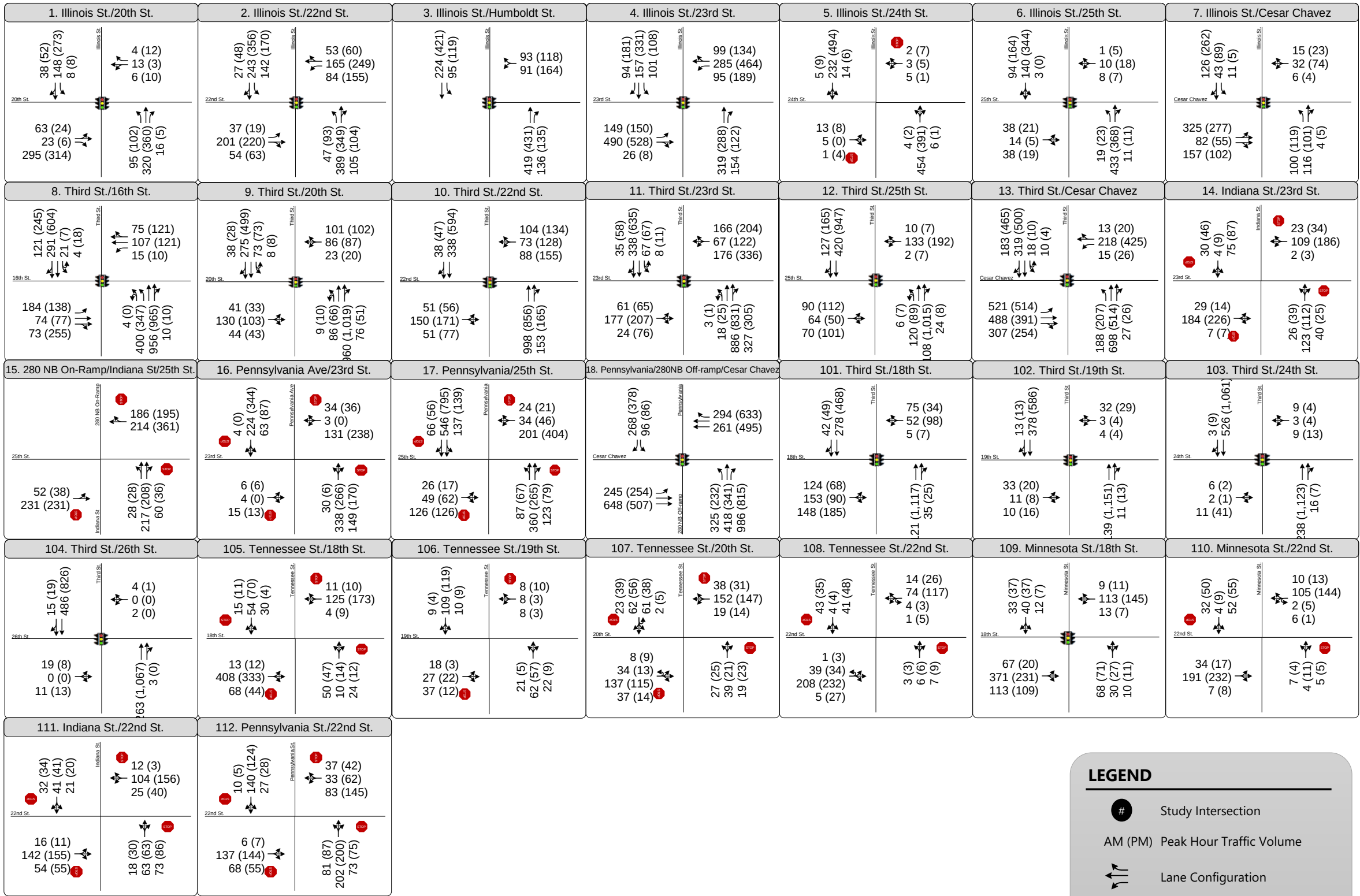
Lane Configuration

STOP

Stop Sign

TRAFFIC LIGHT

Signalized



LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume



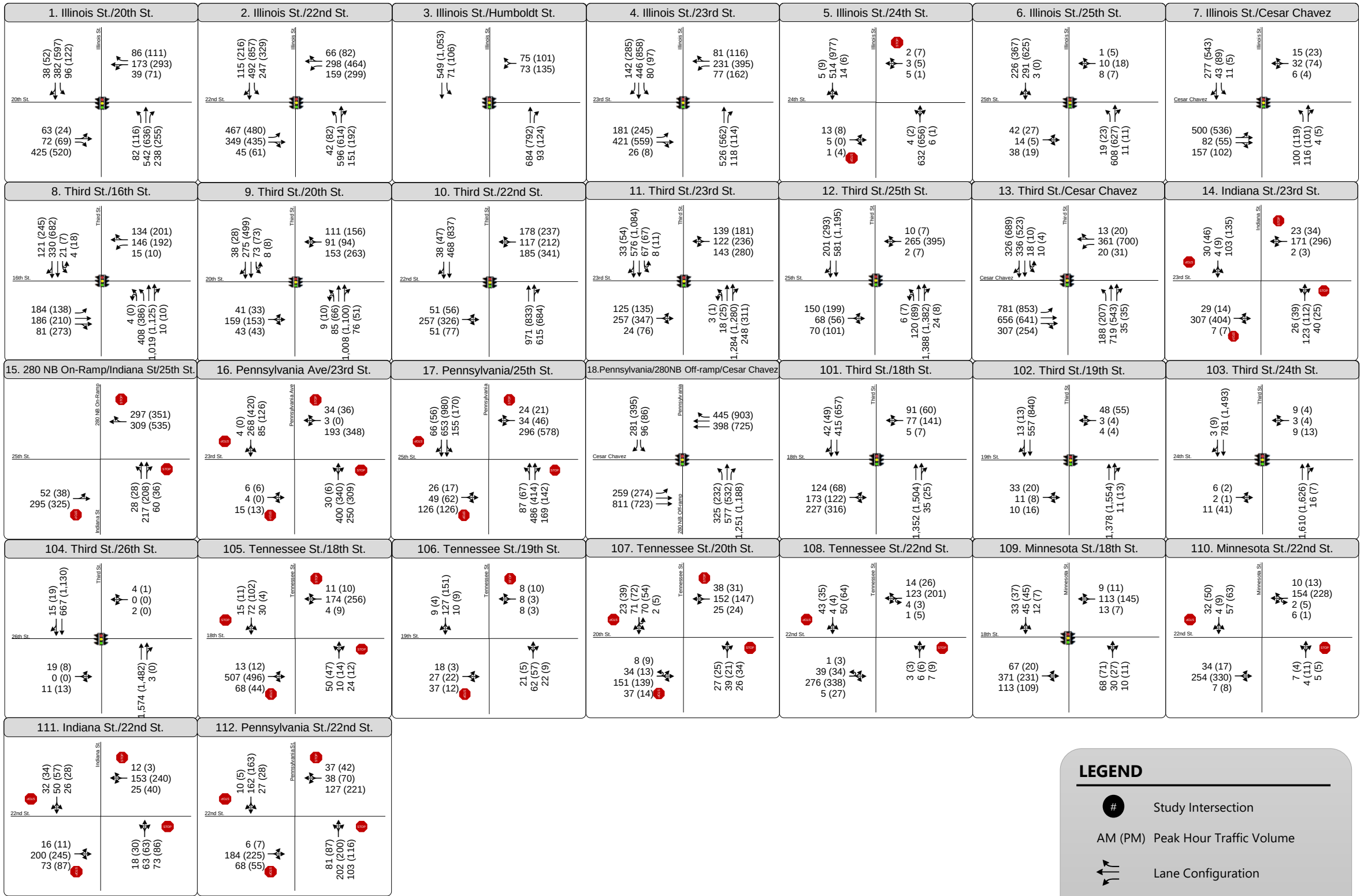
Lane Configuration



Stop Sign



Signalized



LEGEND

#

Study Intersection

AM (PM)

Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized

Vehicle and Person Counts - Woods, Islais Creek, and Muni Metro East Facilities

Counts conducted October 5, 2017

AM PEAK HOUR				Ins			Outs			Grand Total	Peak Hour
Facility	auto/truck	bus/lrv	Total	auto/truck	bus/lrv	Total					
Woods Facility											
A driveway east side of Indiana across from driveway C	4	15	19	3	13	16	35	6 to 7 AM			
B driveway east side of Indiana at Tubbs Street	3	10	13	1	31	32	45	6 to 7 AM			
C driveway west side of Indiana across from driveway A	7	18	25	2	0	2	27	6 to 7 AM			
D Tubbs St - east leg at Tennessee	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>20</u>	<u>27</u>	<u>28</u>	6 to 7 AM			
	15	43	58	13	64	77	135				
Islais Creek Facility											
E driveway east side of Indiana bet CC & Marin Sts	2	0	2	4	0	4	6	8 to 9 AM			
F driveway east side of Indiana bet Marin & Tulare Sts	<u>17</u>	<u>1</u>	<u>18</u>	7	25	32	<u>50</u>	8:15 to 9:15 AM			
	19	1	20	11	25	36	56				
Muni Metro East Facility											
G at SE corner of Intersection of Illinois/25th	3	0	3	4	17	21	24	6 to 7 AM			
H at NE corner of intersection of Illinois/Cesar Chavez	0	0	0	0	0	0	0	NA			
I drive north side of Cesar Chavez at Michigan Street	<u>16</u>	<u>0</u>	<u>16</u>	<u>11</u>	<u>4</u>	<u>15</u>	31	6 to 7 AM			
	19	0	19	15	21	36	55				
PM PEAK HOUR				Ins			Outs			Grand Total	Peak Hour
	auto/truck	bus/lrv	Total	auto/truck	bus/lrv	Total					
Woods Facility											
A driveway east side of Indiana across from driveway C	2	1	3	6	7	13	16	3 to 4 PM			
B driveway east side of Indiana at Tubbs Street	1	7	8	1	3	4	12	3 to 4 PM			
C driveway west side of Indiana across from driveway A	7	1	8	6	0	6	14	5 to 6 PM			
D Tubbs St - east leg at Tennessee	<u>2</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>8</u>	5 to 6 PM			
	12	9	21	17	12	29	50				
Islais Creek Facility											
E driveway east side of Indiana bet CC & Marin Sts	1	0	1	2	0	2	3	3 to 4 PM			
F driveway east side of Indiana bet Marin & Tulare Sts	<u>9</u>	<u>1</u>	<u>10</u>	11	14	25	<u>35</u>	3 to 4 PM			
	10	1	11	13	14	27	38				
Muni Metro East Facility											
G at SE corner of Intersection of Illinois/25th	7	0	7	7	1	8	15	3 to 4 PM			
H at NE corner of intersection of Illinois/Cesar Chavez	0	0	0	0	0	0	0	NA			
I drive north side of Cesar Chavez at Michigan Street	<u>3</u>	<u>0</u>	<u>3</u>	<u>14</u>	<u>1</u>	<u>15</u>	18	3 to 4 PM			
	10	0	10	21	2	23	33				

6. Transportation Demand Management (TDM) Plan



POTRERO POWER STATION TDM PLAN

Working Draft

August 2018



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1 INTRODUCTION

The Potrero Power Station (“PPS”) development is located on a 29-acre site in San Francisco’s Central Waterfront area. PPS will include a mix of uses including residential, commercial, laboratory, retail, hotel, and open space. The site benefits from proximity to the waterfront and the Dogpatch neighborhood’s retail and transportation options found on Third Street, as well as a relatively flat topography and close access to downtown San Francisco.

WHY TRANSPORTATION DEMAND MANAGEMENT

TDM measures in general, and those described further in this plan specifically, work together to reduce single-occupancy vehicle (SOV) trips by expanding mobility options and incentivizing the use of spatially and environmentally efficient modes. Targeted programs strengthen the benefits of investments in bicycle and pedestrian infrastructure and the site’s proximity to major transit nodes by reinforcing awareness of these options, breaking down barriers to incorporating them in travel routines, and incentivizing habitual use.

This TDM Plan reaffirms PPS’s commitment to sustainability and to minimizing the project’s impact on traffic congestion. It encourages the site’s residents, employees, and visitors to use the most environmentally friendly and spatially efficient mode possible for each trip, with an emphasis on cycling, walking, and higher capacity modes.

The urban form planned at PPS and this draft TDM Plan are consistent with City of San Francisco policies that aim to encourage the use of transit and other non-auto modes of transportation, as well as the City’s efforts to manage the transportation impacts of new development. The Plan was developed using San Francisco’s new TDM Ordinance as a guide, and the PPS team used the Ordinance’s framework to scale the site’s programs appropriately.



Many campuses have implemented TDM programs to reduce SOV travel and find the optimal balance of transportation modes to accommodate growth. Genentech implemented an aggressive TDM strategy in 2006 that included programs such as shuttle service and parking cash-out accompanied by comprehensive marketing and communications through an online employee portal. Since implementation, Genentech's drive-alone mode share has decreased by almost 30%, decreasing carbon emissions from 4.5 tons per employee to 1.9. Similarly, Stanford University's extensive TDM program, which has for years included meaningfully priced parking, transit subsidies, and incentive programs, has effected a substantial decrease in SOV commuting, from 72% in 2002 to 46% in 2011. Moreover, these programs serve campuses that grew rapidly during the periods noted, but this growth was not accompanied by substantial increases in parking. These two examples, along with many others from developments and employers across the country, attest to the power of thoughtfully crafted TDM programs.

Given these successes, robust TDM programs are becoming expected aspects of new developments in San Francisco and beyond. In early 2017, the City enacted a TDM Ordinance that requires developers to establish TDM programs scaled to the amount of parking they plan to build on-site. This ordinance reinforced existing policies that aimed to encourage the use of non-auto modes, such as the city's Transit First Policy, which was established in 1973 and amended to include pedestrians and bicyclists in 1999. New residents and office tenants also increasingly demand convenient access to quality multimodal infrastructure, and in urban areas like San Francisco, they assume that parking will be treated as a limited commodity that will be priced based on occupancy levels and market rates.

TDM AT POTRERO POWER STATION

The TDM Plan was guided by the TDM Ordinance and reflects the values outlined in City policies by striving to maximize the use of travel options that are sustainable in all senses of the word.

This document includes a discussion of TDM measures and transportation investments aligned with the categories and measures included in the TDM Ordinance menu of measures, as well other transportation investments PPS is considering that fall outside the TDM Ordinance. The latter measures are aligned with the spirit of the TDM Ordinance and support and leverage the effects of TDM at the site and around the City.

A GUIDE TO THIS DOCUMENT

Chapter 2 includes a discussion of point-generating TDM measures, as well as additional supportive strategies that do not generate points through the TDM Ordinance but are important in complementing and tying together a full set of measures.

This TDM plan is Appendix B of the Potrero Power Station Design for Development document, which is referred to herein.

The Potrero Power Station Mixed-Use Development project would rezone and establish development controls for a multi-phased, mixed-use development at the project site. The project would include amendments to the General Plan, potentially including the Central Waterfront area plan, and Planning Code and create a new Potrero Power Station SUD. The SUD would establish land use controls for the project site and incorporate design standards and guidelines in a new PPS Design for Development document. References to the Planning Code ("Code") within this TDM Plan, and in the PPS Design for Development document, are references to the City of San Francisco Planning Code as it exists as of the date of this document.

2 PLANNED TDM MEASURES AND TRANSPORTATION STRATEGIES

This initial TDM Plan consists of a package of measures that will work together to effect behavioral change in a way that is both cost effective and highly marketable. These measures include infrastructure improvements, incentives, and ongoing programs, many of which have been successfully implemented in other urban, mixed-use environments.

TDM ORDINANCE MEASURES

The TDM measures recognized by the City through the TDM Ordinance guidance materials are organized according to the categories set forth in the guidance materials. These categories include:

- INFO – Information Services
- ACTIVE – Active Transportation
- PKG – Parking Management and Policies
- HOV – High Occupancy Vehicle Measures
- CSHARE – Car Share and Scooter Share
- FAMILY – Family-Supportive Measures
- DELIVERY – Delivery-Supportive Measures
- LU – Land Use

TDM Ordinance Category: INFO

INFO-1: Multimodal Wayfinding Signage

- *Applies to: Residential, Office, Retail and Other (PDR)*

Signage and wayfinding to indicate points of connection between different modes, as well as estimated travel times and directions by mode, can help increase people's understanding of their non-auto travel options (see Figure 1). Clear signage is also important for ensuring safety for all types of users and differentiating spaces for different users within shared rights of way. Signage can also indicate the nature and location of nearby bicycle routes and the location of bicycle parking.

Potrero Power Station will design and install signage and wayfinding at key points throughout the development, including signage for safety along shared streets. Potrero Power Station will coordinate with appropriate City agencies on the project's overall signage and wayfinding program to ensure the project conforms to City standards.

Figure 1 Multi-Modal Wayfinding Examples



INFO-2: Real-Time Transportation Information Displays

- *Applies to: Office and Retail*

Making such information readily available can increase residents' awareness of local transit options and can facilitate efficient trip planning and the use of non-auto modes. This measure consists of providing real-time transportation information to Potrero Power Station residents, employees, and visitors. Depending on the technologies available by the time the first phase of the project is built, information could be displayed on screens in lobbies (see Figure 2) and other high traffic areas, as well as on a potential project website and other communications channels.

Potrero Power Station will display dynamic transit information and transportation marketing in building lobbies or use a similar approach based on state-of-the-practice technology at the time of building design.

Figure 2 Transit Information Screen Displays



INFO-3: Tailored Transportation Marketing Services

- *Applies to: Residential, Office and Retail*

A strong communication and marketing campaign is critical to the success of any TDM program, ensuring that residents, employees, and visitors receive information about relevant resources and incentives at appropriate times and through channels that are easily accessible. Incorporating consistent branding into all communications can help create a sense of place and establish a cohesive identity for the transportation program. Branding can be used to emphasize that resident, employees, and visitors can travel seamlessly through the area.

The Potrero Power Station will develop a cohesive marketing effort to promote all transportation options at the site, including biking, walking, public transit, and driving/parking. As part of a site-wide marketing campaign, Potrero Power Station will develop transportation welcome packets to inform new residents and employees of the range of transportation options available to them. These packets will likely include up-to-date information on local and regional transit services (including maps, schedules and fares) and where transit passes can be purchased, bicycle way maps, and nearby car share locations, in addition to other relevant travel information. They could also include sources for additional web-based transportation materials (e.g., 511.org, NextBus, and the San Francisco Municipal Transportation Agency website). Finally, the packets could include up-to-date information on the range of transportation benefits available, including any relevant details on how to take advantage of these benefits. This strategy will ensure that a lack of knowledge is not a barrier to choosing non-driving modes. For Office and Retail land use categories, representing the bulk of employees on site, personal consultation for each new employee will be provided accompanied by a request for a commitment to try new transportation options. A commitment could include a pledge, for example, to try transit, carpooling, bicycling, or walking within the first month of beginning employment at the project site.

As part of a broader transportation marketing campaign, Potrero Power Station will provide new residents and employees with a transportation welcome packet upon move-in or upon starting work at the site. These informational packets will be continuously updated as local transportation options change. The site's transportation staff will also engage in ongoing efforts to provide information on and market the use of non-auto modes.

TDM Ordinance Category: ACTIVE

ACTIVE-1: Improved Walking Connections

- *Applies to: Residential, Office and Retail*

High quality street design can greatly improve overall walking conditions, enhance access to transit, and facilitate safer and more convenient pedestrian and bicycle connections. A pedestrian-oriented urban design is essential for residents, employees, and visitors to fully take advantage of all available transportation options and programs throughout a site and nearby.

Potrero Power Station's street cross sections are being developed with state-of-the-practice street design principles in mind. Streets within the development will be consistent with the Better Streets Plan as codified in Planning Code Section 138.1 and the design of complex rights of way like 23rd Street will be developed using state-of-the-practice urban street design guidelines from the National Association of City Transportation Officers (NACTO) (see an example of a street designed using NACTO guidelines in Figure 3). The project is also committed to continuing the Blue Greenway pedestrian and bicycle trail through the site, along the Bayfront and 23rd Street. These improvements will help shape the overall neighborhood environment and enable other TDM measures to succeed.

Potrero Power Station will design streets to be safe and comfortable for non-motorized users with features including wide sidewalks, clear crossings, and high quality bicycle infrastructure. The design of streets will comply with the Better Streets Plan and will incorporate additional streetscape elements that contribute to VMT reduction.

Figure 3 Complete Streets Design Features



Source: NY DOT

ACTIVE-2: Bicycle Parking in Compliance with Code Requirements

- *Applies to: Residential, Office, Retail and Other (PDR)*

Safe and convenient bicycle parking is a key ingredient for creating a bicycle friendly environment. PPS intends to provide bicycle parking space at the Code-required amount, consistent with PPS Design for Development. There are several methods of providing secure (Class I) bicycle parking spaces for residents

and employees. Bicycle rooms or cages can be placed at convenient locations within buildings or in nearby public spaces, and bicycle owners who qualify can receive a key or access card to use the space (often the same card used to access an elevator or parking garage). Supportive amenities such as showers and lockers will also be provided for use by employees.

On-street Class II bicycle racks in highly visible locations will also be provided to facilitate short-term bicycle parking. Bicycle racks should be easy to use and located in the most visible and convenient parts of the building frontage (near entrances to establishments at PPS). Public bicycle parking is often considered secure when it is situated in well-lit, highly visible areas.

Bicycle parking facilities will also accommodate a limited number of non-standard types of bicycles including those with cargo and trailer attachments.

Potrero Power Station will include the Code-required Class I bicycle parking spaces and Class II bicycle parking spaces and will work with vertical developers to set aside necessary square footage for secure bicycle parking in convenient areas of each building.

ACTIVE-3: Showers and Lockers for Employees

- *Applies to: Office, Retail and Other (PDR)*

Showers and lockers located near bicycle rooms can allow those who have to bicycle longer distances to rinse off and change from clothing suitable for cycling to work attire, eliminating one potential barrier to cycling to work. As such, the development will provide showers and lockers for office, retail, and PDR employees in amounts required by the San Francisco Planning Code, consistent with PPS Design for Development.

Potrero Power Station will install showers and lockers in or near each bicycle room located in commercial buildings.

ACTIVE-5A: Bicycle Repair Stations

- *Applies to: Residential, Office and Retail*

Maintenance can be a key barrier to using a bicycle as a primary transportation mode. Fix-it stations can address this barrier by providing a workbench, fix-it pole (to allow bicycles to be hoisted off the ground for easier access), bicycle tools, and a vending machine for commonly needed bicycle parts (i.e. chains and bicycle lights). These fix-it stations can also be equipped with up-to-date bicycle maps, information on bicycle-related programming on-site or nearby, and other information for cyclists.

Potrero Power Station will install bicycle fix-it stations in each bicycle room throughout the site and equip stations with a workbench, fix-it pole, tools, and bicycle-related information.

Figure 4 DERO Bicycle Fix-it Station



Source: DERO

TDM Ordinance category: PKG

PKG-1: Unbundle Parking

- *Applies to: Residential, Office and Retail*

“Unbundling” parking means that the cost of parking is separate from the cost of residential and commercial units. It is an increasingly common practice in urban areas, and the City of San Francisco requires residential developments to unbundle parking.

Unbundling parking costs changes parking from a required purchase to an optional amenity, so that households can choose how many spaces they wish to lease or purchase. This approach provides a cost savings to households who decide to dispense with one of their cars, and it can help attract households who wish to live in a transit-oriented neighborhood where it is possible to live well with only one car, or even no car, per household. Thirty percent of San Francisco households do not own a vehicle.¹

For this measure to work optimally for office users, the users of parking – not their building managers or employers – must be the ones who ultimately pay daily or monthly costs.

Potrero Power Station will unbundle parking costs from all leases and sales and ensure that the users of parking are the ones who ultimately pay for it.

¹ U.S. Census, American Community Survey 2013, five-year estimates

PKG-2: Short-Term Daily Parking Provision

- *Applies to: Retail*

Paying a lump sum for unlimited use of any service results in people using that service more, as there is no refund for less use. Parking demand works the same way: drivers paying a monthly fee to park are effectively paying a big fee for the first day of parking and then every day after parking is free, encouraging driving on days when other choices may have been a reasonable option. To shift the decision-making and reduce excess parking demand, parking will be managed at an hourly or daily rate only, without a long-term parking option for retail employees or visitors.

Potrero Power Station shall not include a parking rate or pass beyond one day for retail employees and visitors.

PKG-4: Minimize Parking Supply

- *Applies to: Residential*

Building excessive parking leads to increased automobile use, contributing to more vehicle trips, increased traffic congestion, higher housing costs, and greater greenhouse gas emissions. Given the large number of households with no vehicle and the demand for housing in San Francisco, a limited supply of parking could be expected to attract a high proportion of residents without vehicles, which in turn should result in fewer vehicle trips from the development. The project site will be directly served by high-quality transit and is in a neighborhood that is already facing vehicular congestion, which further discourages driving and parking.

Potrero Power Station will establish maximum parking ratios that are lower than the neighborhood average for residential uses, and will monitor parking trends to inform how much parking is actually supplied.

Specifically, Associate Capital has committed to parking ratios consistent with the adjacent Pier 70 development, which are:²

- Residential: 0.6 spaces per unit
- Office, Lab, and PDR: One space per 1,500 square feet of gross floor area (GFA)
- Grocery: Three spaces per 1,000 square feet of GFA
- Other Retail: Zero parking spaces

TDM Ordinance Category: HOV

HOV-2: Shuttle Bus Service

- *Applies to: Residential, Office and Retail*

Providing shuttle service to nearby regional transit hubs can reduce a barrier to commuting by transit. PPS plans to provide shuttle service to the 16th Street BART station and the 22nd Street Caltrain station. The proposed service would run every 15 minutes during weekday peak periods and would be open to the public and free to users.

² As reported by San Francisco Municipal Transportation Agency staff in September 2017.

PPS aims to provide shuttle connections to 16th Street BART and the 22nd Street Caltrain terminal.

SFMTA is planning new Muni service (temporarily called the “XX”) that would parallel the east-west route, and the agency is planning significant service increases on the T-Third over the long term that would obviate the need for supplemental north-south service. The project team’s intent is to provide sufficient service to meet the needs of PPS residents, employees, and visitors, and to compliment Muni service once the XX is in place.

TDM Ordinance Category: CSHARE

CSHARE-1: On-Site Car Share Parking

- *Applies to: Residential, Office, Retail and Other (PDR)*

Allowing residents, workers, and visitors to rent cars on-site can make it easy for people who do not have a car (or who have a limited number of cars per household) to have access to a vehicle when needed (e.g. to run errands that require hauling heavier items). PPS will provide car-share spaces in convenient locations on-site. Spaces will be located in high-visibility parking spots within publicly-accessible parking facilities, with clear exterior signage to increase visibility and emphasize the convenience of car share.

PPS will provide car-share parking spaces as required by Planning Code, consistent with PPS Design for Development. The number of car-share vehicles provided at PPS may depend on the market penetration of car-share companies operating in the area.

Potrero Power Station will provide car-share parking spaces as required by Planning Code.

Figure 5 Zipcar Car-Share



Source (Top Left): Flickr, Marcin Wichary

TDM Ordinance Category: FAMILY

FAMILY-2: On-Site Child Care

- *Applies to: Residential, Office, and Retail*

Providing child care services on-site can help minimize a key barrier for parents to taking non-auto modes to work. In doing so, it can reduce travel needs for both residents and employees by eliminating an extra round trip to a separate childcare destination. The site will work to identify an on-site child care provider and work with them to design a facility consistent with best practices.

The Potrero Power Station will work to ensure that a child care provider locates on-site in an area that is convenient to both residents and workers.

TDM Ordinance Category: DELIVERY

DELIVERY-1: Delivery Supportive Amenities

- *Applies to: Office and Residential*

Providing storage space for perishable groceries can have a direct effect on reducing trips by encouraging and facilitating online ordering. Where this type of measure has been implemented without direct staff monitoring at all times, building residents typically access deliveries through a locker system with unique pick-up codes that include the locker number and access times for the delivery recipient. Regardless, providing some kind of secure place for delivery storage can allow residents and employees to confidently arrange for deliveries, even if they may not be able to pick items up or get them to their own refrigerator or pantry immediately.

Potrero Power Station will provide in-building lockers in each residential and office building that are refrigerated and/or allow for dry storage of sensitive or perishable deliveries. As online shopping continues to grow, technologies will likely evolve and the site will aim to implement a system that is consistent with general market preferences at the time of building design.

TDM Ordinance Category: LAND USE

LU-2: On-Site Affordable Housing

Residents living in affordable housing typically own fewer cars per household than residents of market-rate units. While the site is committed to including some affordable housing in the project, the exact amount and the income-level breakdowns are still being determined.

Potrero Power Station will provide for significant affordable housing on-site.

Transportation Demand Management Coordinator

An on-site TDM Coordinator is crucial to the successful implementation and oversight of the PPS TDM program. This person would manage the rollout of all programs, including managing vendors and engaging with new site residents and tenants to introduce them to the site's transportation offerings through welcome packets and other digital or online materials.

ADDITIONAL TDM AND TRANSPORTATION STRATEGIES

In addition to the TDM measures described in the last section, PPS plans to make further important investments in transportation infrastructure and programs in the spirit of encouraging the use of non-auto modes.

While not included in the City's TDM Ordinance menu of measures, the additional measures shown in Figure 6 will also facilitate successful implementation of the full transportation program, tying program areas together and ensuring critical pieces of infrastructure exist to support use of other on-site transportation programs. For example, provision of transit layover facilities is essential to maximizing the impact of a multimodal transit subsidy, much like high quality bicycle routes are key to encouraging enough site users to consider cycling a primary travel option and, in turn, make full use of on-site bicycle parking.

Figure 6 Additional Transportation Strategies

Strategy Area	Additional Transportation Strategies	Related TDM Measures
Program Management and Implementation	Expanded role of TDM coordinator to include coordination with fresh food-related shops, vendors, and for events at the site	- Strategic Multimodal Signage/Wayfinding - Real-time Travel Information - Transportation Welcome Packets and Ongoing Transportation Marketing Campaign
Transit	Provision of layover space and operational needs for the Muni XX route on 23 rd Street	- Shuttle Bus Service - Multimodal Transportation Subsidy
	Required Transportation Sustainability Fee	
Bicycle	Investment in completing the Blue Greenway through the site	- Bicycle Parking - Bicycle Repair Station and Maintenance Services - Showers and Lockers for Employees - Improved Walking Conditions
	Traffic-calmed interior roadways	
	Space allocated for bike share docks	
Loading	Ample curb frontage allocated to passenger and commercial loading	- Multimodal Transportation Subsidy - Minimize Parking Supply - Cold/Dry Storage for Grocery/Package Delivery

Bike Share Docks

PPS plans to make adequate space available for bike share at the site. Access to bike share will be provided in high-traffic areas near key buildings and site entrances, facilitating easy and convenient use of the bike share system. This will serve to further reinforce the site's multimodal brand.

Figure 7 Ford GoBike Dock



APPENDIX

EXCERPT FROM THE POTRERO POWER STATION TDM APPLICATION

DRAFT

LAND USE TABLES

If you are not sure of the eventual size of the project, provide the maximum estimates.

Gross Floor Area and Occupied Floor Area are defined in Planning Code Section 102.

Land Use Category A (Retail)	
Gross Floor Area (GFA)	233,377
Occupied Floor Area (OFA)	233,377
Number of Accessory Parking Spaces	44
Target Points	25 (75% of 33)

Land Use Category B (Office)	
Gross Floor Area (GFA)	1,485,035
Occupied Floor Area (OFA)	1,485,035
Number of Accessory Parking Spaces	843
Target Points	24 (75% of 32)

Land Use Category C (Residential)	
Gross Floor Area (GFA)	2,682,427
Occupied Floor Area (OFA)	2,682,427
Number of Accessory Parking Spaces	1,609
Target Points	23 (75% of 31)

Land Use Category D (Other)	
Gross Floor Area (GFA)	45,040
Occupied Floor Area (OFA)	45,040
Number of Accessory Parking Spaces	0
Target Points	3

TDM PLAN WORKSHEET

Category	Measure	Points	Land Use Category			
			A Retail	B Office	C Residential	D Other
ACTIVE-1	Improve Walking Conditions: Option A ; or	1	1	1	1	
	Improve Walking Conditions: Option B	1				
ACTIVE-2	Bicycle Parking: Option A ; or	1	1	1	1	1
	Bicycle Parking: Option B ; or	2				
	Bicycle Parking: Option C ; or	3				
	Bicycle Parking: Option D	4				
ACTIVE-3	Showers and Lockers	1	1	1		1
ACTIVE-4	Bike Share Membership: Location A ; or	1				
	Bike Share Membership: Location B	2				
ACTIVE-5A	Bicycle Repair Station	1	1	1	1	
ACTIVE-5B	Bicycle Maintenance Services	1				
ACTIVE-6	Fleet of Bicycles	1				
ACTIVE-7	Bicycle Valet Parking	1				
CSHARE-1	Car-share Parking and Membership: Option A ; or	1	1	1	1	
	Car-share Parking and Membership: Option B ; or	2				
	Car-share Parking and Membership: Option C ; or	3				
	Car-share Parking and Membership: Option D ; or	4				
	Car-share Parking and Membership: Option E	5				
DELIVERY-1	Delivery Supportive Amenities	1		1	1	
DELIVERY-2	Provide Delivery Services	1				
FAMILY-1	Family TDM Amenities: Option A ; and/or	1				
	Family TDM Amenities: Option B	1				
FAMILY-2	On-site Childcare	2	2	2	2	
FAMILY-3	Family TDM Package	2				
HOV-1	Contributions or Incentives for Sustainable Transportation: Option A ; or	2				
	Contributions or Incentives for Sustainable Transportation: Option B ; or	4				
	Contributions or Incentives for Sustainable Transportation: Option C ; or	6				
	Contributions or Incentives for Sustainable Transportation: Option D	8				
HOV-2	Shuttle Bus Service: Option A ; or	7	7	7	7	
	Shuttle Bus Service: Option B	14				

= applicable to land use category.

= applicable to land use category, see fact sheets for further details regarding project size and/or location.

= applicable to land use category only if project includes some parking.

= not applicable to land use category.

= project sponsor can select these measures for land use category D, but will not receive points.

NOTE: Please tally the points on the next page.

NOTE: A project sponsor can only receive up to 14 points between HOV-2 and HOV-3.

Category	Measure	Points	Land Use Category			
			A Retail	B Office	C Residential	D Other
HOV-3	Vanpool Program: Option A; or	1	☑	☑	❌	○
	Vanpool Program: Option B; or	2	☑	☑	❌	○
	Vanpool Program: Option C; or	3	☑	☑	❌	○
	Vanpool Program: Option D; or	4	☑	☑	❌	○
	Vanpool Program: Option E; or	5	☑	☑	❌	○
	Vanpool Program: Option F; or	6	☑	☑	❌	○
	Vanpool Program: Option G	7	☑	☑	❌	○
INFO-1	Multimodal Wayfinding Signage	1	☑ 1	☑ 1	☑ 1	☑ 1
INFO-2	Real Time Transportation Information Displays	1	☑ 1	☑ 1	☑	☑
INFO-3	Tailored Transportation Marketing Services: Option A; or	1	☑	☑	☑ 1	○
	Tailored Transportation Marketing Services: Option B; or	2	☑ 2	☑ 2	☑	○
	Tailored Transportation Marketing Services: Option C; or	3	☑	☑	☑	○
	Tailored Transportation Marketing Services: Option D	4	☑	☑	☑	○
LU-1	Healthy Food Retail in Underserved Area	2	☑	❌	❌	❌
LU-2	On-site Affordable Housing: Option A; or	1	❌	❌	☑	❌
	On-site Affordable Housing: Option B; or	2	❌	❌	☑ 2	❌
	On-site Affordable Housing: Option C; or	3	❌	❌	☑	❌
	On-site Affordable Housing: Option D	4	❌	❌	☑	❌
PKG-1	Unbundle Parking: Location A; or	1	☑ P	☑ P	☑ P	○
	Unbundle Parking: Location B; or	2	☑ P	☑ P	☑ P	○
	Unbundle Parking: Location C; or	3	☑ P	☑ P	☑ P 3	○
	Unbundle Parking: Location D; or	4	☑ P	☑ P	☑ P	○
	Unbundle Parking: Location E	5	☑ P 5	☑ P 5	☑ P	○
PKG-2	Parking Pricing	2	☑ 2	☑	❌	○
PKG-3	Parking Cash Out: Non-residential Tenants	2	☑	☑	❌	○
PKG-4	Parking Supply: Option A; or	1	☑	☑	☑	☑
	Parking Supply: Option B; or	2	☑	☑	☑ 2	☑
	Parking Supply: Option C; or	3	☑	☑	☑	☑
	Parking Supply: Option D; or	4	☑	☑	☑	○
	Parking Supply: Option E; or	5	☑	☑	☑	○
	Parking Supply: Option F; or	6	☑	☑	☑	○
	Parking Supply: Option G; or	7	☑	☑	☑	○
	Parking Supply: Option H; or	8	☑	☑	☑	○
	Parking Supply: Option I; or	9	☑	☑	☑	○
	Parking Supply: Option J; or	10	☑	☑	☑	○
	Parking Supply: Option K	11	☑	☑	☑	○

☑ = applicable to land use category.

☑ = applicable to land use category, see fact sheets for further details regarding project size and/or location.

☑ = applicable to land use category only if project includes some parking.

❌ = not applicable to land use category.

○ = project sponsor can select these measures for land use category D, but will not receive points.

Land Use Category Totals

	A Retail	B Office	C Residential	D Other
Point Subtotal from Page 1:	14	15	14	2
Point Subtotal from Page 2:	11	9	9	1
Totals:	25	24	23	3

7. Proposed Project Street Cross-Sections

FIGURE 5-18-3 23rd Street Section - A

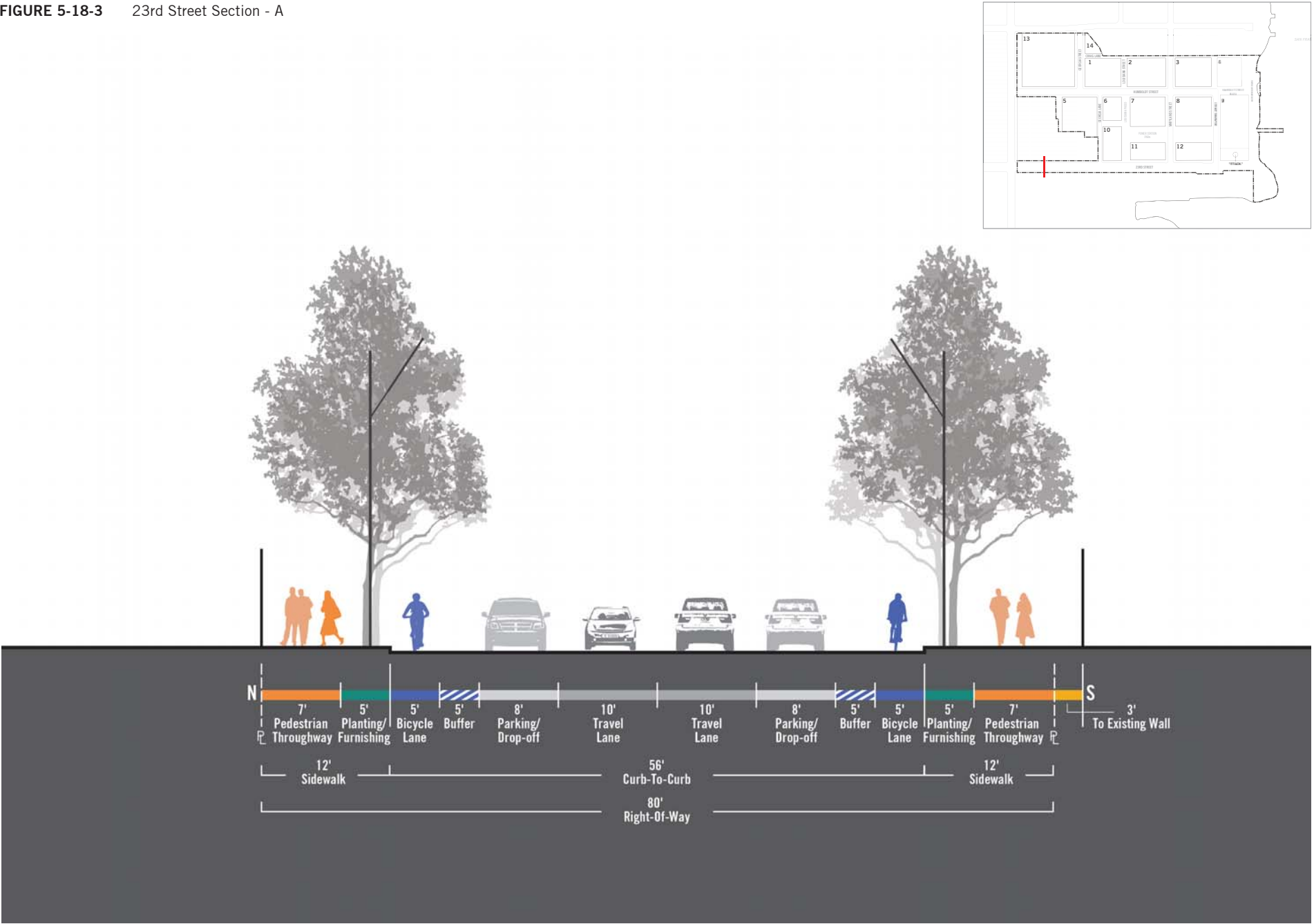


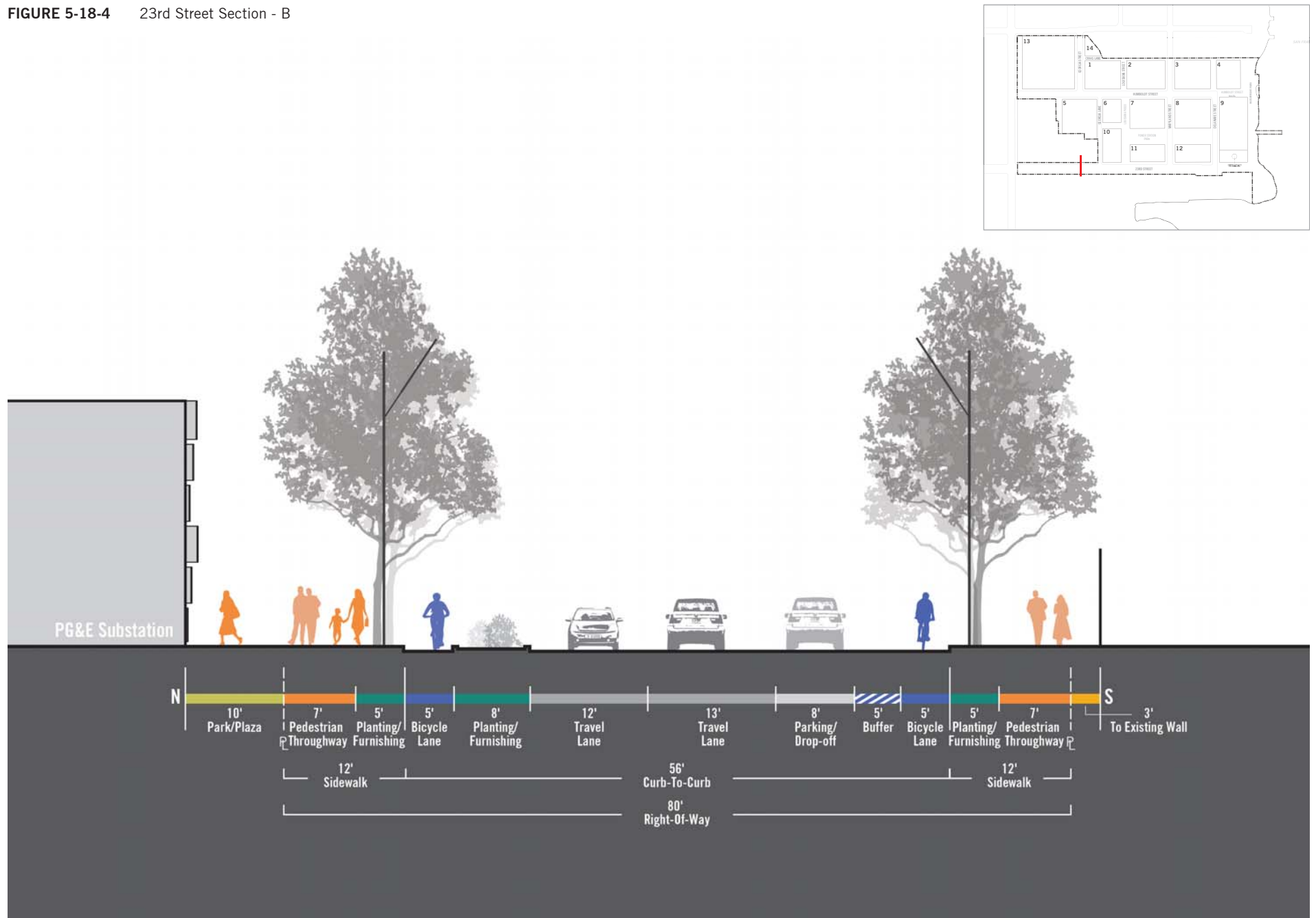
FIGURE 5-18-4 23rd Street Section - B

FIGURE 5-18-5 23rd Street Section - C

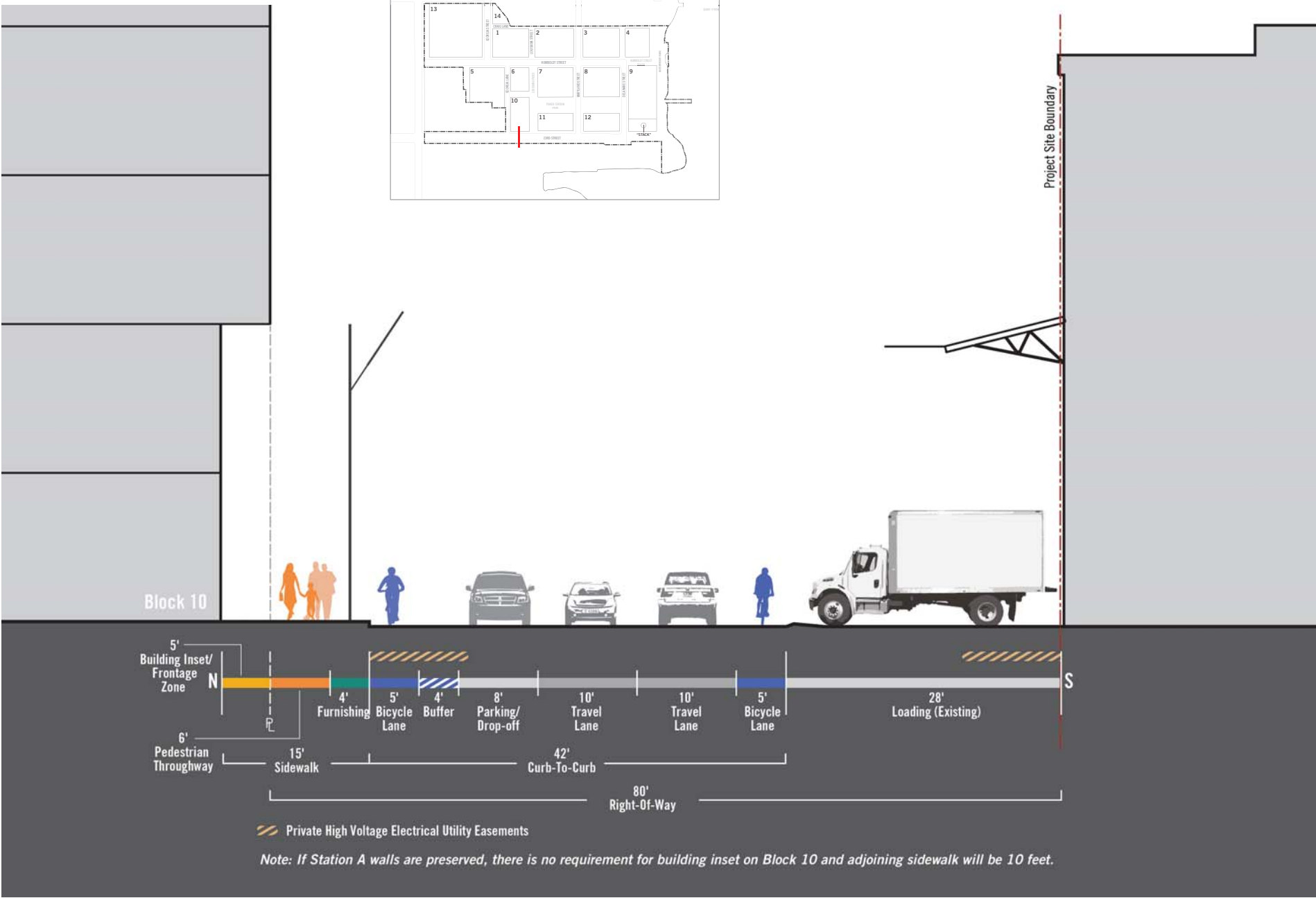


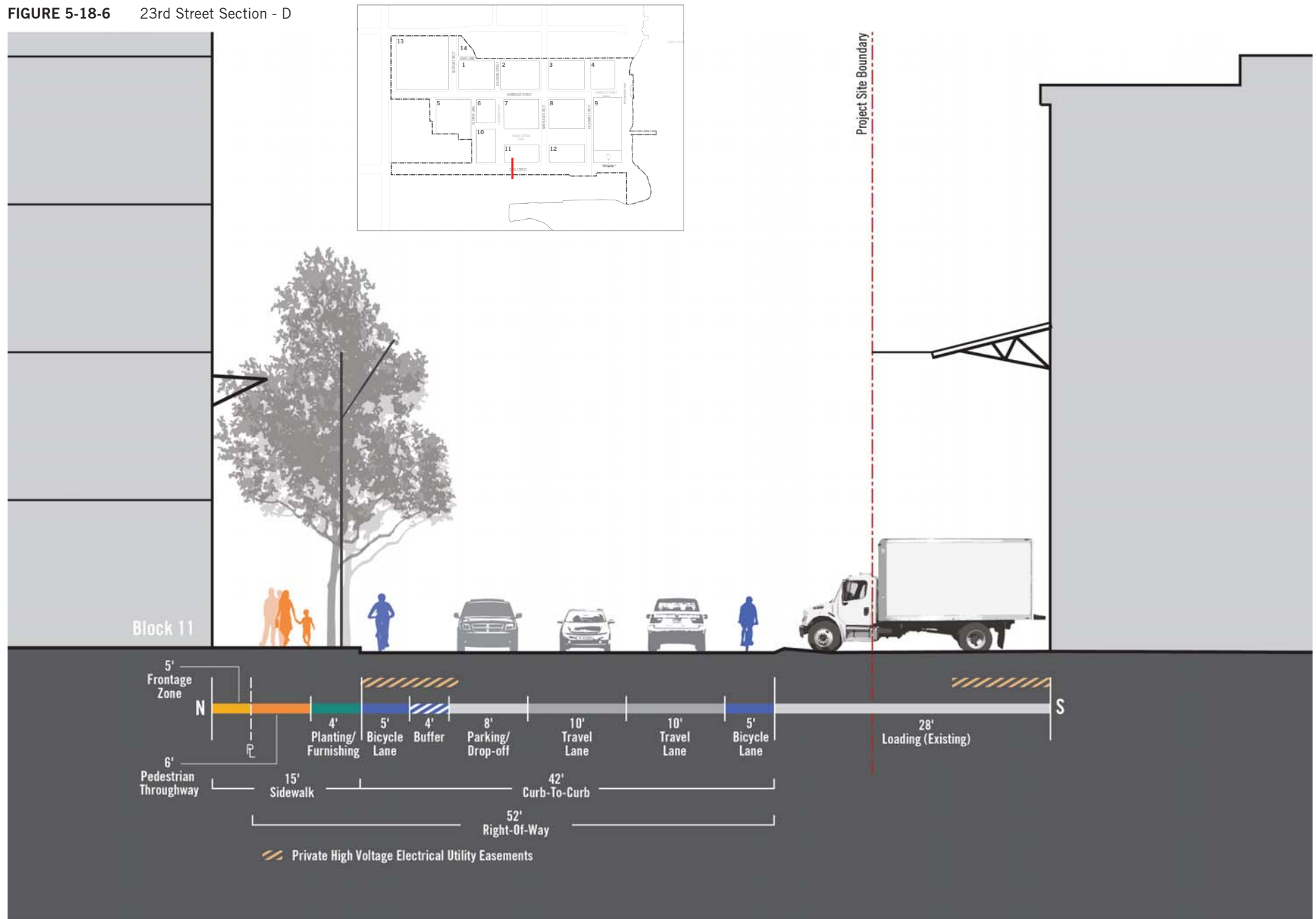
FIGURE 5-18-6 23rd Street Section - D

FIGURE 5-18-7 23rd Street Section - E

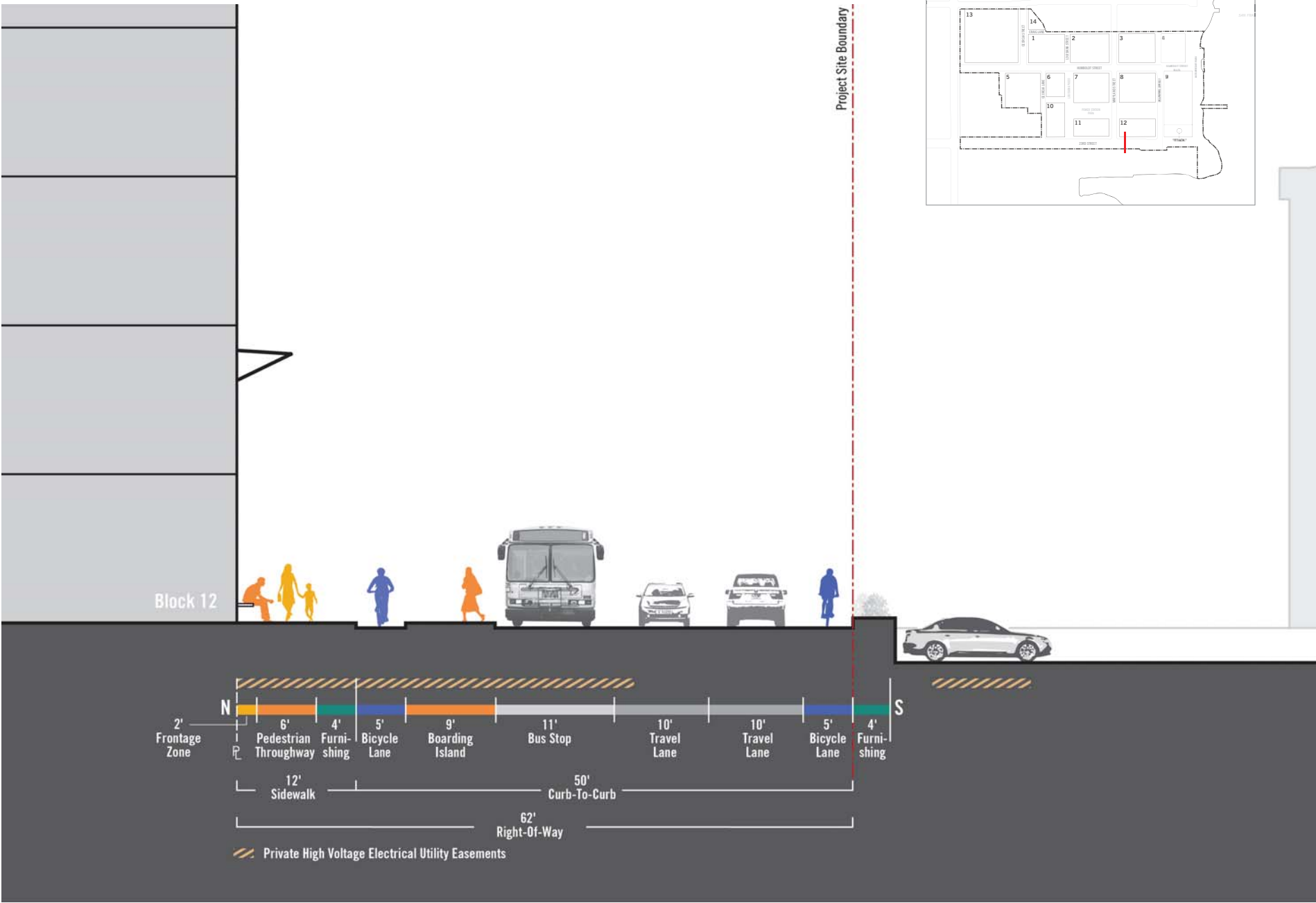


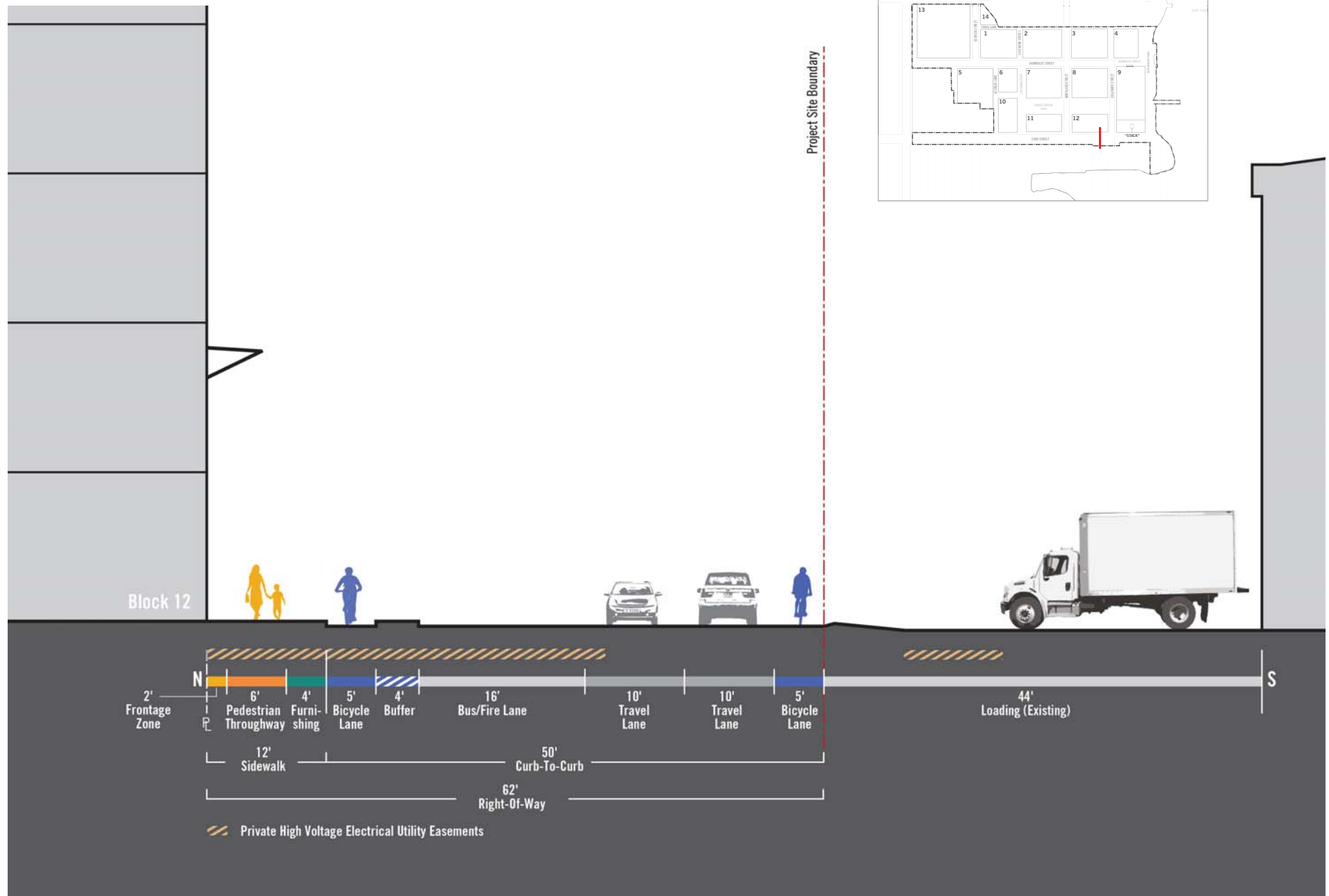
FIGURE 5-18-8 23rd Street Section - F

FIGURE 5-19-2 Maryland Street Section - A

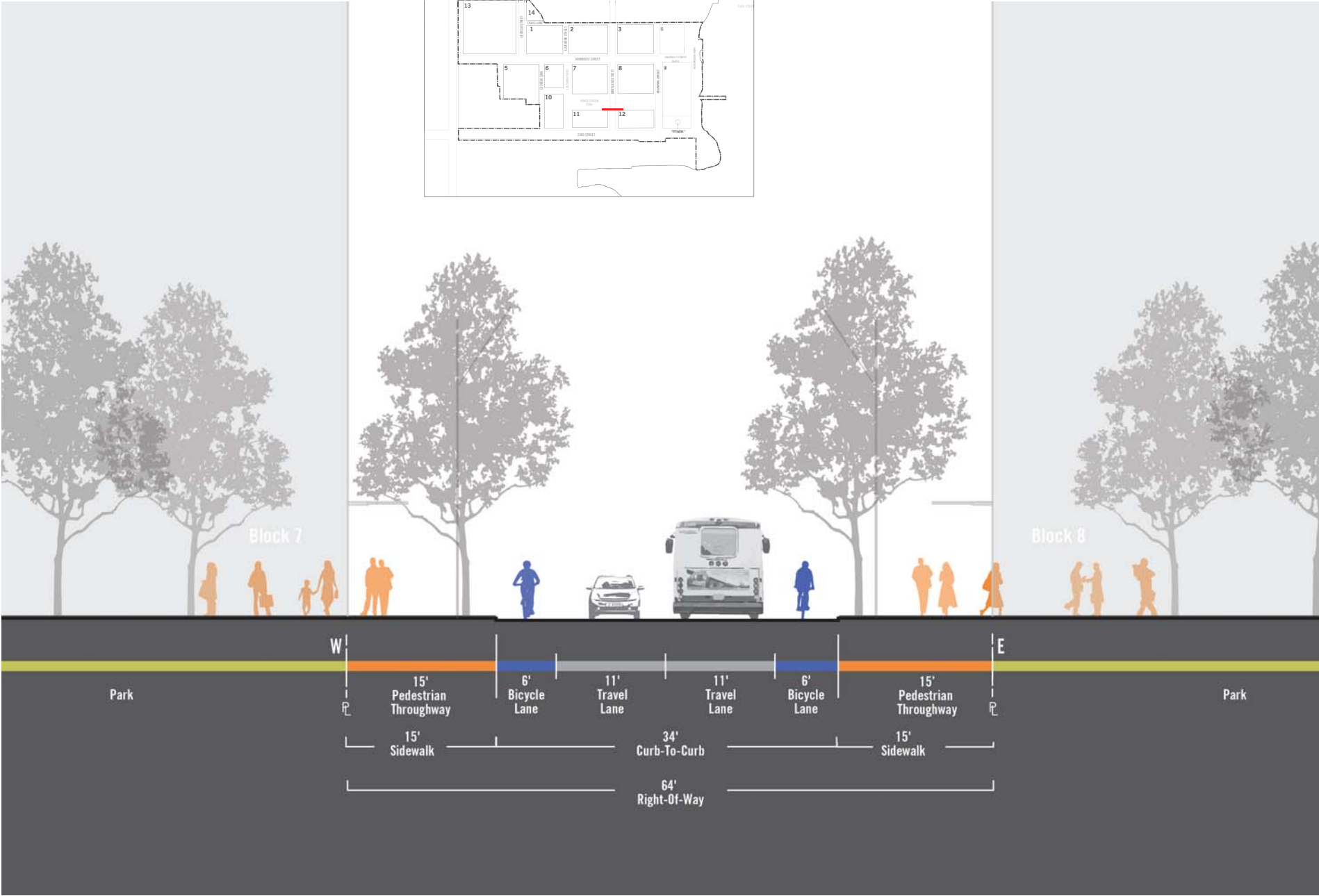


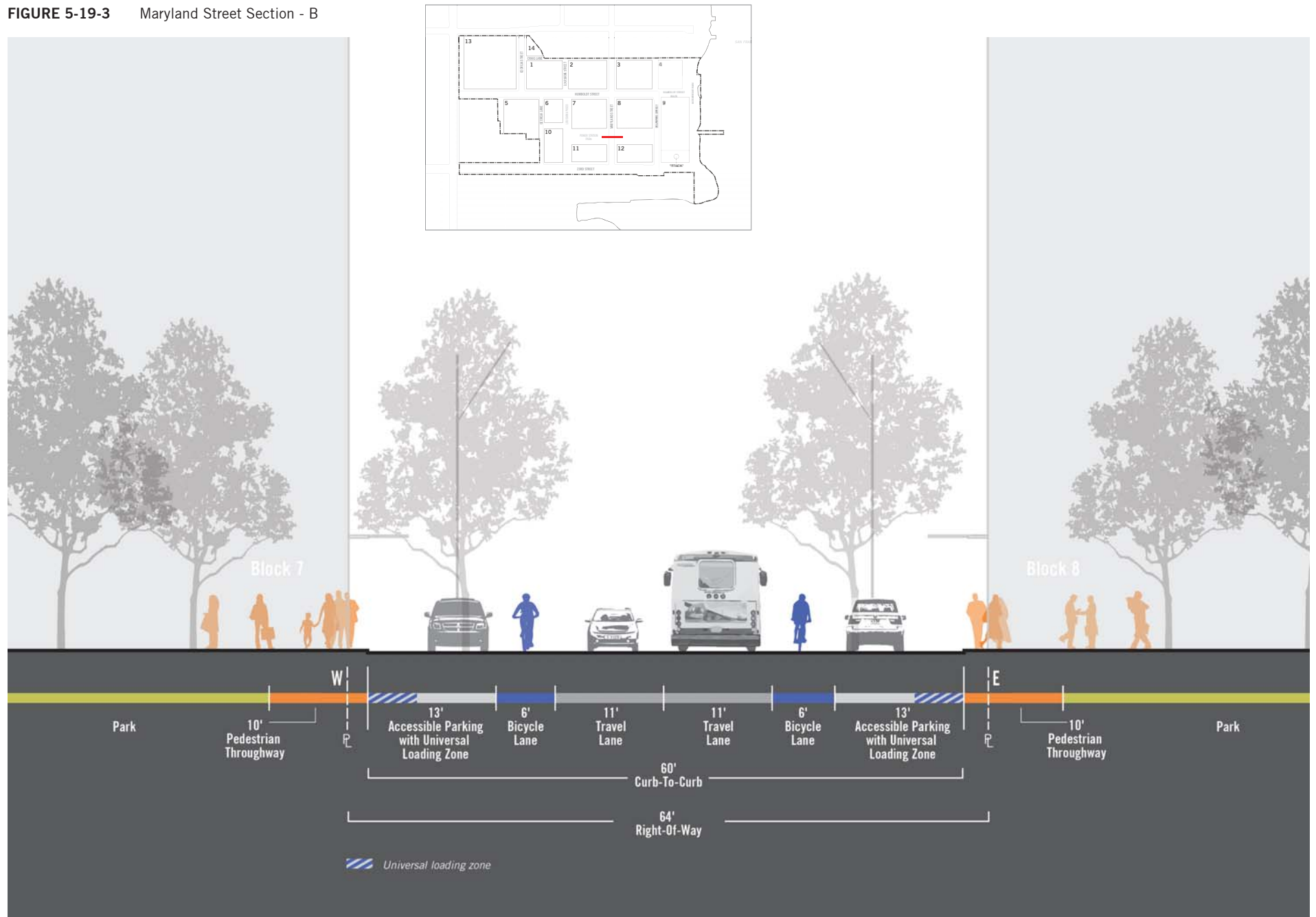
FIGURE 5-19-3 Maryland Street Section - B

FIGURE 5-19-4 Maryland Street Section - C

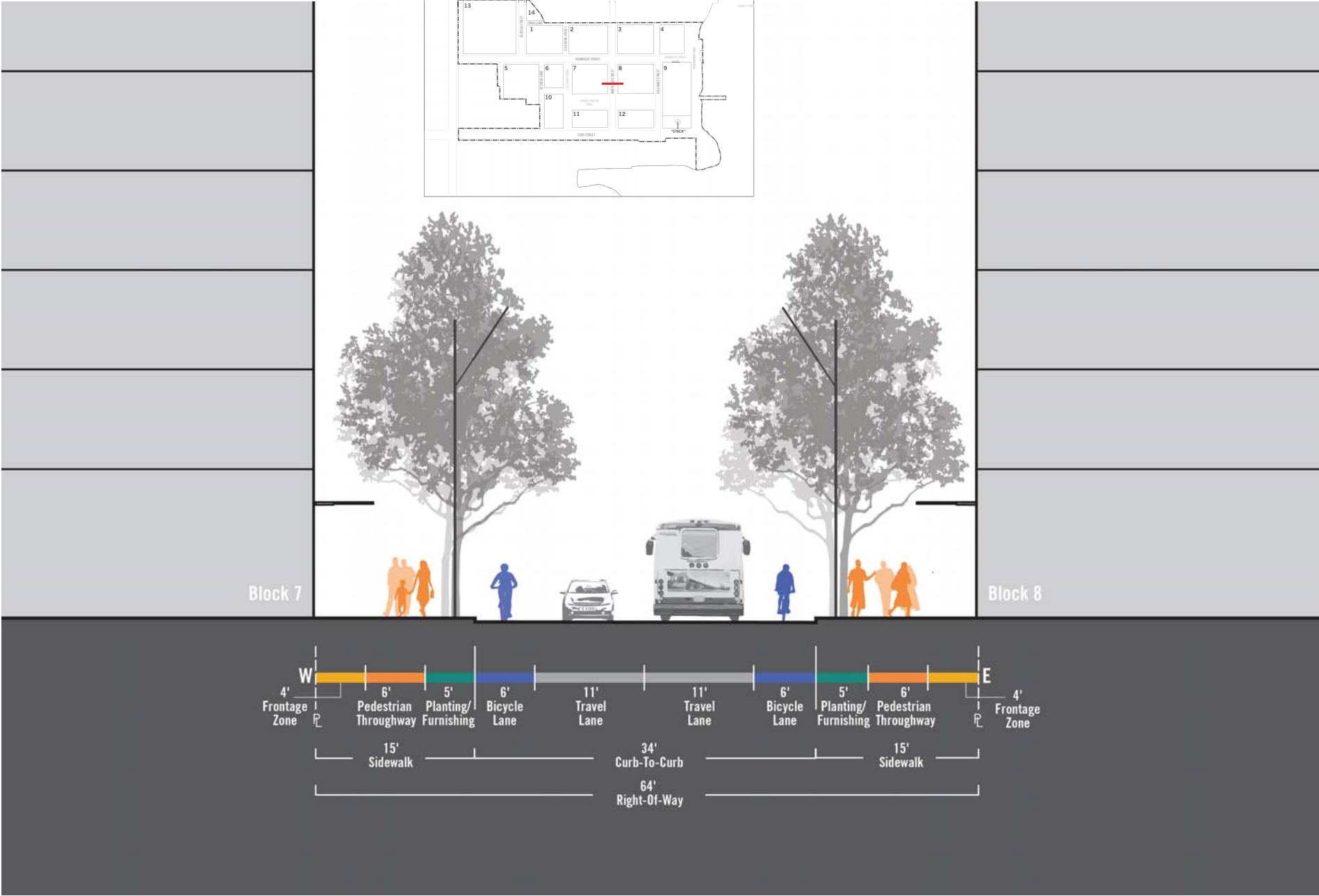


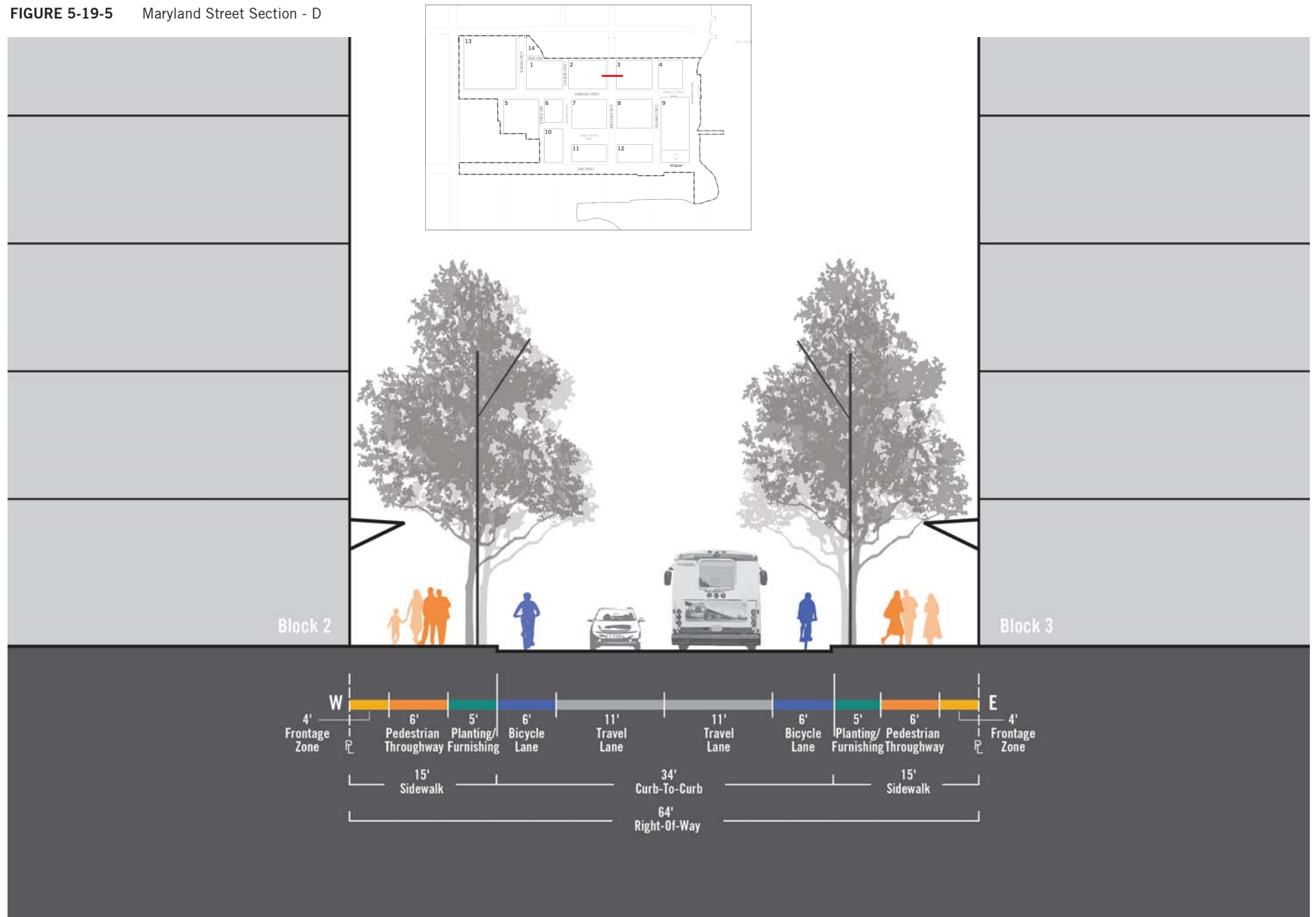
FIGURE 5-19-5 Maryland Street Section - D

FIGURE 5-22-2 Delaware Street Section - A

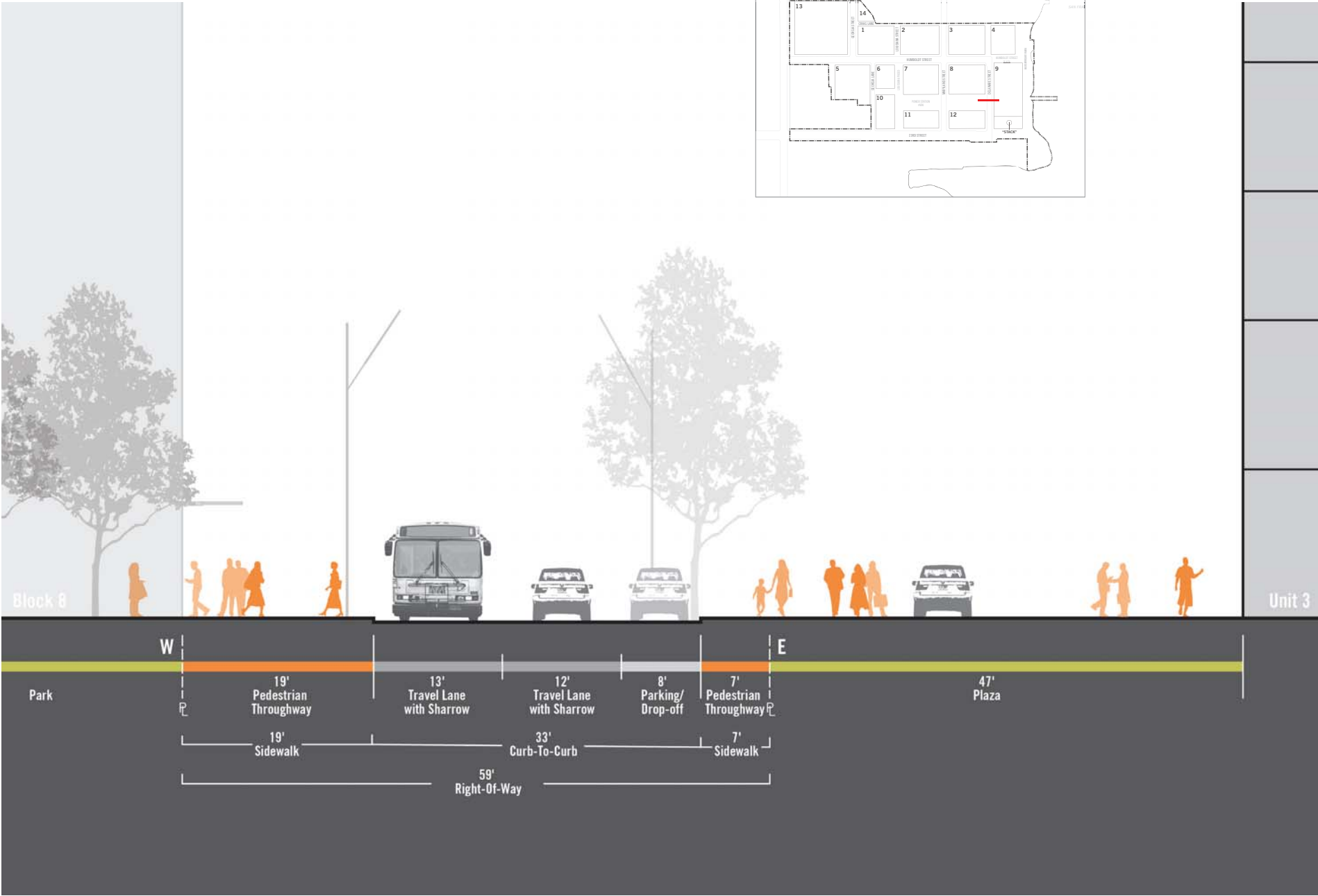


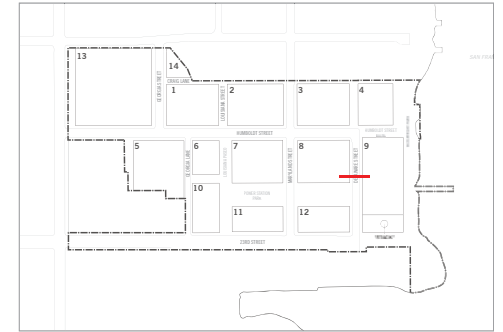
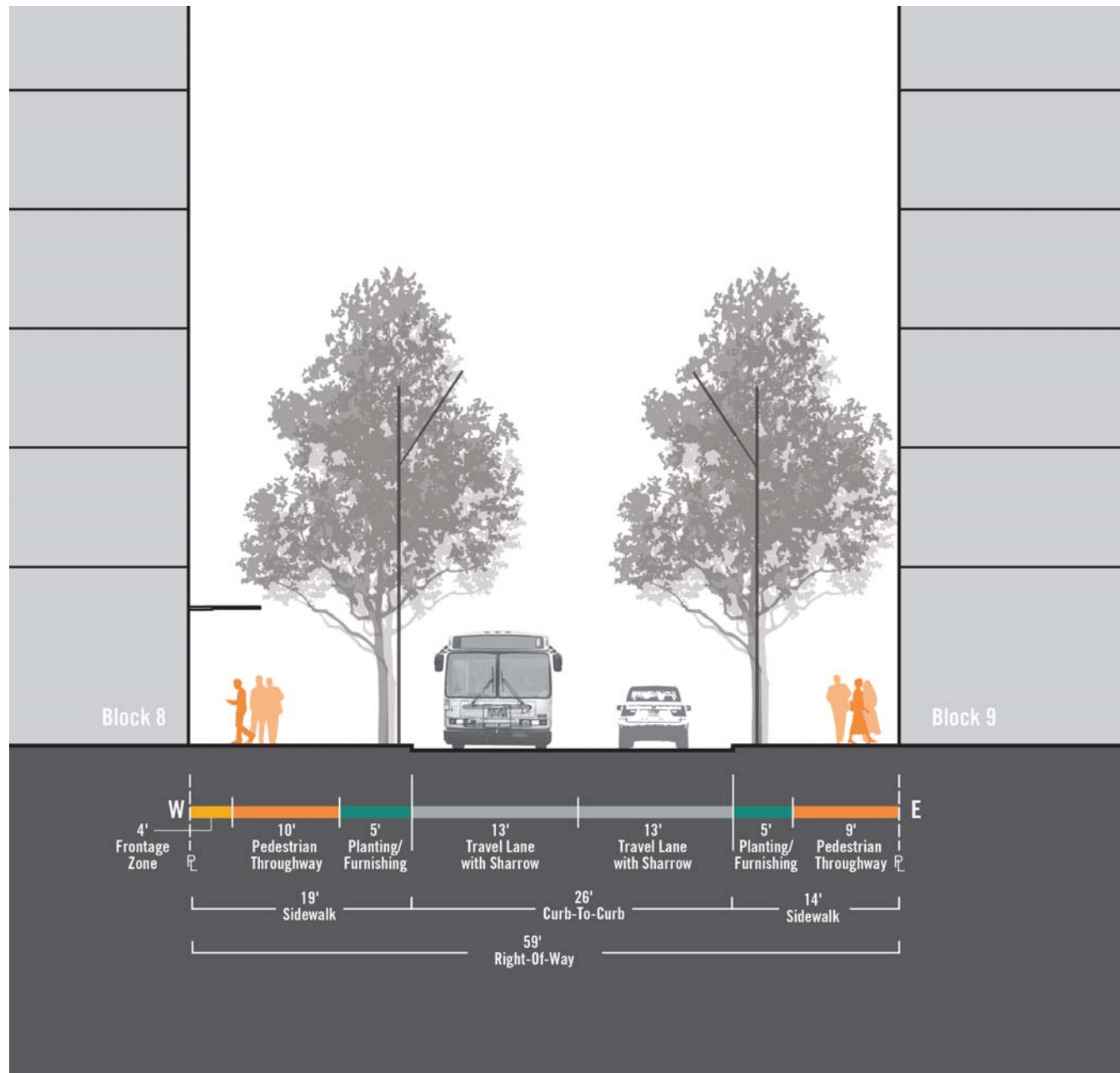
FIGURE 5-22-3 Delaware Street Section - B

FIGURE 5-22-4 Delaware Street Section - B

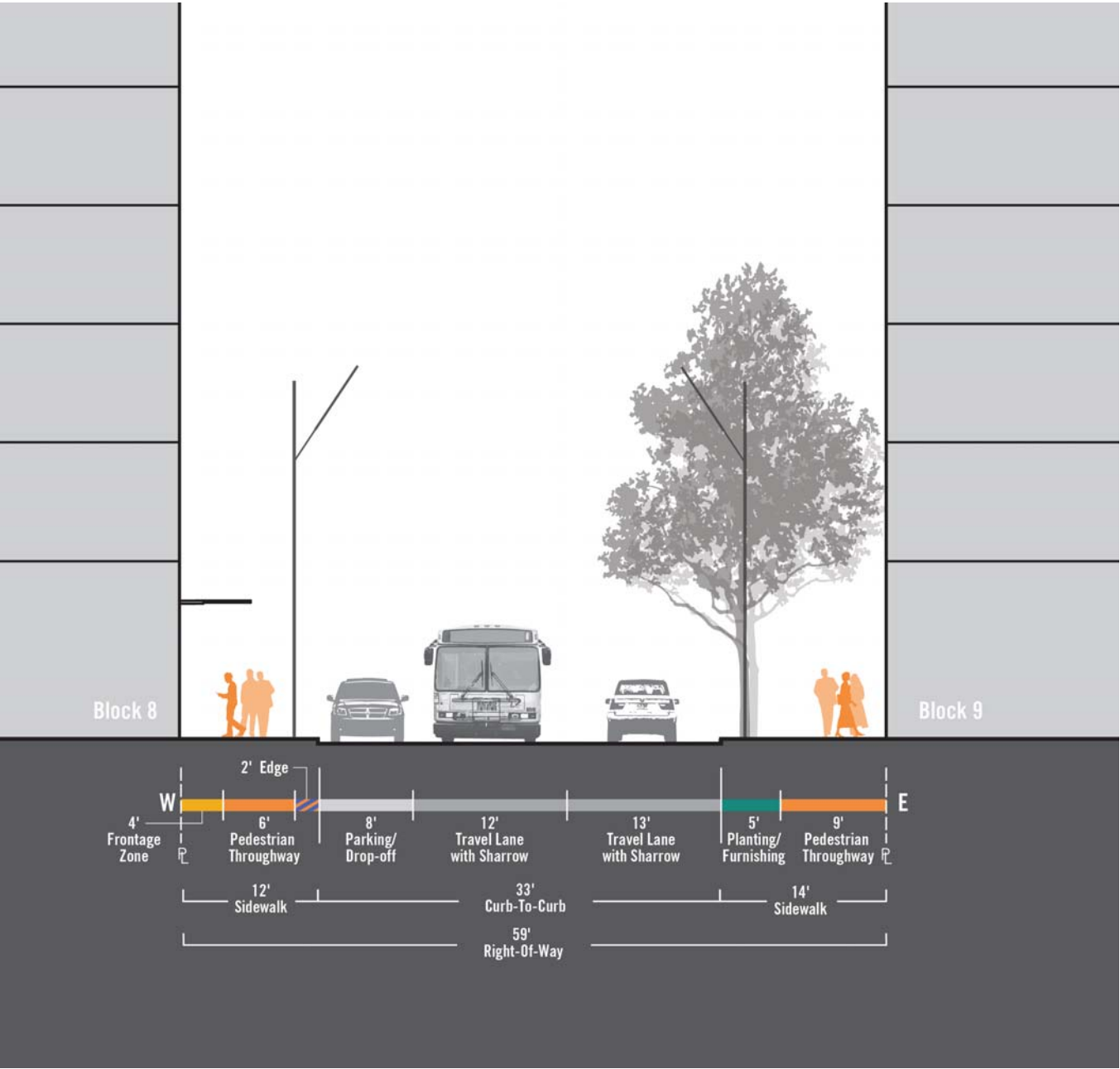
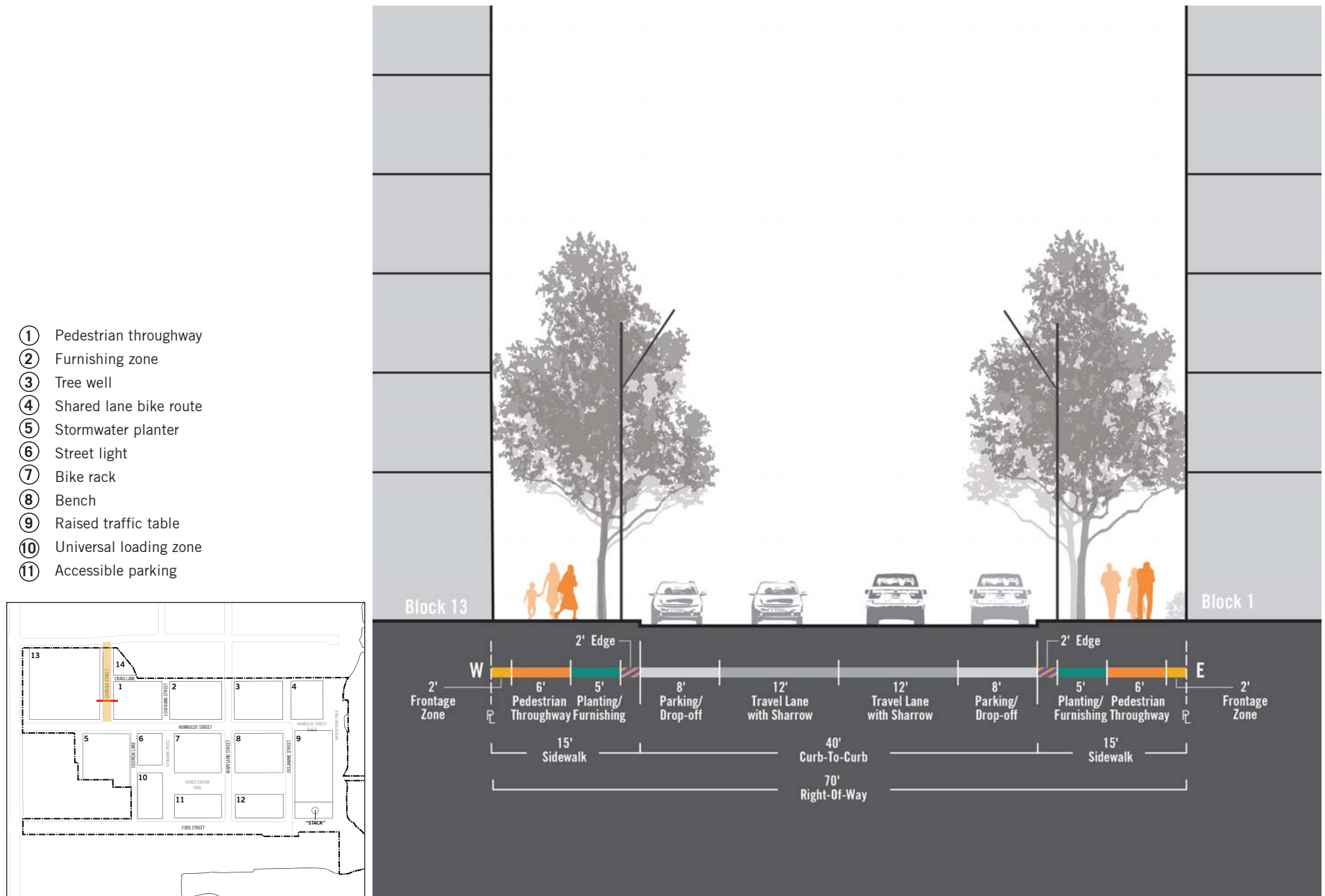


FIGURE 5-21-2 Georgia Street Section - A

- ① Pedestrian throughway
- ② Furnishing zone
- ③ Tree well
- ④ Class II bike lane
- ⑤ Shared lane bike route
- ⑥ Stormwater planter
- ⑦ Street light
- ⑧ Raised traffic table

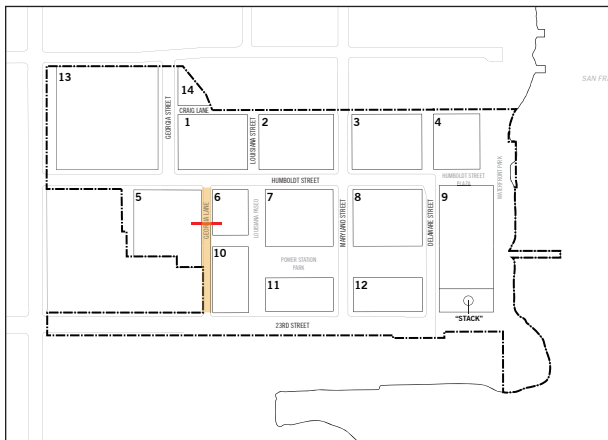


FIGURE 5-21-4 Georgia Lane Section - B

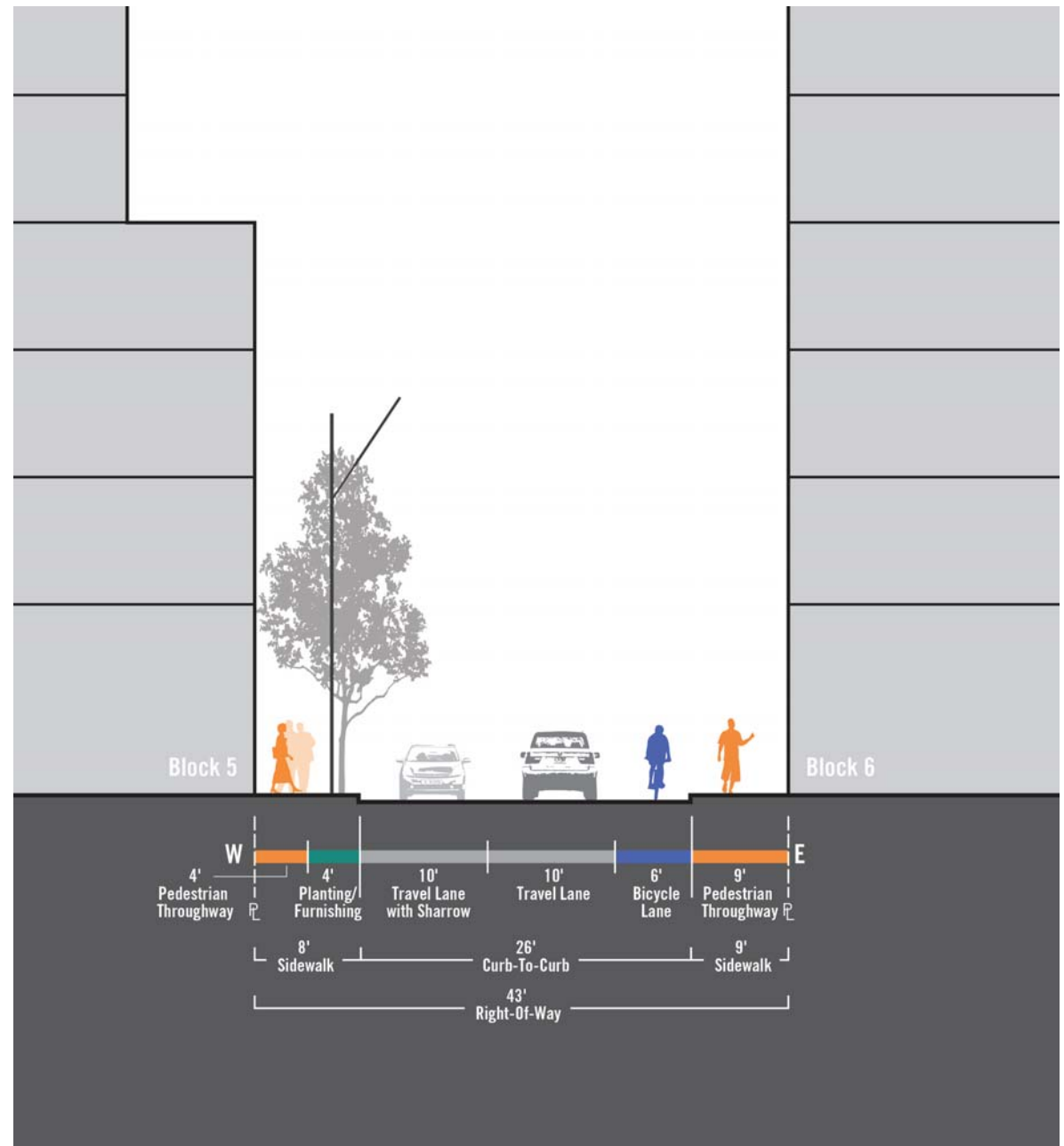


FIGURE 5-21-5 Georgia Lane Section - C

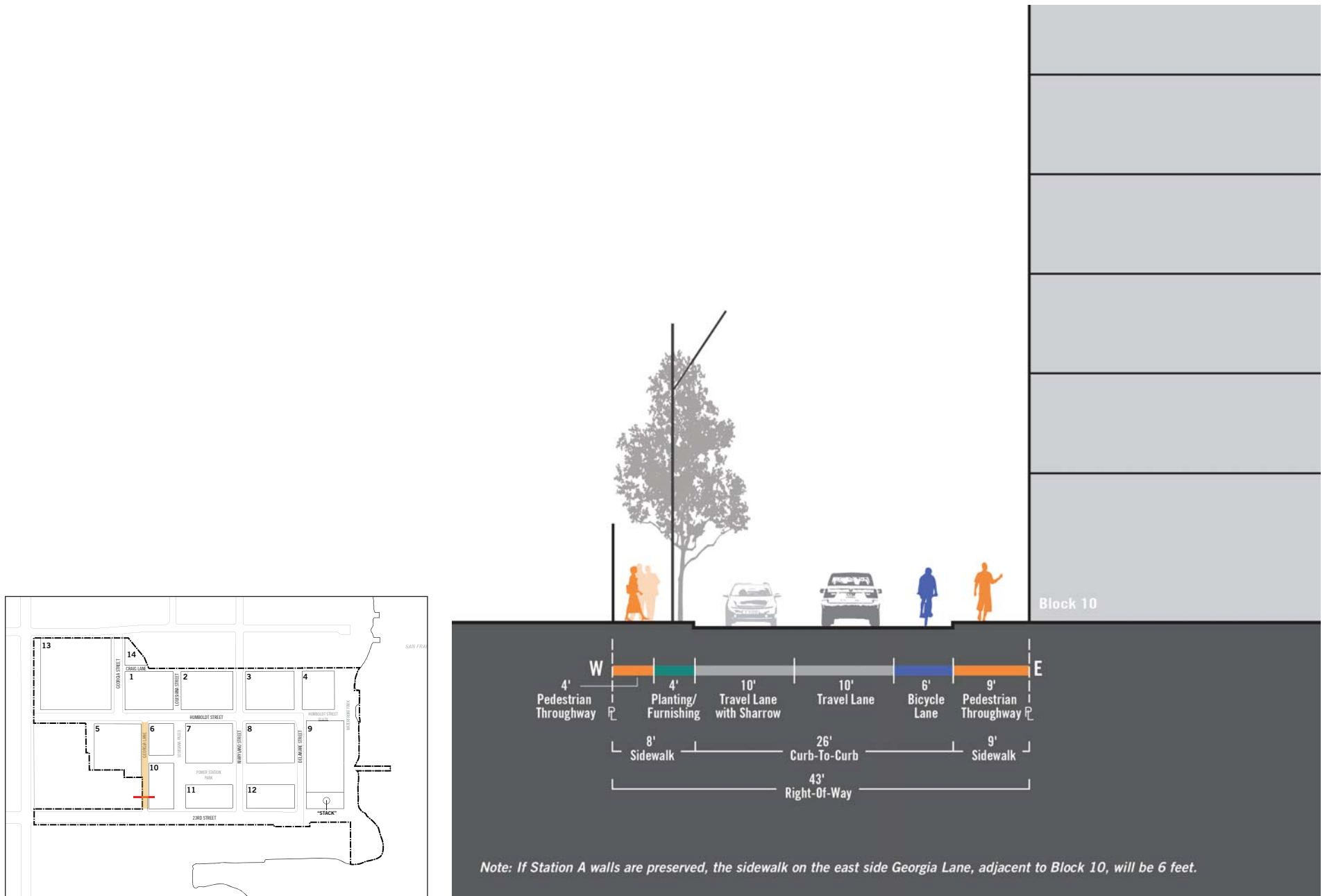


FIGURE 5-23-2 Craig Lane Section - A

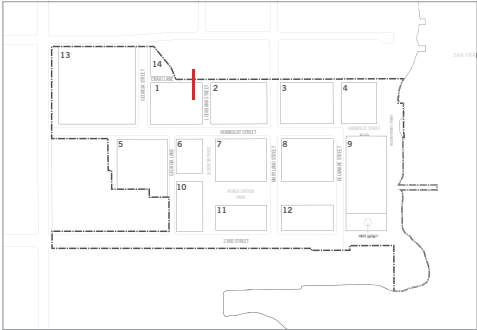
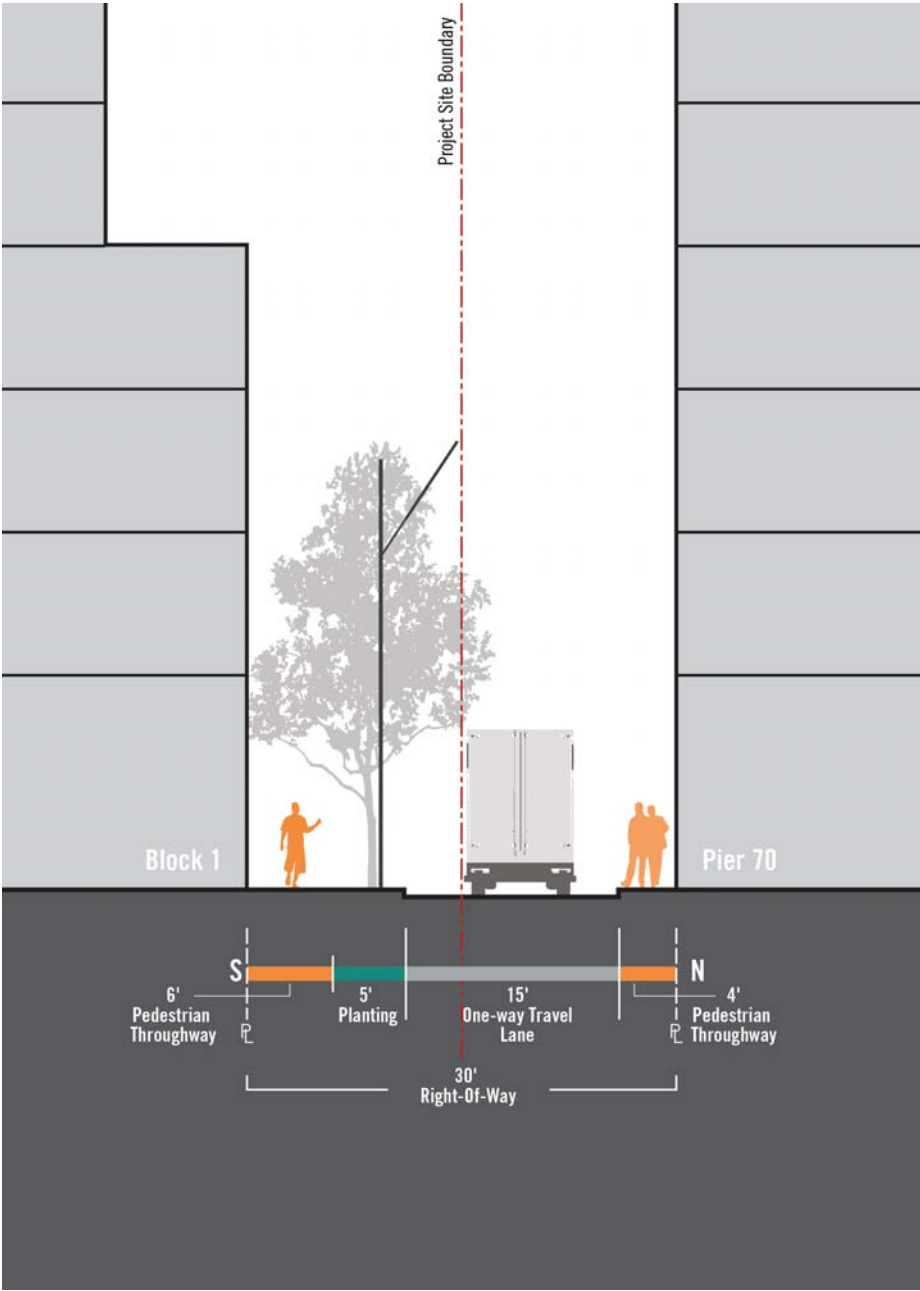
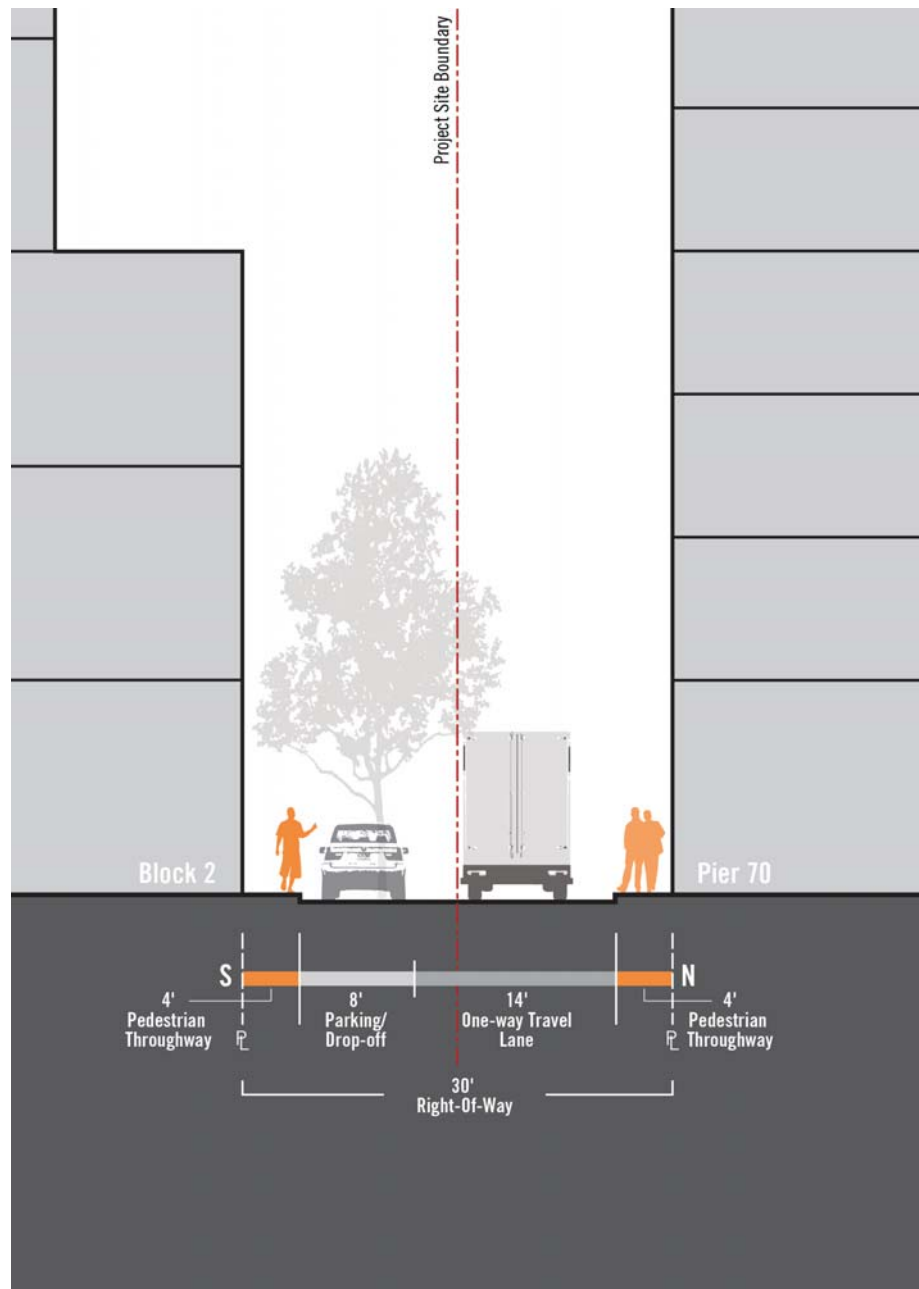
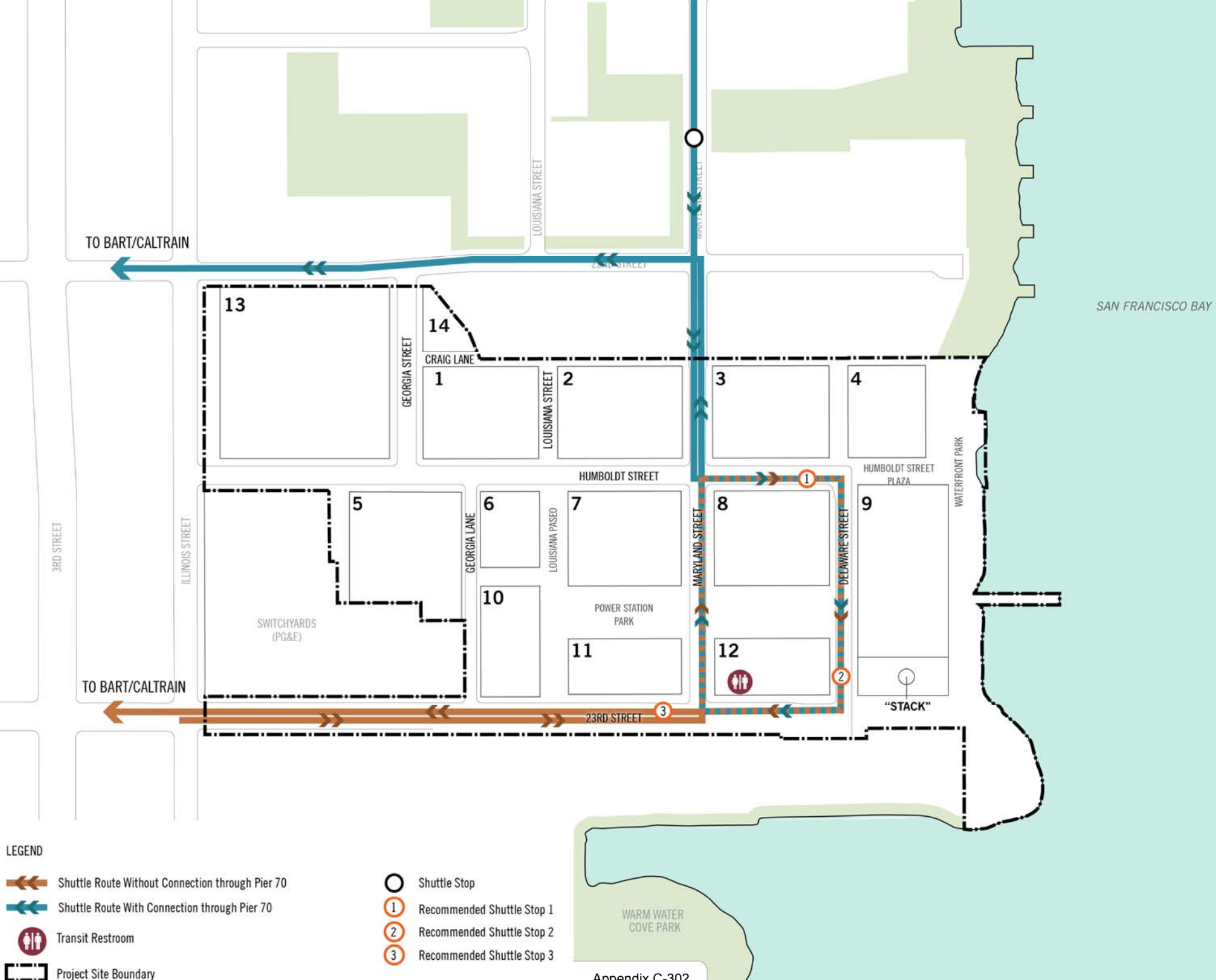


FIGURE 5-23-3 Craig Lane Section - B



8. Transit Impact Assumptions and Analysis

8a. Capacity Utilization Analysis Assumptions

Potrero Power Station Mixed-Use Development - Transit Assignment Assumptions

Existing and Existing + Project and Existing + Project + Pier 70

O/D	Route/Line	%	Direct access to destination or transfer to:
SD1	T Third Project Shuttle	80% 20%	transfer to routes north and south of Market BART
SD2	T Third 22 Fillmore	50% 50%	1, 10, 12, 5R, 38, 38R at Central Subway stations transfer to multiple east-west routes
SD3	T Third - north of site T Third - south of site 22 Fillmore 48 Quintara Project Shuttle	5% 25% 25% 25% 20%	transfer to 55, 12, 14, 27 transfer to 19, 24, 44 transfer to 9, 27, 12 transfer to 14 BART, 14, 49
SD4	22 Fillmore 48 Quintara	50% 50%	N, K, L, M at Church transfer to routes in SD 4
OOD	T Third Project Shuttle	80% 20%	to SD 1 BART
East Bay	Project Shuttle T Third BART AC Transit Ferry	90% 10% 90% 7% 3%	BART AC Transit and Ferries
North Bay	T Third GGT Bus Ferries	100% 55% 45%	
South Bay	Project Shuttle BART Caltrain	100% 85% 15%	BART

Potrero Power Station Mixed-Use Redevelopment Project EIR								
Proposed Project								
Assignment Factors and Project Transit Trips					= manual input			
Assumptions:								
Assignment is the same with or without Pier 70 because the Pier 70 project proposes no changes to Muni.								
Assessment based on existing conditions as of October 2017, except for the assumption of new service due to the completion of T Third Central Subway, and the presence of the PPS Project Shuttle. The ridership at the maximum load point and capacity of the T Third conditions reflect 2020 conditions for the Central Subway. PPS Project Shuttle would serve Caltrain 22nd Street and BART 16th Street.								
PROJECT TRAVEL DEMAND								
	Weekday AM			Weekday PM				
Project Transit Travel Demand		In	Out		In		Out	
SD1		203	406		404		209	
SD2		151	67		116		183	
SD3		134	129		147		158	
SD4		98	55		81		111	
East Bay		196	92		138		219	
North Bay		37	17		30		46	
South Bay		137	152		201		162	
Out of Region		39	13		53		77	
TOTAL		995	931		1170		1165	
	Weekday AM			Weekday PM				
	Inbound (to Site)	Outbound (from site)		Inbound (to Site)	Outbound (from site)			
Muni Route or Line	factor	trips	factor	trips	factor	trips	factor	trips
LEG NEAREST TO PROJECT SITE								
T-Third (northbound)	(from Bayview)		(to downtown)		(from Bayview)		(to downtown)	
SD1	0.00	0	0.80	325	0.00	0	0.80	167
SD2	0.00	0	0.50	34	0.00	0	0.50	92
SD3	0.25	34	0.05	6	0.25	37	0.05	8
East Bay	0.00	0	0.10	9	0.00	0	0.10	22
North Bay	0.00	0	1.00	17	0.00	0	1.00	46
Out of Region	0.00	0	0.80	10	0.00	0	0.80	62
Total	34		401		37		397	
T-Third (southbound)	(from downtown)		(to Bayview)		(from downtown)		(to Bayview)	
SD1	0.80	162	0.00	0	0.80	323	0.00	0
SD2	0.50	76	0.00	0	0.50	58	0.00	0
SD3	0.05	7	0.25	32	0.05	7	0.25	40
East Bay	0.10	20	0.00	0	0.10	14	0.00	0
North Bay	1.00	37	0.00	0	1.00	30	0.00	0
Out of Region	0.80	31	0.00	0	0.80	42	0.00	0
Total	333		32		474		40	
22 Fillmore	(from Marina)		(to Marina)		(from Marina)		(to Marina)	
SD2	0.50	76	0.50	34	0.50	58	0.50	92

	Weekday AM				Weekday PM			
	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)	
Muni Route or Line	factor	trips	factor	trips	factor	trips	factor	trips
SD3	0.25	34	0.25	32	0.25	37	0.25	40
SD4	0.50	49	0.50	28	0.50	41	0.50	56
Total		159		94		136		188
PPS Project Shuttle	(from Mission)		(to Mission)		(from Mission)		(to Mission)	
SD1	0.20	41	0.20	81	0.20	81	0.20	42
SD3	0.20	27	0.20	26	0.20	29	0.20	32
East Bay	0.90	176	0.90	83	0.90	124	0.90	197
South Bay	1.00	137	1.00	152	1.00	201	1.00	162
Out of Region	0.20	8	0.20	3	0.20	11	0.20	15
Total		389		345		446		448
48 Quintara-24th	(from Great Highway)		(to Great Highway)		(from Great Highway)		(to Great Highway)	
SD3	0.25	34	0.25	32	0.25	37	0.25	40
SD4	0.50	49	0.50	28	0.50	41	0.50	56
Total		83		60		78		96
GRAND TOTAL		998		932		1171		1169
LEG FARTHEST FROM PROJECT SITE (O/D WITHIN SF)								
30 Stockton	(from Marina)		(to Marina)		(from Marina)		(to Marina)	
T-Third (SD1)	0.125	20	0.125	41	0.125	40	0.125	21
F Market & Wharves	(from Wharves)		(to Wharves)		(from Wharves)		(to Wharves)	
T-Third (SD1)	0.125	20	0.125	41	0.125	40	0.125	21
45 Union Stockton	(from Presidio)		(to Presidio)		(from Presidio)		(to Presidio)	
T-Third (SD1)	0.125	20	0.125	41	0.125	40	0.125	21
N Judah	(from Sunset)		(to Sunset)		(from Sunset)		(to Sunset)	
T-Third (SD1)	0.125	20	0.125	41	0.125	40	0.125	21
BART (north of 16th)	(from Embarcadero)		(to Embarcadero)		(from Embarcadero)		(to Embarcadero)	
Shuttle (SD1)	1.00	41	1.00	81	1.00	81	1.00	42
BART (south of 16th)	(from Daly City)		(to Daly City)		(from Daly City)		(to Daly City)	
Shuttle (SD3)	0.50	14	0.50	13	0.50	15	0.50	16
5R Fulton Rapid	(from Richmond)		(to Richmond)		(from Richmond)		(to Richmond)	
22 Fillmore (SD2)	does not cross MLP (McAllister/Fillmore)		0.25		15		does not cross MLP (McAllister/Van Ness)	
T Third (SD2)	0.33	25	0.33	11	0.33	19	0.33	31
Subtotal		25		11		34		31
38R Geary Rapid	(from Richmond)		(to Richmond)		(from Richmond)		(to Richmond)	

	Weekday AM				Weekday PM			
	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)	
Muni Route or Line	factor	trips	factor	trips	factor	trips	factor	trips
22 Fillmore (SD2)	does not cross MLP (In: Geary/Laguna - Out: Geary/Van Ness)				does not cross MLP (In: Geary/Laguna - Out: Geary/Powell)			
K/T Third (SD2)	0.67	51	0.67	23	0.67	39	0.67	61
1 California	(from Richmond)		(to Richmond)		(from Richmond)		(to Richmond)	
22 Fillmore (SD2)	does not cross MLP (In: Clay/Taylor - Out: Sacramento/Polk)				0.25	15	does not cross MLP (Sacramento/Stockton)	
N Judah	(from Sunset)		(to Sunset)		(from Sunset)		(to Sunset)	
22 Fillmore (SD4)	does not cross MLP (Duboce/Church)				does not cross MLP (Duboce/Church)			
L Taraval	(from Sunset)		(to Sunset)		(from Sunset)		(to Sunset)	
22 Fillmore (SD4)	does not cross MLP (Market/Van Ness)				does not cross MLP (Market/Van Ness)			
48 Quintara (SD4)	does not cross MLP (Market/Van Ness)				does not cross MLP (Market/Van Ness)			
K Ingleside	(from Balboa Park)		(to Balboa Park)		(from Balboa Park)		(to Balboa Park)	
22 Fillmore (SD4)	does not cross MLP		does not cross MLP		does not cross MLP		does not cross MLP	
48 Quintara (SD4)	(Market/Van Ness)		(Embarcadero/Folsom)		does not cross MLP (Market/Van Ness)		does not cross MLP (Market/Van Ness)	
M Oceanside	(from Balboa Park)		(to Balboa Park)		(from Balboa Park)		(to Balboa Park)	
22 Fillmore (SD4)	does not cross MLP (Market/Van Ness)				does not cross MLP (Market/Van Ness)			
48 Quintara (SD4)	does not cross MLP (Market/Van Ness)				does not cross MLP (Market/Van Ness)			
LEG FARTHEST FROM PROJECT SITE (O/D OUTSIDE SF)								
BART	(to SF)		(from SF)		(to SF)		(from SF)	
East Bay (via Shuttle)	1.00	176	1.00	83	1.00	124	1.00	197
South Bay (via Shuttle)	0.85	116	0.85	129	0.85	171	0.85	138
AC Transit	(to SF)		(from SF)		(to SF)		(from SF)	
East Bay (via K/T Third)	0.70	14	0.70	6	0.70	10	0.70	15
Ferry	(to SF)		(from SF)		(to SF)		(from SF)	
East Bay (via K/T Third)	0.30	6	0.30	3	0.30	4	0.30	7
North Bay (via K/T Third)	0.45	17	0.45	8	0.45	14	0.45	21
Golden Gate Transit	(to SF)		(from SF)		(to SF)		(from SF)	
North Bay (via K/T Third)	0.55	20	0.55	9	0.55	17	0.55	25
Caltrain	(NB to SF)		(SB from SF)		(NB to SF)		(SB from SF)	
South Bay (via Shuttle)	0.15	21	0.15	23	0.15	30	0.15	24
CHECKSUM = 1 (does not include transfer legs furthest from site)								
Check	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)	
	Assignment	Trips	Assignment	Trips	Assignment	Trips	Assignment	Trips
SD1	1	203	1	406	1	404	1	209
SD2	1	152	1	68	1	116	1	184
SD3	1	136	1	128	1	147	1	160

	Weekday AM				Weekday PM			
	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)	
Muni Route or Line	factor	trips	factor	trips	factor	trips	factor	trips
SD4	1	98	1	56	1	82	1	112
EB	1	196	1	92	1	138	1	219
SB	1	137	1	152	1	201	1	162
NB	1	37	1	17	1	30	1	46
OOR	1	39	1	13	1	53	1	77
Total		998		932		1171		1169

Potrero Power Station Mixed-Use Redevelopment Project EIR										
PPS Project + Pier 70 (PPS Project Contribution)										
Assignment Factors and Project Transit Trips							= manual input			
Assumptions:										
Assignment is the same with or without Pier 70 because the Pier 70 project proposes no changes to Muni.										
Assessment based on existing conditions as of October 2017, except for the assumption of new service due to the completion of T Third Central Subway, and the presence of the PPS Project Shuttle. The ridership at the maximum load point and capacity of the T Third conditions reflect 2020 conditions for the Central Subway. PPS Project Shuttle would serve Caltrain 22nd Street and BART 16th Street.										
PROJECT TRAVEL DEMAND										
Project Transit Travel Demand	Weekday AM				Weekday PM					
		In		Out		In		Out		
SD1		180		359		373		201		
SD2		111		60		116		159		
SD3		70		109		140		109		
SD4		75		50		80		98		
East Bay		148		85		142		192		
North Bay		27		15		30		40		
South Bay		118		141		194		156		
Out of Region		23		9		50		67		
TOTAL		752		828		1125		1022		
	Weekday AM				Weekday PM					
	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)			
Muni Route or Line	factor	trips	factor	trips	factor	trips	factor	trips		
LEG NEAREST TO PROJECT SITE										
T-Third (northbound)	(from Bayview)		(to downtown)		(from Bayview)		(to downtown)			
SD1	0.00	0	0.80	287	0.00	0	0.80	161		
SD2	0.00	0	0.50	30	0.00	0	0.50	80		
SD3	0.25	18	0.05	5	0.25	35	0.05	5		
East Bay	0.00	0	0.10	9	0.00	0	0.10	19		
North Bay	0.00	0	1.00	15	0.00	0	1.00	40		
Out of Region	0.00	0	0.80	7	0.00	0	0.80	54		
Total	18		353		35		359			
T-Third (southbound)	(from downtown)		(to Bayview)		(from downtown)		(to Bayview)			
SD1	0.80	144	0.00	0	0.80	298	0.00	0		
SD2	0.50	56	0.00	0	0.50	58	0.00	0		
SD3	0.05	4	0.25	27	0.05	7	0.25	27		
East Bay	0.10	15	0.00	0	0.10	14	0.00	0		
North Bay	1.00	27	0.00	0	1.00	30	0.00	0		
Out of Region	0.80	18	0.00	0	0.80	40	0.00	0		
Total	264		27		447		27			
22 Fillmore	(from Marina)		(to Marina)		(from Marina)		(to Marina)			
SD2	0.50	56	0.50	30	0.50	58	0.50	80		

Muni Route or Line	Weekday AM				Weekday PM			
	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)	
	factor	trips	factor	trips	factor	trips	factor	trips
SD3	0.25	18	0.25	27	0.25	35	0.25	27
SD4	0.50	38	0.50	25	0.50	40	0.50	49
Total		112		82		133		156
PPP Project Shuttle	(from Mission)		(to Mission)		(from Mission)		(to Mission)	
SD1	0.20	36	0.20	72	0.20	75	0.20	40
SD3	0.20	14	0.20	22	0.20	28	0.20	22
East Bay	0.90	133	0.90	77	0.90	128	0.90	173
South Bay	1.00	118	1.00	141	1.00	194	1.00	156
Out of Region	0.20	5	0.20	2	0.20	10	0.20	13
Total		306		314		435		404
48 Quintara-24th	(from Great Highway)		(to Great Highway)		(from Great Highway)		(to Great Highway)	
SD3	0.25	18	0.25	27	0.25	35	0.25	27
SD4	0.50	38	0.50	25	0.50	40	0.50	49
Total		56		52		75		76
GRAND TOTAL		756		828		1125		1022
LEG FARTHEST FROM PROJECT SITE (O/D WITHIN SF)								
30 Stockton	(from Marina)		(to Marina)		(from Marina)		(to Marina)	
T-Third (SD1)	0.125	18	0.125	36	0.125	37	0.125	20
F Market & Wharves	(from Wharves)		(to Wharves)		(from Wharves)		(to Wharves)	
T-Third (SD1)	0.125	18	0.125	36	0.125	37	0.125	20
45 Union Stockton	(from Presidio)		(to Presidio)		(from Presidio)		(to Presidio)	
T-Third (SD1)	0.125	18	0.125	36	0.125	37	0.125	20
N Judah	(from Sunset)		(to Sunset)		(from Sunset)		(to Sunset)	
T-Third (SD1)	0.125	18	0.125	36	0.125	37	0.125	20
BART (north of 16th)	(from Embarcadero)		(to Embarcadero)		(from Embarcadero)		(to Embarcadero)	
Shuttle (SD1)	1.00	36	1.00	72	1.00	75	1.00	40
BART (south of 16th)	(from Daly City)		(to Daly City)		(from Daly City)		(to Daly City)	
Shuttle (SD3)	0.50	7	0.50	11	0.50	14	0.50	11
5R Fulton Rapid	(from Richmond)		(to Richmond)		(from Richmond)		(to Richmond)	
22 Fillmore (SD2)	does not cross MLP (McAllister/Fillmore)		0.25		15		does not cross MLP (McAllister/Van Ness)	
T Third (SD2)	0.33	19	0.33	10	0.33	19	0.33	27
Subtotal		19		10		34		27
38R Geary Rapid	(from Richmond)		(to Richmond)		(from Richmond)		(to Richmond)	

	Weekday AM				Weekday PM			
	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)	
Muni Route or Line	factor	trips	factor	trips	factor	trips	factor	trips
22 Fillmore (SD2)	does not cross MLP (In: Geary/Laguna - Out: Geary/Van Ness)				does not cross MLP (In: Geary/Laguna - Out: Geary/Powell)			
K/T Third (SD2)	0.67	37	0.67	20	0.67	39	0.67	53
1 California	(from Richmond)		(to Richmond)		(from Richmond)		(to Richmond)	
22 Fillmore (SD2)	does not cross MLP (In: Clay/Taylor - Out: Sacramento/Polk)				0.25	15	does not cross MLP (Sacramento/Stockton)	
N Judah	(from Sunset)		(to Sunset)		(from Sunset)		(to Sunset)	
22 Fillmore (SD4)	does not cross MLP (Duboce/Church)				does not cross MLP (Duboce/Church)			
L Taraval	(from Sunset)		(to Sunset)		(from Sunset)		(to Sunset)	
22 Fillmore (SD4)	does not cross MLP (Market/Van Ness)				does not cross MLP (Market/Van Ness)			
48 Quintara (SD4)	does not cross MLP (Market/Van Ness)				does not cross MLP (Market/Van Ness)			
K Ingleside	(from Balboa Park)		(to Balboa Park)		(from Balboa Park)		(to Balboa Park)	
22 Fillmore (SD4)	does not cross MLP		does not cross MLP		does not cross MLP		does not cross MLP	
48 Quintara (SD4)	(Market/Van Ness)		(Embarcadero/Folsom)		does not cross MLP (Market/Van Ness)		does not cross MLP (Market/Van Ness)	
M Oceanside	(from Balboa Park)		(to Balboa Park)		(from Balboa Park)		(to Balboa Park)	
22 Fillmore (SD4)	does not cross MLP (Market/Van Ness)				does not cross MLP (Market/Van Ness)			
48 Quintara (SD4)	does not cross MLP (Market/Van Ness)				does not cross MLP (Market/Van Ness)			
LEG FARTHEST FROM PROJECT SITE (O/D OUTSIDE SF)								
BART	(to SF)		(from SF)		(to SF)		(from SF)	
East Bay (via Shuttle)	1.00	133	1.00	77	1.00	128	1.00	173
South Bay (via Shuttle)	0.85	100	0.85	120	0.85	165	0.85	133
AC Transit	(to SF)		(from SF)		(to SF)		(from SF)	
East Bay (via K/T Third)	0.70	11	0.70	6	0.70	10	0.70	13
Ferry	(to SF)		(from SF)		(to SF)		(from SF)	
East Bay (via K/T Third)	0.30	5	0.30	3	0.30	4	0.30	6
North Bay (via K/T Third)	0.45	12	0.45	7	0.45	14	0.45	18
Golden Gate Transit	(to SF)		(from SF)		(to SF)		(from SF)	
North Bay (via K/T Third)	0.55	15	0.55	8	0.55	17	0.55	22
Caltrain	(NB to SF)		(SB from SF)		(NB to SF)		(SB from SF)	
South Bay (via Shuttle)	0.15	18	0.15	21	0.15	29	0.15	23
CHECKSUM = 1 (does not include transfer legs furthest from site)								
Check	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)	
	Assignment	Trips	Assignment	Trips	Assignment	Trips	Assignment	Trips
SD1	1	180	1	359	1	373	1	201
SD2	1	112	1	60	1	116	1	160
SD3	1	72	1	108	1	140	1	108

Muni Route or Line	Weekday AM				Weekday PM			
	Inbound (to Site)		Outbound (from site)		Inbound (to Site)		Outbound (from site)	
	factor	trips	factor	trips	factor	trips	factor	trips
SD4	1	76	1	50	1	80	1	98
EB	1	148	1	86	1	142	1	192
SB	1	118	1	141	1	194	1	156
NB	1	27	1	15	1	30	1	40
ORR	1	23	1	9	1	50	1	67
Total		756		828		1125		1022

Potrero Power Station Mixed-Use Development Project
SF Muni Capacity Analysis

Adavant Consulting

Scenario/Peak Hour/Route	Inbound To Site								Outbound From Site							
	Existing	Project Trips	Total Ridership	Capacity	Capacity Utilization	85% of capacity	Available for use by project	% project dvlpmnt at 85%	Existing	Project Trips	Total Ridership	Capacity	Capacity Utilization	85% of capacity	Available for use by project	% project dvlpmnt at 85%
AM Peak Hour																
T Third	1,097	333	1,430	3,808	37.6%	3,236	2,139		1,931	401	2,332	3,808	61.2%	3,236	1,305	
22 Fillmore	264	159	423	441	95.9%	374	110	69%	313	94	407	504	80.8%	428	115	
48 Quintara/24th Street	237	83	320	315	101.6%	267	30	36%	250	60	310	378	82.0%	321	71	
Proposed Project Shuttle	0	389	389	400	97.3%	340	340	87%	0	345	345	400	86.3%	340	340	99%
Total	1598	964	2,562	4,964	51.6%	4,217	2,619		2494	900	3,394	5,090	66.7%	4,325	1,831	
PM Peak Hour																
T Third	1,940	474	2,414	3,808	63.4%	3,236	1,296		1,742	397	2,139	3,808	56.2%	3,236	1,494	
22 Fillmore	342	136	478	567	84.3%	481	139		303	186	489	567	86.2%	481	178	96%
48 Quintara/24th Street	158	78	236	315	74.9%	267	109		226	96	322	378	85.2%	321	95	99%
Proposed Project Shuttle	0	446	446	400	111.5%	340	340	76%	0	448	448	400	112.0%	340	340	76%
Total	2440	1134	3,574	5,090	70.2%	4,324	1,884		2271	1,127	3,398	5,153	65.9%	4,378	2,107	

8b. Muni Transit Delay Analysis – Proposed Project

Potrero Power Station - Transit Delay Assessment

Draft Findings

Existing

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	05:29.1	03:15.9
Re-Entry Delay	00:00.0	00:05.0	00:11.5
Passenger Loading Delay ¹	00:00.0	00:00.0	00:00.0
Total Travel Delay	00:00.0	05:34.1	03:27.4
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:00.0		
Total Travel Delay	00:00.0		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	02:14.2	03:08.7
Re-Entry Delay	00:00.0	00:04.0	00:11.5
Passenger Loading Delay ¹	00:00.0	00:00.0	00:00.0
Total Travel Delay	00:00.0	02:18.2	03:20.2
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:00.0		
Total Travel Delay	00:00.0		

Existing Plus Project

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	06:07.9	05:04.8
Re-Entry Delay	00:00.0	00:17.0	00:19.5
Passenger Loading Delay ¹	01:15.2	00:18.8	00:16.0
Total Travel Delay	01:15.2	06:43.7	05:40.3
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:06.0		
Total Travel Delay	00:06.0		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	05:47.0	08:46.2
Re-Entry Delay	00:00.0	00:17.5	00:22.5
Passenger Loading Delay ¹	01:25.1	00:37.6	00:38.4
Total Travel Delay	01:25.1	06:42.1	09:47.1
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:08.6		
Total Travel Delay	00:08.6		

Existing plus Project plus Pier 70

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	06:17.9	14:35.2
Re-Entry Delay	00:00.0	00:17.0	00:25.5
Passenger Loading Delay ¹	02:24.9	00:38.4	00:43.7
Total Travel Delay	02:24.9	07:13.3	15:44.4
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:05.1		
Total Travel Delay	00:05.1		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	06:14.4	16:48.9
Re-Entry Delay	00:00.0	00:17.5	00:34.5
Passenger Loading Delay ¹	02:25.5	01:10.0	01:37.6
Total Travel Delay	02:25.5	07:41.9	19:01.0
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:05.8		
Total Travel Delay	00:05.8		

1. Passenger Delay only calculated for new trips in project scenarios

Project Delta

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	00:38.8	01:48.9
Re-Entry Delay	00:00.0	00:12.0	00:08.0
Passenger Loading Delay ¹	01:15.2	00:18.8	00:16.0
Total Travel Delay	01:15.2	01:09.6	02:12.9
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:06.0		
Total Travel Delay	00:06.0		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	03:32.8	05:37.5
Re-Entry Delay	00:00.0	00:13.5	00:11.0
Passenger Loading Delay ¹	01:25.1	00:37.6	00:38.4
Total Travel Delay	01:25.1	04:23.9	06:26.9
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:08.6		
Total Travel Delay	00:08.6		

Project plus Pier 70 Delta

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	00:48.8	11:19.3
Re-Entry Delay	00:00.0	00:12.0	00:14.0
Passenger Loading Delay ¹	02:24.9	00:38.4	00:43.7
Total Travel Delay	02:24.9	01:39.2	12:17.0
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:05.1		
Total Travel Delay	00:05.1		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	04:00.2	13:40.2
Re-Entry Delay	00:00.0	00:13.5	00:23.0
Passenger Loading Delay ¹	02:25.5	01:10.0	01:37.6
Total Travel Delay	02:25.5	05:23.7	15:40.8
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:05.8		
Total Travel Delay	00:05.8		

Summary Impact Table

Line or Route	Existing plus Project							
	Headway (in minutes) AM	Estimated Delay (in min:sec)	Half-headway Threshold (minutes)	AM Impact?	Headway (in minutes) PM	Estimated Delay (in min:sec)	Half-headway Threshold (minutes)	PM Impact?
T Third	8	01:21	4	NO	8	01:34	4	NO
22 Fillmore	8	01:10	4	NO	8	04:24	4	YES
48 Quintara/24th	10	02:13	5	NO	14	06:27	7	NO

Line or Route	Existing plus Project plus Pier 70							
	Headway (in minutes) AM	Estimated Delay (in min:sec)	Half-headway Threshold (minutes)	AM Impact?	Headway (in minutes) PM	Estimated Delay (in min:sec)	Half-headway Threshold (minutes)	PM Impact?
T Third	8	02:30	4	NO	8	02:31	4	NO
22 Fillmore	8	01:39	4	NO	8	05:24	4	YES
48 Quintara/24th	10	12:17	5	YES	14	15:41	7	YES

Transit Delay - Existing Conditions (in minutes)

Route	T 3rd	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	05:29.1	03:15.9
Re-Entry Delay	00:00.0	00:05.0	00:11.5
Passenger Loading Delay ¹			
Total Travel Delay	00:00.0	05:34.1	03:27.4
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹			
Total Travel Delay	00:00.0		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	02:14.2	03:08.7
Re-Entry Delay	00:00.0	00:04.0	00:11.5
Passenger Loading Delay ¹			
Total Travel Delay	00:00.0	02:18.2	03:20.2
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹			
Total Travel Delay	00:00.0		

1. Passenger Delay only calculated for new trips in project scenario

Intersection Delay Calculations by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Hardcoded 0 delay because there is no control for this approach

Hardcode inputs based on SFMTA route maps and Existing Transit Facilities Figure

Unsignalized intersections (the delay is manually removed from the Total Delay calculations)

Delay over 100 seconds

Corridor / HOV Adjust = Delay adjustments applied per SF Bike Plan methodology to account for transit-only Lanes ("HOV") or three intersections in a row with LOS F approaches.

10 Protected Transit Lane Transit lane (highlight enforced) = 0.5 of approach

Existing AM													Total Delay		Ave Delay		Non-Study		Final	Notes
Line No	Direction	Stop Number Input	1	2	3	4	5	6	7	8	9		Signal	Unsig	Signal	Unsig	Signal	Unsig	Delay	
T Third	Inbound	Intersection	13	104	12	103	11	10	9	102	101		9	0			0	0		Corridor Adjust? No HOV Adjust? Yes 00:00.0
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB									
		Appr. Delay	30.6	0.9	17.3	17.9	3.7	24.4	59.0	6.6	12.8		173							
		Appr. V/C	0.72	0.45	0.43	0.64	0.54	0.79	0.68	0.47	0.52									
		Adjusted Delay	30.6	0.9	17.3	17.9	3.7	24.4	59.0	6.6	12.8									
		Corridor/HOV Adjust	-30.6	-0.9	-17.3	-17.9	-3.7	-24.4	-59	-6.6	-12.8									
	Outbound	Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0	0				0	
		Intersection	101	102	9	10	11	103	12	104	13		9	0			0	0		Corridor Adjust? No HOV Adjust? Yes 00:00.0
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB									
		Appr. Delay	3.8	2.9	42.1	5.3	10.2	5.6	23.5	0.3	26.6		120							
		Appr. V/C	0.2	0.18	0.24	0.29	0.19	0.2	0.3	0.2	0.7									
		Adjusted Delay	3.8	2.9	42.1	5.3	10.2	5.6	23.5	0.3	26.6									
22	One-Way Loop	Corridor/HOV Adjust	-3.8	-2.9	-42.1	-5.3	-10.2	-5.6	-23.5	-0.3	-26.6									Corridor Adjust? No HOV Adjust? No 05:29.1
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0	0				0	
		Intersection	109	105	101	102	9	107	106	105	109		9	1			0	0		
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB									
		Appr. Delay	0.0	11.7	183.9	2.9	42.1	9.5	0.0	8.9	14.0		273	0						
		Appr. V/C	1.0	0.00	1.27	0.18	0.24	0.0	0.0	0.0	0.3									
		Adjusted Delay	0.0	11.7	240.0	2.9	42.1	9.5	0.0	8.9	14.0									
		Corridor/HOV Adjust	0.0	11.7	240.0	2.9	42.1	9.5	0.0	8.9	14.0		329	0	37	0			329	
48	One-Way Loop	Final Delay	0.0	11.7	240.0	2.9	42.1	9.5	0.0	8.9	14.0									Corridor Adjust? No HOV Adjust? No 03:15.9
		Intersection	112	113	111	110	108	10	9	1	2	10	108	110	111	113	112			
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	WB	WB	WB	WB	WB	WB			
		Appr. Delay	13.1	0.0	8.3	0.0	0.0	42.6	59.0	9.3	8.7	36.7	0.0	0.0	8.4	0.0	9.8			
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	0.60	0.7	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0			
		Adjusted Delay	13.1	0.0	8.3	0.0	0.0	42.6	59.0	9.3	8.7	36.7	0.0	0.0	8.4	0.0	9.8			
		Corridor/HOV Adjust																		
		Final Delay	13.1	0.0	8.3	0.0	0.0	42.6	59.0	9.3	8.7	36.7	0.0	0.0	8.4	0.0	9.8		196	

Intersection Delay Calculations by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Hardcoded 0 delay because there is no control for this approach

Grey Shaded Cells link to Int Delay AM

Unsignalized intersections (the delay is manually removed from the Total Delay calculations)

Delay over 100 seconds

Corridor / HOV Adjust = Delay adjustments applied per SF Bike Plan methodology to account for transit-only Lanes ("HOV") or three intersections in a row with LOS F approaches.

10 Protected Transit Lane

Transit lane (highlight enforced) = 0.5 of approach

Existing PM

Line No	Direction	Input	Study Intersections										Total Delay		Ave Delay		Non-Study		Final	Notes
												Signal	Unsig	Signal	Unsig	Signal	Unsig	Delay		
T Third	Inbound	Intersection	13	104	12	103	11	10	9	102	101		10	0			0	0		Corridor Adjust? No HOV Adjust? Yes 00:00.0
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB									
		Appr. Delay	69.1	3.4	31.0	20.9	3.8	20.4	38.4	6.6	10.6		204							
		Appr. V/C	0.50	0.34	0.39	0.54	0.50	0.69	0.58	0.46	0.45									
		Adjusted Delay	69.1	3.4	31.0	20.9	3.8	20.4	38.4	6.6	10.6									
	Outbound	Corridor/HOV Adjust	-69.1	-3.4	-31	-20.9	-3.8	-20.4	-38.4	-6.6	-10.6									Corridor Adjust? No HOV Adjust? No 00:00.0
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0	0				0	
		Intersection	101	102	9	10	11	103	12	104	13		9	0			0	0		
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB									
		Appr. Delay	16.1	2.8	30.6	7.5	8.6	14.6	33.2	3.4	58.3		175							
22	One-Way Loop	Appr. V/C	0.3	0.26	0.43	0.52	0.39	0.5	0.6	0.3	1.0								Corridor Adjust? No HOV Adjust? No 00:00.0	
		Adjusted Delay	16.1	2.8	30.6	7.5	8.6	14.6	33.2	3.4	58.3									
		Corridor/HOV Adjust	-16.1	-2.8	-30.6	-7.5	-8.6	-14.6	-33.2	-3.4	-58.3									
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0	0	0			0		
		Intersection	109	105	101	102	9	107	106	105	109		11	1			0	0		
	One-Way Loop	Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB									Corridor Adjust? No HOV Adjust? No 02:14.2
		Appr. Delay	0.0	9.2	59.9	2.8	30.6	8.8	0.0	8.5	14.4		134	0						
		Appr. V/C	0.6	0.00	0.84	0.26	0.43	0.0	0.0	0.0	0.3									
		Adjusted Delay	0.0	9.2	59.9	2.8	30.6	8.8	0.0	8.5	14.4									
		Corridor/HOV Adjust	0.0	9.2	59.9	2.8	30.6	8.8	0.0	8.5	14.4		134	0	12	0			134	
48	One-Way Loop	Final Delay	0.0	9.2	59.9	2.8	30.6	8.8	0.0	8.5	14.4								Corridor Adjust? No HOV Adjust? No 03:08.7	
		Intersection	112	113	111	110	108	10	9	1	2	10	108	110	111	113	112			
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	WB	WB	WB	WB	WB	WB			
		Appr. Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7			
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	0.73	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0			
	One-Way Loop	Adjusted Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7		Corridor Adjust? No HOV Adjust? No 03:08.7	
		Corridor/HOV Adjust	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7			
		Final Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7			
		Intersection	112	113	111	110	108	10	9	1	2	10	108	110	111	113	112			
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	WB	WB	WB	WB	WB	WB			
48	One-Way Loop	Appr. Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7		Corridor Adjust? No HOV Adjust? No 03:08.7	
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	0.73	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0			
		Adjusted Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7			
		Corridor/HOV Adjust	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7			
		Final Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7			
	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	2	10	108	110	111	113	112			
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	WB	WB	WB	WB	WB	WB			
		Appr. Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0						
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	0.73	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0			
		Adjusted Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7			
48	One-Way Loop	Corridor/HOV Adjust	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7		Corridor Adjust? No HOV Adjust? No 03:08.7	
		Final Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0	8.8	0.0	10.7			
		Intersection	112	113	111	110	108	10	9	1	2	10	108	110	111	113	112			
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	WB	WB	WB	WB	WB	WB			
		Appr. Delay	13.7	0.0	8.4	0.0	0.0	50.3	38.4	8.5	9.4	40.5	0.0	0.0						

Re-Entry Delay by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Grey Shaded Cells link to Int Delay AM

Blue Shaded are hard inputs

Unsignalized intersection

Far side stops - Use downstream intersection volume. Otherwise, the stop is near side and the approach volume for the nearest intersection to the stop is used.

Existing AM

Line No	Direction	Input	Study Intersections										Total					
T Third	Inbound	Intersection	13	104	12	103	11	10	9	102	101		10					
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB							
		Stop Present?	Y										2					
		Appr. Lanes																
		Appr. Volume	No Re-entry delay due to Transit Only lanes.															
	Outbound	Vol/Lane Round											0					
		Re-Entry Delay											00:00.0					
		Intersection	101	102	9	10	11	103	12	104	13		9					
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB							
		Stop Present?	Y										2					
	Appr. Lanes																	
	Appr. Volume																	
	Vol/Lane Round	No Re-entry delay due to Transit Only lanes.																
	Re-Entry Delay											0						
													00:00.0					
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109		9					
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB							
		Stop Present?	Y		Y		Y			Y			4					
		Appr. Lanes	2.0		1.0		2.0			1.0								
		Appr. Volume	551		329		322			84								
		Vol/Lane Round	300		350		150			100			5					
		Re-Entry Delay	2.0		2.5		0.5			0.0			00:05.0					
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	2	10	108	110	111	113	112	15
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	WB	WB	WB	WB	WB	WB	
		Stop Present?		Y		Y		Y	Y			Y		Y		Y		7
		Appr. Lanes		1.0		1.0		1.0	2.0			1.0		1.0		1.0		
		Appr. Volume		93		151		896	184			80		75		111		
		Vol/Lane Round		100		150		900	100			100		100		100		
		Re-Entry Delay		0.0		0.5		11.0	0.0			0.0		0.0		0.0		12
												00:11.5						

Re-Entry Delay by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Grey Shaded Cells link to Int Delay AM

Blue Shaded are linked to Re-Entry Delay AM

Unsignalized intersection

Far side stops - Use downstream intersection volume. Otherwise, the stop is near side and the approach volume for the nearest intersection to the stop is used.

Existing PM

Line No	Direction	Input	Study Intersections										Total					
T Third	Inbound	Intersection	13	104	12	103	11	10	9	102	101		11					
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB							
		Stop Present?	Y										9					
		Appr. Lanes																
	Appr. Volume																	
	Vol/Lane Round																	
		Re-Entry Delay	No Re-entry delay due to Transit Only lanes.										0					
	Outbound	Intersection	101	102	9	10	11	103	12	104	13		14					
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB							
		Stop Present?	Y										9					
		Appr. Lanes																
	Appr. Volume																	
	Vol/Lane Round																	
		Re-Entry Delay	No Re-entry delay due to Transit Only lanes.										0					
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109		11					
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB							
		Stop Present?	Y										9					
		Appr. Lanes	2.0															
	Appr. Volume	451																
	Vol/Lane Round	250																
		Re-Entry Delay	1.5										4					
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	2	10	108	110	111	113	112	15
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	WB	WB	WB	WB	WB	WB	
		Stop Present?	Y										15					
		Appr. Lanes	1.0															
	Appr. Volume	85																
	Vol/Lane Round	100																
		Re-Entry Delay	0.0										12					

Boarding Delay

Existing Plus Project	Mode		LRV	Bus	Bus	LRV	Bus	Bus	
	Bus Route		T 3rd	22	48	T 3rd	22	48	
	Scenario		AM Peak Hour			PM Peak Hour			
	Northbound/ Eastbound	Frequency (vehicles per hour)		8	8	6	7	8	4
		Number of new transit riders boarding near project	EX						
			E+P	401	94	60	397	188	96
			E+P+P70	773	192	164	679	350	244
		Boarding delay due to new transit riders	EX						
			E+P	01:15.2	00:18.8	00:16.0	01:25.1	00:37.6	00:38.4
	E+P+P70		02:24.9	00:38.4	00:43.7	02:25.5	01:10.0	01:37.6	
	Southbound/ Westbound	Frequency (vehicles per hour)		8	8	6	7	8	4
		Number of new transit riders boarding near project	EX						
			E+P	32			40		
			E+P+P70	27			27		
Boarding delay due to new transit riders		EX							
		E+P	00:06.0			00:08.6			
	E+P+P70	00:05.1			00:05.8				

Notes:

Mode	Delay for each new transit rider (sec)
Bus	1.6
LRV	1.5

Transit Delay - Existing plus project Conditions (in minutes)

Route	T 3rd	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	06:07.9	05:04.8
Re-Entry Delay	00:00.0	00:17.0	00:19.5
Passenger Loading Delay ¹	01:15.2	00:18.8	00:16.0
Total Travel Delay	01:15.2	06:43.7	05:40.3
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:06.0		
Total Travel Delay	00:06.0		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	05:47.0	08:46.2
Re-Entry Delay	00:00.0	00:17.5	00:22.5
Passenger Loading Delay ¹	01:25.1	00:37.6	00:38.4
Total Travel Delay	01:25.1	06:42.1	09:47.1
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:08.6		
Total Travel Delay	00:08.6		

1. Passenger Delay only calculated for new trips in project scenario

Intersection Delay Calculations by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Hardcoded 0 delay because there is no control for this approach

Hardcode inputs based on SFMTA route maps and Existing Transit Facilities Figure

Unsignalized intersections (the delay is manually removed from the Total Delay calculations)

Delay over 100 seconds

Corridor / HOV Adjust = Delay adjustments applied per SF Bike Plan methodology to account for transit-only Lanes ("HOV") or three intersections in a row with LOS F approaches.

10 Protected Transit Lane

Transit lane (highlight enforced) = 0.5 of approach

Existing plus Project AM																			
Line No	Direction	Stop Number Input	1	2	3	4	5	6	7	8	9	Total Delay Signal Unsig		Ave Delay Signal Unsig		Non-Study Signal Unsig		Final Delay	Notes
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101	9	0			0	0		Corridor Adjust? No HOV Adjust? Yes 00:00.0
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB								
		Appr. Delay	57.9	0.9	28.2	28.4	120.7	107.0	55.7	9.4	15.8	424							
		Appr. V/C	0.85	0.59	0.68	0.90	1.23	1.19	0.87	0.60	0.73								
		Adjusted Delay	57.9	0.9	28.2	28.4	240.0	240.0	55.7	9.4	15.8								
		Corridor/HOV Adjust	-57.9	-0.9	-28.2	-28.4	-240	-240	-55.7	-9.4	-15.8								
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0				0	
	Southbound	Intersection	101	102	9	10	11	103	12	104	13	9	0			0	0		Corridor Adjust? No HOV Adjust? Yes 00:00.0
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB								
		Appr. Delay	3.8	4.2	74.0	8.4	53.4	6.3	41.8	0.3	19.1	211							
		Appr. V/C	0.2	0.29	0.29	0.39	0.28	0.4	0.5	0.2	0.8								
		Adjusted Delay	3.8	4.2	74.0	8.4	53.4	6.3	41.8	0.3	19.1								
		Corridor/HOV Adjust	-3.8	-4.2	-74	-8.4	-53.4	-6.3	-41.8	-0.3	-19.1								
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0				0	
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109	9	1			0	0		Corridor Adjust? No HOV Adjust? No 06:07.9
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB								
		Appr. Delay	0.0	16.1	298.8	4.2	74.0	10.0	0.0	9.6	14.0	427	0						
		Appr. V/C	1.0	0.00	1.54	0.29	0.29	0.0	0.0	0.0	0.3								
		Adjusted Delay	0.0	16.1	240.0	4.2	74.0	10.0	0.0	9.6	14.0								
		Corridor/HOV Adjust																	
		Final Delay	0.0	16.1	240.0	4.2	74.0	10.0	0.0	9.6	14.0	368	0	41	0			368	
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112	Corridor Adjust? No HOV Adjust? No 05:04.8
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB	
		Appr. Delay	18.7	0.0	9.9	0.0	0.0	45.6	55.7	22.5	0.5	54.3	76.0	0.0	0.0	9.4	0.0	12.2	
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	0.80	0.9	0.3	0.5	0.5	1.0	0.0	0.0	0.0	0.0	0.0	
		Adjusted Delay	18.7	0.0	9.9	0.0	0.0	45.6	55.7	22.5	0.5	54.3	76.0	0.0	0.0	9.4	0.0	12.2	
		Corridor/HOV Adjust																	
		Final Delay	18.7	0.0	9.9	0.0	0.0	45.6	55.7	22.5	0.5	54.3	76.0	0.0	0.0	9.4	0.0	12.2	

Intersection Delay Calculations by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Hardcoded 0 delay because there is no control for this approach

Grey Shaded Cells link to Int Delay AM

Unsignalized intersections (the delay is manually removed from the Total Delay calculations)

Delay over 100 seconds

Corridor / HOV Adjust = Delay adjustments applied per SF Bike Plan methodology to account for transit-only Lanes ("HOV") or three intersections in a row with LOS F approaches.

10 Protected Transit Lane

Transit lane (highlight enforced) = 0.5 of approach

Existing plus Project PM

Line No	Direction	Input	Study Intersections														Total Delay		Ave Delay		Non-Study		Final	Notes
			13	104	12	103	11	10	9	102	101						Signal	Unsig	Signal	Unsig	Signal	Unsig	Delay	
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101						10	0			0	0		
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB													
		Appr. Delay	99.2	3.0	53.6	24.2	70.7	70.6	39.5	10.2	15.4						386							
		Appr. V/C	0.55	0.48	0.64	0.80	1.12	1.11	0.87	0.64	0.74													
		Adjusted Delay	99.2	3.0	53.6	24.2	70.7	70.6	39.5	10.2	15.4													
		Corridor/HOV Adjust	-99.2	-3	-53.6	-24.2	-70.7	-70.6	-39.5	-10.2	-15.4													
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						0	0	0				0	Corridor Adjust? No HOV Adjust? Yes 00:00.0
	Southbound	Intersection	101	102	9	10	11	103	12	104	13						9	0			0	0		
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB													
		Appr. Delay	5.8	4.6	56.9	11.5	37.7	17.1	119.8	5.7	172.0						431							
		Appr. V/C	0.4	0.47	0.48	0.66	0.56	0.8	1.1	0.4	1.3													
		Adjusted Delay	5.8	4.6	56.9	11.5	37.7	17.1	240.0	5.7	240.0													
		Corridor/HOV Adjust	-5.8	-4.6	-56.9	-11.5	-37.7	-17.1	-240	-5.7	-240													
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						0	0	0				0	Corridor Adjust? No HOV Adjust? No 00:00.0
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109						11	1			0	0		
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB													
		Appr. Delay	0.0	12.5	127.5	4.6	56.9	9.3	0.0	9.3	14.4						235	0						
		Appr. V/C	0.6	0.00	1.12	0.47	0.48	0.0	0.0	0.0	0.3													
		Adjusted Delay	0.0	12.5	240.0	4.6	56.9	9.3	0.0	9.3	14.4													
		Corridor/HOV Adjust	0.0	12.5	240.0	4.6	56.9	9.3	0.0	9.3	14.4													
		Final Delay	0.0	12.5	240.0	4.6	56.9	9.3	0.0	9.3	14.4						347	0	32	0			347	Corridor Adjust? No HOV Adjust? No 05:47.0
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112			0	0		
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB						
		Appr. Delay	22.8	0.0	10.6	0.0	0.0	92.7	39.5	23.6	0.5	69.4	420.6	0.0	0.0	10.6	0.0	16.5						
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	1.02	0.9	0.1	0.8	0.8	1.9	0.0	0.0	0.0	0.0	0.0						
		Adjusted Delay	22.8	0.0	10.6	0.0	0.0	92.7	39.5	23.6	0.5	69.4	240.0	0.0	0.0	10.6	0.0	16.5						
		Corridor/HOV Adjust																						
		Final Delay	22.8	0.0	10.6	0.0	0.0	92.7	39.5	23.6	0.5	69.4	240.0	0.0	0.0	10.6	0.0	16.5					526	Corridor Adjust? No HOV Adjust? No 08:46.2

Re-Entry Delay by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Grey Shaded Cells link to Int Delay AM

Blue Shaded are hard inputs

Unsignalized intersection

Far side stops - Use downstream intersection volume. Otherwise, the stop is near side and the approach volume for the nearest intersection to the stop is used.

Existing plus Project AM

Line No	Direction	Input	Study Intersections										Total						
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101		10						
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB			2					
		Stop Present?	Y											2					
		Appr. Lanes																	
	Appr. Volume	No Re-entry delay due to Transit Only lanes.																	
	Vol/Lane Round											0							
	Re-Entry Delay											00:00.0							
	Southbound	Intersection	101	102	9	10	11	103	12	104	13	9							
Approach		SB	SB	SB	SB	SB	SB	SB	SB	SB	2								
Stop Present?		Y										2							
Appr. Lanes																			
	Appr. Volume	No Re-entry delay due to Transit Only lanes.																	
	Vol/Lane Round											0							
	Re-Entry Delay											00:00.0							
	22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109		9					
Approach			EB	EB	EB	SB	SB	WB	NB	NB	WB			4					
Stop Present?			Y		Y		Y			Y				4					
Appr. Lanes			2.0		1.0		2.0			1.0									
Appr. Volume		551		425		386			84										
Vol/Lane Round		300		450		200			100				17						
Re-Entry Delay		2.0		14.0		1.0			0.0		00:17.0								
48		One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112
	Approach		NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB	
	Stop Present?			Y		Y		Y	Y				Y		Y		Y		7
	Appr. Lanes			1.0		1.0		1.0	2.0				1.0		1.0		1.0		
	Appr. Volume		212		252		1,122	381				265		117		153			
	Vol/Lane Round		200		250		1,100	200				250		100		150			
	Re-Entry Delay		1.0		1.5		14.0	1.0				1.5		0.0		0.5		20	
																		00:19.5	

Re-Entry Delay by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Grey Shaded Cells link to Int Delay AM

Blue Shaded are linked to Re-Entry Delay AM

Unsignalized intersection

Far side stops - Use downstream intersection volume. Otherwise, the stop is near side and the approach volume for the nearest intersection to the stop is used.

Existing plus Project PM

Line No	Direction	Input	Study Intersections										Total						
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101		11						
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB								
		Stop Present?	Y										9						
	Appr. Lanes																		
	Appr. Volume																		
	Vol/Lane Round	No Re-entry delay due to Transit Only lanes.										0							
Re-Entry Delay																			
	Southbound	Intersection	101	102	9	10	11	103	12	104	13		14						
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB								
		Stop Present?	Y										9						
	Appr. Lanes																		
	Appr. Volume																		
	Vol/Lane Round	No Re-entry delay due to Transit Only lanes.										0							
Re-Entry Delay																			
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109		11						
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB								
		Stop Present?	Y		Y		Y		Y				9						
		Appr. Lanes	2.0		1.0		2.0		1.0										
		Appr. Volume	451		343		600		73										
		Vol/Lane Round	250		350		300		50										
Re-Entry Delay	1.5		14.0		2.0		0.0				18								
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112	16
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB	WB
		Stop Present?		Y		Y		Y	Y	Y				Y		Y		15	
		Appr. Lanes		1.0		1.0		1.0	2.0	1.0				1.0		1.0			
		Appr. Volume		221		293		1,136	344					417		162		249	
		Vol/Lane Round		200		300		1,150	150					400		150		250	
Re-Entry Delay		1.0		2.0		14.0	0.5					3.0		0.5		1.5	23		

Boarding Delay

Existing Plus Project	Mode		LRV	Bus	Bus	LRV	Bus	Bus	
	Bus Route		T 3rd	22	48	T 3rd	22	48	
	Scenario		AM Peak Hour			PM Peak Hour			
	Northbound/ Eastbound	Frequency (vehicles per hour)		8	8	6	7	8	4
		Number of new transit riders boarding near project	EX						
			E+P	401	94	60	397	188	96
			E+P+P70	773	192	164	679	350	244
		Boarding delay due to new transit riders	EX						
			E+P	01:15.2	00:18.8	00:16.0	01:25.1	00:37.6	00:38.4
			E+P+P70	02:24.9	00:38.4	00:43.7	02:25.5	01:10.0	01:37.6
	Southbound/ Westbound	Frequency (vehicles per hour)		8	8	6	7	8	4
		Number of new transit riders boarding near project	EX						
			E+P	32			40		
			E+P+P70	27			27		
Boarding delay due to new transit riders		EX							
		E+P	00:06.0			00:08.6			
		E+P+P70	00:05.1			00:05.8			

Notes:

Mode	Delay for each new transit rider (sec)
Bus	1.6
LRV	1.5

Transit Delay - Existing plus Project plus Pier 70 Conditions (in minutes)

Route	T 3rd	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	06:17.9	14:35.2
Re-Entry Delay	00:00.0	00:17.0	00:25.5
Passenger Loading Delay ¹	02:24.9	00:38.4	00:43.7
Total Travel Delay	02:24.9	07:13.3	15:44.4
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:05.1		
Total Travel Delay	00:05.1		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	06:14.4	16:48.9
Re-Entry Delay	00:00.0	00:17.5	00:34.5
Passenger Loading Delay ¹	02:25.5	01:10.0	01:37.6
Total Travel Delay	02:25.5	07:41.9	19:01.0
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:05.8		
Total Travel Delay	00:05.8		

1. Passenger Delay only calculated for new trips in project scenario

Intersection Delay Calculations by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Hardcoded 0 delay because there is no control for this approach

Hardcode inputs based on SFMTA route maps and Existing Transit Facilities Figure

Unsignalized intersections (the delay is manually removed from the Total Delay calculations)

Delay over 100 seconds

Corridor / HOV Adjust = Delay adjustments applied per SF Bike Plan methodology to account for transit-only Lanes ("HOV") or three intersections in a row with LOS F approaches.

10 Protected Transit Lane Transit lane (highlight enforced) = 0.5 of approach

Existing plus Project plus Pier 70 AM

Line No	Direction	Stop Number Input	1	2	3	4	5	6	7	8	9	Total Delay Signal	Unsig	Ave Delay Signal	Unsig	Non-Study Signal	Unsig	Final Delay	Notes
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101	9	0			0	0		
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB								
		Appr. Delay	87.1	2.5	46.6	103.7	266.1	347.6	54.5	12.0	22.3	942							
		Appr. V/C	0.93	0.74	0.89	1.17	1.55	1.70	0.96	0.73	0.91								
		Adjusted Delay	87.1	2.5	46.6	240.0	240.0	240.0	54.5	12.0	22.3								
		Corridor/HOV Adjust	-87.1	-2.5	-46.6	-240	-240	-240	-54.5	-12	-22.3								
	Southbound	Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0		0	0	0	Corridor Adjust? No HOV Adjust? Yes 00:00.0
		Intersection	101	102	9	10	11	103	12	104	13	9	0			0	0		
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB								
		Appr. Delay	5.3	5.9	71.0	14.6	37.8	12.5	53.5	0.3	19.3	220							
		Appr. V/C	0.3	0.54	0.29	0.52	0.46	0.6	0.8	0.3	0.9								
		Adjusted Delay	5.3	5.9	71.0	14.6	37.8	12.5	53.5	0.3	19.3								
22	One-Way Loop	Corridor/HOV Adjust	-5.3	-5.9	-71	-14.6	-37.8	-12.5	-53.5	-0.3	-19.3	0	0	0					
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0				0	00:00.0
		Intersection	109	105	101	102	9	107	106	105	109	9	1			0	0		
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB								
		Appr. Delay	0.0	26.2	489.4	5.9	71.0	10.4	0.0	10.4	14.0	627	0						
		Appr. V/C	1.0	0.00	1.97	0.54	0.29	0.0	0.0	0.0	0.3								
	One-Way Loop	Adjusted Delay	0.0	26.2	240.0	5.9	71.0	10.4	0.0	10.4	14.0								
		Corridor/HOV Adjust	0.0	26.2	240.0	5.9	71.0	10.4	0.0	10.4	14.0	378	0	42	0			378	Corridor Adjust? No HOV Adjust? No 06:17.9
		Final Delay	0.0	26.2	240.0	5.9	71.0	10.4	0.0	10.4	14.0								
		Intersection	112	113	111	110	108	10	9	1	***	16	0			0	0		
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB								
		Appr. Delay	30.0	0.0	12.0	0.0	0.0	128.9	54.5	31.3	0.5	240.8	708.7	0.0	0.0	0.0	0.0	16.3	
48	One-Way Loop	Appr. V/C	0.0	0.0	0.00	0.00	0.00	1.14	1.0	0.4	1.1	1.1	2.5	0.0	0.0	0.0	0.0	0.0	
		Adjusted Delay	30.0	0.0	12.0	0.0	0.0	240.0	54.5	31.3	0.5	240.0	240.0	0.0	0.0	10.6	0.0	16.3	
		Corridor/HOV Adjust	30.0	0.0	12.0	0.0	0.0	240.0	54.5	31.3	0.5	240.0	240.0	0.0	0.0	10.6	0.0	16.3	
		Final Delay	30.0	0.0	12.0	0.0	0.0	240.0	54.5	31.3	0.5	875	0	55				875	Corridor Adjust? No HOV Adjust? No 14:35.2
		Intersection	112	113	111	110	108	10	9	1	***	16	0			0	0		
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB								
		Appr. Delay	30.0	0.0	12.0	0.0	0.0	128.9	54.5	31.3	0.5	240.8	708.7	0.0	0.0	0.0	0.0	16.3	
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	1.14	1.0	0.4	1.1	1.1	2.5	0.0	0.0	0.0	0.0	0.0	
		Adjusted Delay	30.0	0.0	12.0	0.0	0.0	240.0	54.5	31.3	0.5	240.0	240.0	0.0	0.0	10.6	0.0	16.3	
		Corridor/HOV Adjust	30.0	0.0	12.0	0.0	0.0	240.0	54.5	31.3	0.5	240.0	240.0	0.0	0.0	10.6	0.0	16.3	
		Final Delay	30.0	0.0	12.0	0.0	0.0	240.0	54.5	31.3	0.5	875	0	55				875	

Intersection Delay Calculations by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Hardcoded 0 delay because there is no control for this approach

Grey Shaded Cells link to Int Delay AM

Unsignalized intersections (the delay is manually removed from the Total Delay calculations)

Delay over 100 seconds

Corridor / HOV Adjust = Delay adjustments applied per SF Bike Plan methodology to account for transit-only Lanes ("HOV") or three intersections in a row with LOS F approaches.

10 Protected Transit Lane Transit lane (highlight enforced) = 0.5 of approach

Existing plus Project plus Pier 70 PM

Line No	Direction	Input	Study Intersections														Total Delay		Ave Delay		Non-Study		Final	Notes						
																Signal	Unsig	Signal	Unsig	Signal	Unsig	Delay								
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101													10	0			0	0	
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB																			
		Appr. Delay	96.1	4.5	51.9	91.7	275.1	367.3	48.2	16.0	60.5													1011						
		Appr. V/C	0.59	0.66	0.88	1.15	1.57	1.75	1.01	0.86	1.08																			
		Adjusted Delay	96.1	4.5	51.9	91.7	240.0	240.0	48.2	16.0	60.5																			
		Corridor/HOV Adjust	-96.1	-4.5	-51.9	-91.7	-240	-240	-48.2	-16	-60.5																			
	Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0													0	0	0			0	00:00.0	
	Southbound	Intersection	101	102	9	10	11	103	12	104	13													9	0			0	0	
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB																			
		Appr. Delay	8.9	30.0	45.5	20.2	35.0	51.2	289.0	7.9	379.4													867						
		Appr. V/C	0.6	1.40dl	0.48	0.90	0.91	1.1	1.5	0.5	1.8																			
		Adjusted Delay	8.9	30.0	45.5	20.2	35.0	51.2	240.0	7.9	240.0																			
Corridor/HOV Adjust		-8.9	-30	-45.5	-20.2	-35	-51.2	-240	-7.9	-240													0	0	0			0	00:00.0	
Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0													0	0	0			0	00:00.0		
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109													11	1			0	0	
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB																			
		Appr. Delay	0.0	24.1	386.7	30.0	45.5	9.9	0.0	10.5	14.4													521		0				
		Appr. V/C	0.6	0.00	1.74	1.40dl	0.48	0.0	0.0	0.0	0.3																			
		Adjusted Delay	0.0	24.1	240.0	30.0	45.5	9.9	0.0	10.5	14.4																			
		Corridor/HOV Adjust	0.0	24.1	240.0	30.0	45.5	9.9	0.0	10.5	14.4																			
Final Delay	0.0	24.1	240.0	30.0	45.5	9.9	0.0	10.5	14.4													374	0	34	0			374	06:14.4	
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112			14	1			0	0				
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB												
		Appr. Delay	76.8	0.0	15.6	0.0	0.0	243.5	48.2	87.2	0.5	650.0	1914.6	0.0	0.0	14.3	0.0	46.3			3020		77							
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	1.43	1.0	0.3	2.2	2.2	5.2	0.0	0.0	0.0	0.0	0.0												
		Adjusted Delay	76.8	0.0	15.6	0.0	0.0	240.0	48.2	87.2	0.5	240.0	240.0	0.0	0.0	14.3	0.0	46.3												
		Corridor/HOV Adjust	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												
Final Delay	76.8	0.0	15.6	0.0	0.0	240.0	48.2	87.2	0.5	240.0	240.0	0.0	0.0	14.3	0.0	46.3			932	77	67	77			1009	16:48.9				

Re-Entry Delay by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Grey Shaded Cells link to Int Delay AM

Blue Shaded are hard inputs

Unsignalized intersection

Far side stops - Use downstream intersection volume. Otherwise, the stop is near side and the approach volume for the nearest intersection to the stop is used.

Existing plus Project plus Pier 70 AM

Line No	Direction	Input	Study Intersections										Total						
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101		10						
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB								
		Stop Present?	Y										2						
		Appr. Lanes																	
	Appr. Volume	No Re-entry delay due to Transit Only lanes.																	
	Vol/Lane Round											0							
	Re-Entry Delay											00:00.0							
	Southbound	Intersection	101	102	9	10	11	103	12	104	13		9						
Approach		SB	SB	SB	SB	SB	SB	SB	SB	SB									
Stop Present?		Y										2							
Appr. Lanes																			
Appr. Volume	No Re-entry delay due to Transit Only lanes.																		
Vol/Lane Round											0								
Re-Entry Delay											00:00.0								
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109		9						
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB								
		Stop Present?	Y		Y		Y			Y			4						
		Appr. Lanes	2.0		1.0		2.0			1.0									
		Appr. Volume	551		524		386			84									
		Vol/Lane Round	300		500		200			100									
		Re-Entry Delay	2.0		14.0		1.0			0.0			17						
00:17.0																			
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112	16
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB	
		Stop Present?		Y		Y		Y	Y				Y		Y		Y		7
		Appr. Lanes		1.0		1.0		1.0	2.0				1.0		1.0		1.0		
		Appr. Volume		289		320		1,169	560				480		166		202		
		Vol/Lane Round		300		300		1,150	300				500		150		200		
		Re-Entry Delay		2.0		2.0		14.0	2.0				4.0		0.5		1.0		26
00:25.5																			

Re-Entry Delay by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Grey Shaded Cells link to Int Delay AM

Blue Shaded are linked to Re-Entry Delay AM

Unsignalized intersection

Far side stops - Use downstream intersection volume. Otherwise, the stop is near side and the approach volume for the nearest intersection to the stop is used.

Existing plus Project plus Pier 70 PM

Line No	Direction	Input	Study Intersections										Total						
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101		11						
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB								
		Stop Present?	Y					Y					9						
	Appr. Lanes																		
	Appr. Volume																		
	Vol/Lane Round	No Re-entry delay due to Transit Only lanes.										0							
	Southbound	Intersection	101	102	9	10	11	103	12	104	13		14						
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB								
		Stop Present?	Y				Y					9							
	Appr. Lanes																		
	Appr. Volume																		
	Vol/Lane Round	No Re-entry delay due to Transit Only lanes.										0							
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109		11						
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB								
		Stop Present?	Y		Y		Y			Y			9						
	Appr. Lanes	2.0		1.0		2.0			1.0										
	Appr. Volume	451		506		600			73										
	Vol/Lane Round	250		500		300			50			18							
	One-Way Loop	Re-Entry Delay	1.5		14.0		2.0			0.0									
		Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112	16
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB	
	Stop Present?		Y		Y		Y	Y				Y		Y		Y		16	
	Appr. Lanes		1.0		1.0		1.0	2.0				1.0		1.0		1.0			
	Appr. Volume		343		399		1,217	613				790		246		333			
	One-Way Loop	Vol/Lane Round		350		400		1,200	300				800		250		350		
		Re-Entry Delay		2.5		3.0		14.0	2.0				9.0		1.5		2.5		35

Boarding Delay

Existing Plus Project	Mode			LRV	Bus	Bus	LRV	Bus	Bus
	Bus Route			T 3rd	22	48	T 3rd	22	48
	Scenario			AM Peak Hour			PM Peak Hour		
	Northbound/ Eastbound	Frequency (vehicles per hour)		8	8	6	7	8	4
		Number of new transit riders boarding near project	EX						
			E+P	401	94	60	397	188	96
			E+P+P70	773	192	164	679	350	244
		Boarding delay due to new transit riders	EX						
			E+P	01:15.2	00:18.8	00:16.0	01:25.1	00:37.6	00:38.4
			E+P+P70	02:24.9	00:38.4	00:43.7	02:25.5	01:10.0	01:37.6
	Southbound/ Westbound	Frequency (vehicles per hour)		8	8	6	7	8	4
		Number of new transit riders boarding near project	EX						
			E+P	32			40		
			E+P+P70	27			27		
		Boarding delay due to new transit riders	EX						
			E+P	00:06.0			00:08.6		
			E+P+P70	00:05.1			00:05.8		

Notes:

Mode	Delay for each new transit rider (sec)
Bus	1.6
LRV	1.5

8c. Muni Transit Delay Analysis – 80 Percent Project Buildout

Potrero Power Station - Transit Delay Assessment

Draft Findings - 7/30/18

Existing

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	05:29.1	03:15.9
Re-Entry Delay	00:00.0	00:05.0	00:11.5
Passenger Loading Delay ¹	00:00.0	00:00.0	00:00.0
Total Travel Delay	00:00.0	05:34.1	03:27.4
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:00.0		
Total Travel Delay	00:00.0		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	02:14.2	03:08.7
Re-Entry Delay	00:00.0	00:04.0	00:11.5
Passenger Loading Delay ¹	00:00.0	00:00.0	00:00.0
Total Travel Delay	00:00.0	02:18.2	03:20.2
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:00.0		
Total Travel Delay	00:00.0		

Existing Plus Project

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	06:07.9	05:04.8
Re-Entry Delay	00:00.0	00:17.0	00:19.5
Passenger Loading Delay ¹	01:15.2	00:18.8	00:16.0
Total Travel Delay	01:15.2	06:43.7	05:40.3
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:06.0		
Total Travel Delay	00:06.0		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	05:47.0	08:46.2
Re-Entry Delay	00:00.0	00:17.5	00:22.5
Passenger Loading Delay ¹	01:25.1	00:37.6	00:38.4
Total Travel Delay	01:25.1	06:42.1	09:47.1
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:08.6		
Total Travel Delay	00:08.6		

Existing Plus 80% Project Buildout

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	05:59.7	04:06.8
Re-Entry Delay	00:00.0	00:17.0	00:19.0
Passenger Loading Delay ¹	01:00.2	00:15.0	00:12.8
Total Travel Delay	01:00.2	06:31.7	04:38.6
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:04.8		
Total Travel Delay	00:04.8		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	03:23.8	07:52.2
Re-Entry Delay	00:00.0	00:17.5	00:21.5
Passenger Loading Delay ¹	01:08.1	00:30.1	00:30.7
Total Travel Delay	01:08.1	04:11.4	08:44.4
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:06.9		
Total Travel Delay	00:06.9		

1. Passenger Delay only calculated for new trips in project scenarios

Project Delta

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	00:38.8	01:48.9
Re-Entry Delay	00:00.0	00:12.0	00:08.0
Passenger Loading Delay ¹	01:15.2	00:18.8	00:16.0
Total Travel Delay	01:15.2	01:09.6	02:12.9
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:06.0		
Total Travel Delay	00:06.0		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	03:32.8	05:37.5
Re-Entry Delay	00:00.0	00:13.5	00:11.0
Passenger Loading Delay ¹	01:25.1	00:37.6	00:38.4
Total Travel Delay	01:25.1	04:23.9	06:26.9
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:08.6		
Total Travel Delay	00:08.6		

80% Project Buildout Delta

	T	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	00:30.6	00:50.9
Re-Entry Delay	00:00.0	00:12.0	00:07.5
Passenger Loading Delay ¹	01:00.2	00:15.0	00:12.8
Total Travel Delay	01:00.2	00:57.6	01:11.2
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:04.8		
Total Travel Delay	00:04.8		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	01:09.6	04:43.5
Re-Entry Delay	00:00.0	00:13.5	00:10.0
Passenger Loading Delay ¹	01:08.1	00:30.1	00:30.7
Total Travel Delay	01:08.1	01:53.2	05:24.2
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:06.9		
Total Travel Delay	00:06.9		

Summary Impact Table - 7/30/18

	Existing plus Project							
Line or Route	Headway (in minutes) AM	Estimated Delay (in min:sec)	Half-headway Threshold (minutes)	AM Impact?	Headway (in minutes) PM	Estimated Delay (in min:sec)	Half-headway Threshold (minutes)	PM Impact?
T Third	8	01:21	4	NO	8	01:34	4	NO
22 Fillmore	8	01:10	4	NO	8	04:24	4	YES
48 Quintara/24th	10	02:13	5	NO	14	06:27	7	NO
	Existing plus 80% Project Buildout							
Line or Route	Headway (in minutes) AM	Estimated Delay (in min:sec)	Half-headway Threshold (minutes)	AM Impact?	Headway (in minutes) PM	Estimated Delay (in min:sec)	Half-headway Threshold (minutes)	PM Impact?
T Third	8	01:05	4	NO	8	01:15	4	NO
22 Fillmore	8	00:58	4	NO	8	01:53	4	NO
48 Quintara/24th	10	01:11	5	NO	14	05:24	7	NO

Transit Delay - Existing plus project Conditions (in minutes)

Route	T 3rd	22	48
AM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	03:02.1	04:06.8
Re-Entry Delay	00:00.0	00:17.0	00:19.0
Passenger Loading Delay ¹	01:00.2	00:15.0	00:12.8
Total Travel Delay	01:00.2	03:34.1	04:38.6
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:04.8		
Total Travel Delay	00:04.8		
PM Peak Hour			
<i>Inbound</i>			
Intersection Delay	00:00.0	03:23.8	07:52.2
Re-Entry Delay	00:00.0	00:17.5	00:21.5
Passenger Loading Delay ¹	01:08.1	00:30.1	00:30.7
Total Travel Delay	01:08.1	04:11.4	08:44.4
<i>Outbound</i>			
Intersection Delay	00:00.0		
Re-Entry Delay	00:00.0		
Passenger Loading Delay ¹	00:06.9		
Total Travel Delay	00:06.9		

1. Passenger Delay only calculated for new trips in project scenario

Intersection Delay Calculations by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Hardcoded 0 delay because there is no control for this approach

Hardcode inputs based on SFMTA route maps and Existing Transit Facilities Figure

Unsignalized intersections (the delay is manually removed from the Total Delay calculations)

Delay over 100 seconds

Corridor / HOV Adjust = Delay adjustments applied per SF Bike Plan methodology to account for transit-only Lanes ("HOV") or three intersections in a row with LOS F approaches.

10 Protected Transit Lane

Transit lane (highlight enforced) = 0.5 of approach

Existing plus Project AM																			Total Delay		Ave Delay		Non-Study		Final	Notes
Line No	Direction	Stop Number Input	1	2	3	4	5	6	7	8	9	Signal	Unsig	Signal	Unsig	Signal	Unsig	Delay								
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101	9	0			0	0		Corridor Adjust? No HOV Adjust? Yes 00:00.0							
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB															
		Appr. Delay	53.5	0.7	25.4	25.6	86.0	84.1	63.9	12.9	29.4	382														
		Appr. V/C	0.84	0.56	0.62	0.85	1.16	1.13	0.96	0.59	0.83															
		Adjusted Delay	53.5	0.7	25.4	25.6	86.0	84.1	63.9	12.9	29.4															
		Corridor/HOV Adjust	-53.5	-0.7	-25.4	-25.6	-86	-84.1	-63.9	-12.9	-29.4															
	Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0				0									
	Southbound	Intersection	101	102	9	10	11	103	12	104	13	9	0			0	0		Corridor Adjust? No HOV Adjust? Yes 00:00.0							
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB															
		Appr. Delay	7.1	2.9	68.6	11.2	55.1	13.3	44.4	0.3	21.4	224														
		Appr. V/C	0.3	0.27	0.66	0.39	0.27	0.4	0.4	0.2	0.8															
		Adjusted Delay	7.1	2.9	68.6	11.2	55.1	13.3	44.4	0.3	21.4															
Corridor/HOV Adjust		-7.1	-2.9	-68.6	-11.2	-55.1	-13.3	-44.4	-0.3	-21.4																
Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0				0										
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109	9	1			0	0		Corridor Adjust? No HOV Adjust? No 03:02.1							
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB															
		Appr. Delay	0.0	14.8	62.4	2.9	68.6	9.9	0.0	9.5	14.0	182	0													
		Appr. V/C	1.0	0.00	0.96	0.27	0.66	0.0	0.0	0.0	0.3															
		Adjusted Delay	0.0	14.8	62.4	2.9	68.6	9.9	0.0	9.5	14.0															
		Corridor/HOV Adjust																								
Final Delay	0.0	14.8	62.4	2.9	68.6	9.9	0.0	9.5	14.0	182	0	20	0			182										
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112	Corridor Adjust? No HOV Adjust? No 04:06.8							
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB								
		Appr. Delay	16.8	0.0	9.5	0.0	0.0	38.6	63.9	22.1	0.5	42.9	31.9	0.0	0.0	9.1	0.0	11.5								
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	0.71	1.0	0.3	0.4	0.4	0.8	0.0	0.0	0.0	0.0	0.0								
		Adjusted Delay	16.8	0.0	9.5	0.0	0.0	38.6	63.9	22.1	0.5	42.9	31.9	0.0	0.0	9.1	0.0	11.5								
		Corridor/HOV Adjust																								
Final Delay	16.8	0.0	9.5	0.0	0.0	38.6	63.9	22.1	0.5	42.9	31.9	0.0	0.0	9.1	0.0	11.5	247									

Intersection Delay Calculations by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Hardcoded 0 delay because there is no control for this approach

Grey Shaded Cells link to Int Delay AM

Unsignalized intersections (the delay is manually removed from the Total Delay calculations)

Delay over 100 seconds

Corridor / HOV Adjust = Delay adjustments applied per SF Bike Plan methodology to account for transit-only Lanes ("HOV") or three intersections in a row with LOS F approaches.

10 Protected Transit Lane

Transit lane (highlight enforced) = 0.5 of approach

Existing plus Project PM

Line No	Direction	Input	Study Intersections														Total Delay		Ave Delay		Non-Study		Final Delay	Notes
			13	104	12	103	11	10	9	102	101						Signal	Unsig	Signal	Unsig	Signal	Unsig		
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101						10	0			0	0		
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB													
		Appr. Delay	99.5	2.8	54.1	22.9	42.0	44.2	40.8	9.5	14.3						330							Corridor Adjust? No
		Appr. V/C	0.55	0.45	0.60	0.74	1.05	1.04	0.82	0.61	0.64													HOV Adjust? Yes
		Adjusted Delay	99.5	2.8	54.1	22.9	42.0	44.2	40.8	9.5	14.3													
		Corridor/HOV Adjust	-99.5	-2.8	-54.1	-22.9	-42	-44.2	-40.8	-9.5	-14.3													
	Southbound	Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						0	0	0				0	00:00.0
		Intersection	101	102	9	10	11	103	12	104	13						9	0			0	0		
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB													
		Appr. Delay	5.7	4.3	57.0	11.5	38.8	16.0	82.8	5.6	138.1						360							Corridor Adjust? No
		Appr. V/C	0.3	0.44	0.48	0.66	0.54	0.7	1.0	0.4	1.2													HOV Adjust? No
22	One-Way Loop	Adjusted Delay	5.7	4.3	57.0	11.5	38.8	16.0	82.8	5.6	240.0													
		Corridor/HOV Adjust	-5.7	-4.3	-57	-11.5	-38.8	-16	-82.8	-5.6	-240													
		Final Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						0	0	0				0	00:00.0
	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109						11	1			0	0		
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB													
		Appr. Delay	0.0	11.6	98.2	4.3	57.0	9.2	0.0	9.1	14.4						204	0						Corridor Adjust? No
		Appr. V/C	0.6	0.00	1.03	0.44	0.48	0.0	0.0	0.0	0.3													HOV Adjust? No
		Adjusted Delay	0.0	11.6	98.2	4.3	57.0	9.2	0.0	9.1	14.4													
	One-Way Loop	Corridor/HOV Adjust	0.0	11.6	98.2	4.3	57.0	9.2	0.0	9.1	14.4						204	0	19	0			204	03:23.8
		Final Delay	0.0	11.6	98.2	4.3	57.0	9.2	0.0	9.1	14.4													
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112			0	0		
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB						
		Appr. Delay	19.5	0.0	9.8	0.0	0.0	62.9	40.8	22.6	0.5	51.4	261.5	0.0	0.0	10.1	0.0	14.6						
		Appr. V/C	0.0	0.0	0.00	0.00	0.00	0.91	0.8	0.1	0.7	0.7	1.5	0.0	0.0	0.0	0.0	0.0						Corridor Adjust? No
		Adjusted Delay	19.5	0.0	9.8	0.0	0.0	62.9	40.8	22.6	0.5	51.4	240.0	0.0	0.0	10.1	0.0	14.6						HOV Adjust? No
		Corridor/HOV Adjust																						
	One-Way Loop	Final Delay	19.5	0.0	9.8	0.0	0.0	62.9	40.8	22.6	0.5	51.4	240.0	0.0	0.0	10.1	0.0	14.6					472	07:52.2

Re-Entry Delay by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Grey Shaded Cells link to Int Delay AM

Blue Shaded are hard inputs

Unsignalized intersection

Far side stops - Use downstream intersection volume. Otherwise, the stop is near side and the approach volume for the nearest intersection to the stop is used.

Existing plus Project AM

Line No	Direction	Input	Study Intersections										Total						
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101		10						
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB								
		Stop Present?	Y										2						
		Appr. Lanes																	
		Appr. Volume	No Re-entry delay due to Transit Only lanes.																
		Vol/Lane Round											0						
		Re-Entry Delay											00:00.0						
	Southbound	Intersection	101	102	9	10	11	103	12	104	13		9						
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB								
		Stop Present?	Y										2						
Appr. Lanes																			
Appr. Volume		No Re-entry delay due to Transit Only lanes.																	
	Vol/Lane Round											0							
	Re-Entry Delay											00:00.0							
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109		9						
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB								
		Stop Present?	Y		Y		Y			Y			4						
		Appr. Lanes	2.0		1.0		2.0			1.0									
		Appr. Volume	551		406		386			84									
		Vol/Lane Round	300		400		200			100									
		Re-Entry Delay	2.0		14.0		1.0			0.0			17						
												00:17.0							
48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112	16
		Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB	
		Stop Present?		Y		Y		Y	Y				Y		Y		Y		7
		Appr. Lanes		1.0		1.0		1.0	2.0				1.0		1.0		1.0		
		Appr. Volume		184		229		1,077	340				228		109		145		
		Vol/Lane Round		200		250		1,100	150				250		100		150		
		Re-Entry Delay		1.0		1.5		14.0	0.5				1.5		0.0		0.5		19
																		00:19.0	

Re-Entry Delay by Line

Notes:

Per SF Bike Plan methodology, intersection approach delay is used for transit delay calculation.

Grey Shaded Cells link to Int Delay AM

Blue Shaded are linked to Re-Entry Delay AM

Unsignalized intersection

Far side stops - Use downstream intersection volume. Otherwise, the stop is near side and the approach volume for the nearest intersection to the stop is used.

Existing plus Project PM

Line No	Direction	Input	Study Intersections										Total									
T Third	Northbound	Intersection	13	104	12	103	11	10	9	102	101		11									
		Approach	NB	NB	NB	NB	NB	NB	NB	NB	NB											
		Stop Present?	Y										9									
	Appr. Lanes																					
	Appr. Volume																					
	Vol/Lane Round	No Re-entry delay due to Transit Only lanes.										0										
T Third	Southbound	Intersection	101	102	9	10	11	103	12	104	13		14									
		Approach	SB	SB	SB	SB	SB	SB	SB	SB	SB											
		Stop Present?	Y										9									
	Appr. Lanes																					
	Appr. Volume																					
	Vol/Lane Round	No Re-entry delay due to Transit Only lanes.										0										
22	One-Way Loop	Intersection	109	105	101	102	9	107	106	105	109		11									
		Approach	EB	EB	EB	SB	SB	WB	NB	NB	WB											
		Stop Present?	Y		Y		Y			Y			9									
		Appr. Lanes	2.0		1.0		2.0			1.0												
		Appr. Volume	451		315		600			73												
		Vol/Lane Round	250		300		300			50												
22	One-Way Loop	Re-Entry Delay	1.5		14.0		2.0			0.0			18									
		48	One-Way Loop	Intersection	112	113	111	110	108	10	9	1	***	2	10	108	110	111	113	112	16	
				Approach	NB	EB	EB	EB	EB	EB	NB	EB	SB	SB	WB	WB	WB	WB	WB	WB	WB	
				Stop Present?		Y		Y		Y	Y			Y		Y		Y			15	
				Appr. Lanes		1.0		1.0		1.0	2.0			1.0		1.0		1.0				
				Appr. Volume		187		265		1,081	290			358		146		234				
Vol/Lane Round				200		250		1,100	150			350		150		250						
48	One-Way Loop	Re-Entry Delay		1.0		1.5		14.0	0.5			2.5		0.5		1.5		22				

Boarding Delay

Existing Plus Project	Mode			LRV	Bus	Bus	LRV	Bus	Bus
	Bus Route			T 3rd	22	48	T 3rd	22	48
	Scenario			AM Peak Hour			PM Peak Hour		
	Northbound/ Eastbound	Frequency (vehicles per hour)		8	8	6	7	8	4
		Number of new transit riders boarding near project	EX						
			E+P	321	75	48	318	150	77
			E+P+P70	702	176	154	607	319	229
		Boarding delay due to new transit riders	EX						
			E+P	01:00.2	00:15.0	00:12.8	01:08.1	00:30.1	00:30.7
			E+P+P70	02:11.7	00:35.1	00:41.0	02:10.1	01:03.8	01:31.5
	Southbound/ Westbound	Frequency (vehicles per hour)		8	8	6	7	8	4
		Number of new transit riders boarding near project	EX						
			E+P	26			32		
			E+P+P70	22			22		
		Boarding delay due to new transit riders	EX						
E+P			00:04.8			00:06.9			
E+P+P70			00:04.0			00:04.6			

0.8 buildout

Notes:

Mode	Delay for each new transit rider (sec)
Bus	1.6
LRV	1.5

9. Proposed District Garage Queuing Analysis

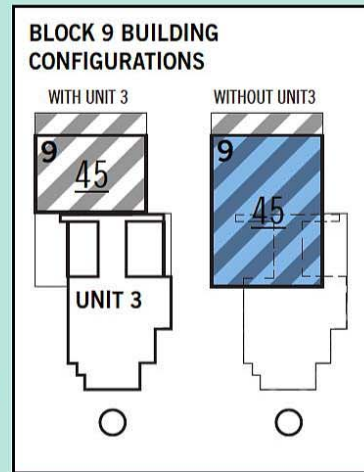
9a. Proposed Project Garage

LEGEND

-  Potential Below Grade Parking
-  Wrapped Podium Parking
-  Above Grade District Parking Garage

- XXX On-site Parking Supply Per Block
-  Potential Build-To Line
-  Project Site Boundary

Parking Facilities Plan



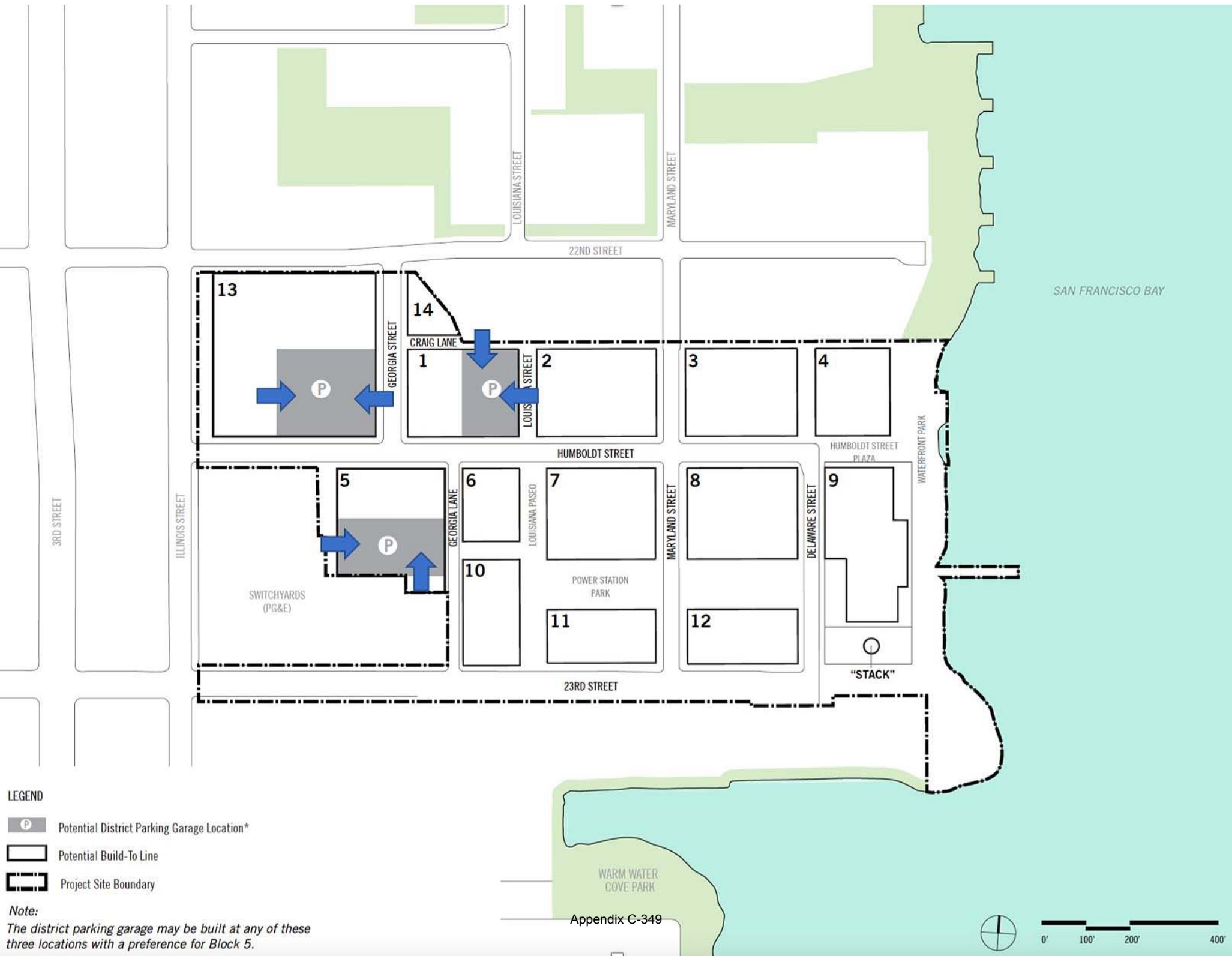
Processing rate **4.2 veh/min** *Ticket dispenser (push button); unfamiliar parkers*

Location	Distance from St	Entry Lanes	Veh. per hour	Veh. per minute	Arrival to service ratio	Avg. queue (veh.) (feet)			90% queue (veh.) (feet)			95% queue (veh.) (feet)	
AM PEAK HOUR													
Humboldt St (50%)	150 ft	1	111	1.85	0.44	0.35	7	0.67	1.33	27	0.75	2.29	46
Georgia St (45%)	85 ft	1	131	2.18	0.52	0.58	12	0.72	1.90	38	0.80	3.14	63
PM PEAK HOUR													
Humboldt St (50%)	150 ft	1	125	2.08	0.50	0.50	10	0.71	1.71	34	0.78	2.86	57
Georgia St (45%)	85 ft	1	148	2.47	0.59	0.86	17	0.77	2.57	51	0.83	4.13	83

Project Supply**Project trips**

819 spaces at garage		AM Peak Hour		PM Peak Hour	
	Humboldt St inbound	221	55%	249	47%
	outbound	181	45%	280	53%
		402	100%	529	100%
2,622 spaces total					
	23rd St inbound	553	55%	624	47%
	outbound	454	45%	701	53%
		1007	100%	1325	100%
	Total inbound	774	55%	873	47%
	outbound	635	45%	981	53%
		1409	100%	1854	100%
	31% inbound Georgia St	242		273	
		44%		44%	

9b. Alternative Garage Locations



District Garage Location Options

Processing rate = 4.2 veh/min Ticket dispenser (push button); unfamiliar parkers

Location	Entry Lanes	Veh. per hour	Veh. per minute	Arrival to service ratio	Avg. queue (veh.) (feet)		90% queue (veh.) (feet)			95% queue (veh.) (feet)		
AM PEAK HOUR												
Low Volume Access Entry	2	111	0.93	0.22	0.06	1	0.47	0.42	8	0.59	0.85	17
High Volume Access Entry	2	131	1.09	0.26	0.09	2	0.51	0.54	11	0.63	1.05	21
PM PEAK HOUR												
Low Volume Access Entry	2	125	1.04	0.25	0.08	2	0.50	0.50	10	0.62	0.99	20
High Volume Access Entry	2	148	1.23	0.30	0.12	2	0.54	0.65	13	0.65	1.23	25

10. Intersection Level of Service Analysis

10a. Existing Conditions – AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

1: Illinois St. & 20th St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	63	23	98	6	13	4	32	186	16	8	34	38
Future Volume (vph)	63	23	98	6	13	4	32	186	16	8	34	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	69	25	108	7	14	4	35	204	18	9	37	42
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	202	25	257	88								
Volume Left (vph)	69	7	35	9								
Volume Right (vph)	108	4	18	42								
Hadj (s)	-0.13	0.08	0.10	-0.15								
Departure Headway (s)	4.6	5.1	4.7	4.6								
Degree Utilization, x	0.26	0.04	0.33	0.11								
Capacity (veh/h)	723	639	737	722								
Control Delay (s)	9.3	8.3	10.0	8.2								
Approach Delay (s)	9.3	8.3	10.0	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	9.4											
Level of Service	A											
Intersection Capacity Utilization	46.3%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

2: Illinois St. & 22nd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	37	9	28	10	10	10	18	235	7	18	74	27
Future Volume (vph)	37	9	28	10	10	10	18	235	7	18	74	27
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	44	11	33	12	12	12	21	280	8	21	88	32
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	88	36	309	141								
Volume Left (vph)	44	12	21	21								
Volume Right (vph)	33	12	8	32								
Hadj (s)	0.06	0.05	0.19	0.08								
Departure Headway (s)	5.1	5.2	4.6	4.7								
Degree Utilization, x	0.12	0.05	0.39	0.18								
Capacity (veh/h)	644	626	762	733								
Control Delay (s)	8.8	8.4	10.5	8.7								
Approach Delay (s)	8.8	8.4	10.5	8.7								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay	9.7											
Level of Service	A											
Intersection Capacity Utilization	35.1%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
3: Illinois St. & Humboldt St.

06/08/2018

	←	↖	↑	↗	→	↘
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		S	T
Traffic Volume (veh/h)	3	0	230	5	5	72
Future Volume (Veh/h)	3	0	230	5	5	72
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	0	271	6	6	85
Pedestrians	20					
Lane Width (ft)	11.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	391	294			297	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	391	294			297	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	99	100			100	
cM capacity (veh/h)	589	720			1212	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	4	277	91			
Volume Left	4	0	6			
Volume Right	0	6	0			
cSH	589	1700	1212			
Volume to Capacity	0.01	0.16	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	11.1	0.0	0.6			
Lane LOS	B		A			
Approach Delay (s)	11.1	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		23.8%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
4: Illinois St. & 23rd St.

06/08/2018

	↖	→	↗	↖	←	↖	↗	↑	↗	↖	↓	↖
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		T			T			T		S	T	
Traffic Volume (veh/h)	28	41	26	4	13	8	21	190	46	23	48	22
Future Volume (Veh/h)	28	41	26	4	13	8	21	190	46	23	48	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	31	46	29	4	15	9	24	213	52	26	54	25
Pedestrians		26			12			10			18	
Lane Width (ft)		11.0			11.0			11.0			11.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								931				
pX, platoon unblocked												
vC, conflicting volume	466	470	102	480	456	269	105			277		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	466	470	102	480	456	269	105			277		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3			2.3		
p0 queue free %	93	90	97	99	97	99	98			98		
cM capacity (veh/h)	440	452	911	406	460	738	1421			1241		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	106	28	289	105								
Volume Left	31	4	24	26								
Volume Right	29	9	52	25								
cSH	519	512	1421	1241								
Volume to Capacity	0.20	0.05	0.02	0.02								
Queue Length 95th (ft)	19	4	1	2								
Control Delay (s)	13.7	12.4	0.8	2.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.7	12.4	0.8	2.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization		34.9%		ICU Level of Service	A							
Analysis Period (min)		15										

HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Traffic Volume (vph)	184	59	124	15	102	57	4	326	741	10
Future Volume (vph)	184	59	124	15	102	57	4	326	741	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.5	5.5		6.5
Lane Util. Factor	1.00	0.95		1.00	1.00		0.97	0.95		1.00
Frpb, ped/bikes	1.00	0.96		1.00	0.98		1.00	1.00		1.00
Flpb, ped/bikes	0.96	1.00		0.97	1.00		1.00	1.00		1.00
Frt	1.00	0.90		1.00	0.95		1.00	1.00		1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95
Satd. Flow (prot)	1456	2605		1458	1467		2929	3010		1510
Flt Permitted	0.63	1.00		0.64	1.00		0.54	1.00		0.95
Satd. Flow (perm)	959	2605		975	1467		1670	3010		1514
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.99	0.99	0.99
Adj. Flow (vph)	186	60	125	15	103	58	4	329	748	10
RTOR Reduction (vph)	0	96	0	0	22	0	0	0	1	0
Lane Group Flow (vph)	186	89	0	15	139	0	0	333	757	0
Confl. Peds. (#/hr)	51		50	50		51			93	
Confl. Bikes (#/hr)			4			13			11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA	custom	Prot
Protected Phases		4			8		5	2		1
Permitted Phases	4			8		5			1	
Actuated Green, G (s)	23.3	23.3		23.3	23.3		30.9	29.6		4.2
Effective Green, g (s)	23.3	23.3		23.3	23.3		30.9	29.6		4.2
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.31	0.30		0.04
Clearance Time (s)	6.5	6.5		6.5	6.5		6.5	5.5		6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	223	606		227	341		516	890		63
v/s Ratio Prot		0.03			0.09			c0.25		
v/s Ratio Perm	c0.19			0.02			0.20			0.02
v/c Ratio	0.83	0.15		0.07	0.41		0.65	0.85		0.40
Uniform Delay, d1	36.5	30.5		29.9	32.5		29.8	33.1		46.7
Progression Factor	1.00	1.00		1.00	1.00		1.13	1.18		0.70
Incremental Delay, d2	22.7	0.1		0.1	0.8		2.3	8.6		4.1
Delay (s)	59.2	30.6		30.0	33.3		36.0	47.7		36.6
Level of Service	E	C		C	C		D	D		D
Approach Delay (s)		44.9			33.0			44.1		
Approach LOS		D			C			D		
Intersection Summary										
HCM 2000 Control Delay		39.8			HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio		0.70								
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			22.5		
Intersection Capacity Utilization		95.9%			ICU Level of Service			F		
Analysis Period (min)		15								
c Critical Lane Group										

HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	SBT	SBR
Traffic Volume (vph)	227	121
Future Volume (vph)	227	121
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.5	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.96	
Flpb, ped/bikes	1.00	
Frt	0.95	
Flt Protected	1.00	
Satd. Flow (prot)	2760	
Flt Permitted	1.00	
Satd. Flow (perm)	2760	
Peak-hour factor, PHF	0.99	0.99
Adj. Flow (vph)	229	122
RTOR Reduction (vph)	83	0
Lane Group Flow (vph)	268	0
Confl. Peds. (#/hr)		98
Confl. Bikes (#/hr)		10
Heavy Vehicles (%)	4%	4%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	23.3	
Effective Green, g (s)	23.3	
Actuated g/C Ratio	0.23	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	643	
v/s Ratio Prot	c0.10	
v/s Ratio Perm		
v/c Ratio	0.42	
Uniform Delay, d1	32.6	
Progression Factor	0.74	
Incremental Delay, d2	0.4	
Delay (s)	24.5	
Level of Service	C	
Approach Delay (s)	25.3	
Approach LOS	C	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔			↔			↔		
Traffic Volume (vph)	41	79	42	23	79	45	9	84	736	59
Future Volume (vph)	41	79	42	23	79	45	9	84	736	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0		6.0
Lane Util. Factor		1.00			1.00			0.95		1.00
Frpb, ped/bikes		0.98			0.96			1.00		1.00
Flpb, ped/bikes		0.98			0.99			1.00		1.00
Frt		0.97			0.96			1.00		1.00
Flt Protected		0.99			0.99			1.00		0.95
Satd. Flow (prot)		1282			1274			1525		1525
Flt Permitted		0.88			0.94			0.23		0.33
Satd. Flow (perm)		1141			1205			365		531
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	43	83	44	24	83	47	9	88	775	62
RTOR Reduction (vph)	0	13	0	0	17	0	0	0	7	0
Lane Group Flow (vph)	0	157	0	0	137	0	0	97	848	70
Confl. Peds. (#/hr)	105		68	68		105			137	
Confl. Bikes (#/hr)			1			7			9	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)	5	5	5	5	5	5				
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA	custom	Prot
Protected Phases		4			8		5	2		1
Permitted Phases	4			8		5			1	
Actuated Green, G (s)		21.4			21.4		17.6	43.6		14.0
Effective Green, g (s)		21.4			21.4		17.6	43.6		14.0
Actuated g/C Ratio		0.21			0.21		0.18	0.44		0.14
Clearance Time (s)		6.0			6.0		6.0	5.0		6.0
Vehicle Extension (s)		3.0			3.0		2.0	3.0		2.0
Lane Grp Cap (vph)		244			257		64	1253		74
v/s Ratio Prot								0.29		
v/s Ratio Perm		0.14			0.11		0.27			0.13
v/c Ratio		0.64			0.53		1.52	0.68		0.95
Uniform Delay, d1		35.8			34.9		41.2	22.6		42.6
Progression Factor		1.00			1.00		0.89	1.26		1.05
Incremental Delay, d2		5.7			2.1		275.7	1.9		84.4
Delay (s)		41.5			37.0		312.2	30.3		129.3
Level of Service		D			D		F	C		F
Approach Delay (s)		41.5			37.0			59.0		
Approach LOS		D			D			E		
Intersection Summary										
HCM 2000 Control Delay		51.5			HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio		0.86								
Actuated Cycle Length (s)		100.0			Sum of lost time (s)		20.0			
Intersection Capacity Utilization		67.4%			ICU Level of Service		C			
Analysis Period (min)		15								
c Critical Lane Group										

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	225	38
Future Volume (vph)	225	38
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		6.0
Lane Util. Factor		0.95
Frpb, ped/bikes		0.94
Flpb, ped/bikes		1.00
Frt		0.98
Flt Protected		1.00
Satd. Flow (prot)		2800
Flt Permitted		1.00
Satd. Flow (perm)		2800
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	237	40
RTOR Reduction (vph)	13	0
Lane Group Flow (vph)	264	0
Confl. Peds. (#/hr)		114
Confl. Bikes (#/hr)		11
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	39.0	
Effective Green, g (s)	39.0	
Actuated g/C Ratio	0.39	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1092	
v/s Ratio Prot	0.09	
v/s Ratio Perm		
v/c Ratio	0.24	
Uniform Delay, d1	20.5	
Progression Factor	0.95	
Incremental Delay, d2	0.5	
Delay (s)	20.1	
Level of Service	C	
Approach Delay (s)	42.1	
Approach LOS	D	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
10: Third St. & 22nd St.

06/08/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	51	31	51	29	31	20	0	856	54	0	287	38
Future Volume (vph)	51	31	51	29	31	20	0	856	54	0	287	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1200	1200	1200	1200	1200	1200
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.96			0.97			0.98			0.96	
Flpb, ped/bikes		0.96			0.97			1.00			1.00	
Frt		0.95			0.97			0.99			0.98	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1194			1243			1739			1683	
Flt Permitted		0.86			0.86			1.00			1.00	
Satd. Flow (perm)		1045			1086			1739			1683	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	54	33	54	31	33	21	0	911	57	0	305	40
RTOR Reduction (vph)	0	24	0	0	13	0	0	3	0	0	7	0
Lane Group Flow (vph)	0	117	0	0	72	0	0	965	0	0	338	0
Confl. Peds. (#/hr)	111		86	86		111		90			104	
Confl. Bikes (#/hr)			1			11		3			15	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5		5	5		5	5
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		18.5			18.5			70.5			70.5	
Effective Green, g (s)		18.5			18.5			70.5			70.5	
Actuated g/C Ratio		0.18			0.18			0.70			0.70	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		193			200			1225			1186	
v/s Ratio Prot								c0.55			0.20	
v/s Ratio Perm		c0.11			0.07							
v/c Ratio		0.60			0.36			0.79			0.29	
Uniform Delay, d1		37.4			35.6			9.8			5.4	
Progression Factor		1.00			1.00			2.03			0.87	
Incremental Delay, d2		5.2			1.1			4.6			0.6	
Delay (s)		42.6			36.7			24.4			5.3	
Level of Service		D			D			C			A	
Approach Delay (s)		42.6			36.7			24.4			5.3	
Approach LOS		D			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		22.5			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		77.1%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Movement												
Lane Configurations		↔			↔			↔	↔			↔
Traffic Volume (vph)	45	42	24	14	27	24	3	18	803	39	8	16
Future Volume (vph)	45	42	24	14	27	24	3	18	803	39	8	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.5	5.5			5.5
Lane Util. Factor		1.00			1.00			1.00	0.95			1.00
Frpb, ped/bikes		0.98			0.97			1.00	0.99			1.00
Flpb, ped/bikes		0.98			0.99			1.00	1.00			1.00
Frt		0.97			0.95			1.00	0.99			1.00
Flt Protected		0.98			0.99			0.95	1.00			0.95
Satd. Flow (prot)		1283			1269			1525	3012			1525
Flt Permitted		0.86			0.92			0.70	1.00			0.69
Satd. Flow (perm)		1122			1179			1126	3012			1107
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	52	48	28	16	31	28	3	21	923	45	9	18
RTOR Reduction (vph)	0	11	0	0	23	0	0	0	2	0	0	0
Lane Group Flow (vph)	0	117	0	0	52	0	0	24	966	0	0	27
Confl. Peds. (#/hr)	51		64	64		51			35			
Confl. Bikes (#/hr)			3			3			3			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA		custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8				5			1	
Actuated Green, G (s)		18.0			18.0			5.7	59.2			5.8
Effective Green, g (s)		18.0			18.0			5.7	59.2			5.8
Actuated g/C Ratio		0.18			0.18			0.06	0.59			0.06
Clearance Time (s)		6.0			6.0			5.5	5.5			5.5
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		201			212			64	1783			64
v/s Ratio Prot								c0.32				
v/s Ratio Perm		c0.10			0.04			0.02				c0.02
v/c Ratio		0.58			0.25			0.38	0.54			0.42
Uniform Delay, d1		37.6			35.2			45.4	12.3			45.5
Progression Factor		1.00			1.00			1.42	0.10			0.96
Incremental Delay, d2		4.3			0.6			2.9	1.0			4.3
Delay (s)		41.8			35.8			67.6	2.2			48.0
Level of Service		D			D			E	A			D
Approach Delay (s)		41.8			35.8				3.7			
Approach LOS		D			D				A			
Intersection Summary												
HCM 2000 Control Delay		9.9			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.57										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)				21.0			
Intersection Capacity Utilization		56.4%			ICU Level of Service				B			
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	273	24
Future Volume (vph)	273	24
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.5	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	2965	
Flt Permitted	1.00	
Satd. Flow (perm)	2965	
Peak-hour factor, PHF	0.87	0.87
Adj. Flow (vph)	314	28
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	338	0
Confl. Peds. (#/hr)	51	
Confl. Bikes (#/hr)	6	
Heavy Vehicles (%)	3%	3%
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	59.3	
Effective Green, g (s)	59.3	
Actuated g/C Ratio	0.59	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1758	
v/s Ratio Prot	0.11	
v/s Ratio Perm		
v/c Ratio	0.19	
Uniform Delay, d1	9.3	
Progression Factor	0.75	
Incremental Delay, d2	0.2	
Delay (s)	7.2	
Level of Service	A	
Approach Delay (s)	10.2	
Approach LOS	B	

Intersection Summary

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔			↔	↔			↔
Traffic Volume (vph)	27	61	70	2	55	10	6	120	800	24	0	290
Future Volume (vph)	27	61	70	2	55	10	6	120	800	24	0	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			5.1	5.1			5.1
Lane Util. Factor		1.00			1.00			1.00	0.95			0.95
Frpb, ped/bikes		1.00			1.00			1.00	1.00			0.99
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.94			0.98			1.00	1.00			0.98
Flt Protected		0.99			1.00			0.95	1.00			1.00
Satd. Flow (prot)		1308			1568			1525	3031			2950
Flt Permitted		0.94			0.99			0.52	1.00			1.00
Satd. Flow (perm)		1234			1558			838	3031			2950
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	31	70	80	2	63	11	7	138	920	28	0	333
RTOR Reduction (vph)	0	34	0	0	7	0	0	0	1	0	0	11
Lane Group Flow (vph)	0	147	0	0	69	0	0	145	947	0	0	378
Confl. Peds. (#/hr)	5					5				10		
Confl. Bikes (#/hr)										4		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5									
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA			NA
Protected Phases		4			8			5	2			6
Permitted Phases	4			8			5					
Actuated Green, G (s)		17.7			17.7			16.9	72.0			50.0
Effective Green, g (s)		17.7			17.7			16.9	72.0			50.0
Actuated g/C Ratio		0.18			0.18			0.17	0.72			0.50
Clearance Time (s)		5.2			5.2			5.1	5.1			5.1
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		218			275			141	2182			1475
v/s Ratio Prot									c0.31			0.13
v/s Ratio Perm		c0.12			0.04			c0.17				
v/c Ratio		0.68			0.25			1.03	0.43			0.26
Uniform Delay, d1		38.5			35.4			41.5	5.7			14.3
Progression Factor		1.00			1.00			0.75	0.39			1.61
Incremental Delay, d2		8.0			0.5			80.6	0.6			0.4
Delay (s)		46.5			35.9			111.9	2.8			23.5
Level of Service		D			D			F	A			C
Approach Delay (s)		46.5			35.9				17.3			23.5
Approach LOS		D			D				B			C

Intersection Summary

HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.4
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	48
Future Volume (vph)	48
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.87
Adj. Flow (vph)	55
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	19
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	3%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	226	285	307	8	122	13	188	686	19	10	18	309
Future Volume (vph)	226	285	307	8	122	13	188	686	19	10	18	309
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1900	1400	1400
Total Lost time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.92		1.00	0.99		1.00	1.00			1.00	0.97
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1167	1994		1162	1210		1170	2328			1092	2114
Flt Permitted	0.45	1.00		0.42	1.00		0.95	1.00			0.68	1.00
Satd. Flow (perm)	558	1994		509	1210		1170	2328			779	2114
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	238	300	323	8	128	14	198	722	20	11	19	325
RTOR Reduction (vph)	0	207	0	0	4	0	0	2	0	0	0	18
Lane Group Flow (vph)	238	416	0	8	138	0	198	740	0	0	30	372
Confl. Peds. (#/hr)	7		15	15		7			13			
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Parking (#/hr)	5	5										
Turn Type	pm+pt	NA		Perm	NA		Prot	NA		custom	Prot	NA
Protected Phases	7	4			8		5	2			1	6
Permitted Phases	4			8						1		
Actuated Green, G (s)	33.3	33.3		17.0	17.0		23.3	44.5			5.9	27.1
Effective Green, g (s)	33.3	33.3		17.0	17.0		23.3	44.5			5.9	27.1
Actuated g/C Ratio	0.33	0.33		0.17	0.17		0.23	0.44			0.06	0.27
Clearance Time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	252	664		86	205		272	1035			45	572
v/s Ratio Prot	c0.10	0.21			0.11		0.17	c0.32				c0.18
v/s Ratio Perm	c0.21			0.02							0.04	
v/c Ratio	0.94	0.63		0.09	0.67		0.73	0.72			0.67	0.65
Uniform Delay, d1	31.1	28.1		35.0	38.9		35.4	22.6			46.1	32.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			0.73	0.56
Incremental Delay, d2	41.4	1.8		0.5	8.4		9.3	4.2			31.3	5.6
Delay (s)	72.5	29.9		35.5	47.3		44.8	26.8			64.8	23.6
Level of Service	E	C		D	D		D	C			E	C
Approach Delay (s)		41.7			46.7			30.6				26.6
Approach LOS		D			D			C				C

Intersection Summary

HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.6
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	62
Future Volume (vph)	62
Ideal Flow (vphpl)	1400
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	65
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	7
Heavy Vehicles (%)	6%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
14: Indiana St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	69	7	2	58	23	26	123	40	21	4	30
Future Volume (vph)	29	69	7	2	58	23	26	123	40	21	4	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	32	76	8	2	64	25	29	135	44	23	4	33
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	116	91	208	60								
Volume Left (vph)	32	2	29	23								
Volume Right (vph)	8	25	44	33								
Hadj (s)	0.05	-0.13	-0.07	-0.22								
Departure Headway (s)	4.7	4.5	4.4	4.4								
Degree Utilization, x	0.15	0.11	0.25	0.07								
Capacity (veh/h)	715	735	780	756								
Control Delay (s)	8.5	8.1	8.9	7.8								
Approach Delay (s)	8.5	8.1	8.9	7.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.5									
Level of Service			A									
Intersection Capacity Utilization			33.0%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
101: Third St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	124	134	71	5	23	48	0	839	35	0	256	42
Future Volume (vph)	124	134	71	5	23	48	0	839	35	0	256	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.98			0.99			0.96	
Flpb, ped/bikes		0.99			1.00			1.00			1.00	
Frt		0.97			0.91			0.99			0.98	
Flt Protected		0.98			1.00			1.00			1.00	
Satd. Flow (prot)		1308			1239			2973			2828	
Flt Permitted		0.76			0.97			1.00			1.00	
Satd. Flow (perm)		1007			1206			2973			2828	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	129	140	74	5	24	50	0	874	36	0	267	44
RTOR Reduction (vph)	0	10	0	0	40	0	0	3	0	0	14	0
Lane Group Flow (vph)	0	333	0	0	39	0	0	907	0	0	297	0
Confl. Peds. (#/hr)	22		12	12		22			71			92
Confl. Bikes (#/hr)			3					8				11
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		26.2			20.0			58.8			58.8	
Effective Green, g (s)		26.2			20.0			58.8			58.8	
Actuated g/C Ratio		0.26			0.20			0.59			0.59	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		263			241			1748			1662	
v/s Ratio Prot								c0.31			0.11	
v/s Ratio Perm		c0.33			0.03							
v/c Ratio		1.27			0.16			0.52			0.18	
Uniform Delay, d1		36.9			33.1			12.2			9.5	
Progression Factor		1.00			1.00			0.97			0.38	
Incremental Delay, d2		147.0			0.3			1.0			0.2	
Delay (s)		183.9			33.4			12.8			3.8	
Level of Service		F			C			B			A	
Approach Delay (s)		183.9			33.4			12.8			3.8	
Approach LOS		F			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		47.8			HCM 2000 Level of Service						D	
HCM 2000 Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)						13.0	
Intersection Capacity Utilization		63.6%			ICU Level of Service						B	
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↔			↔			↔			↔
Traffic Volume (vph)	1	33	11	10	4	3	5	0	859	11	0	315
Future Volume (vph)	1	33	11	10	4	3	5	0	859	11	0	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0			5.0			5.0
Lane Util. Factor			1.00			1.00			0.95			0.95
Frpb, ped/bikes			0.99			0.99			1.00			0.99
Flpb, ped/bikes			0.99			0.99			1.00			1.00
Frt			0.97			0.94			1.00			0.99
Flt Protected			0.97			0.98			1.00			1.00
Satd. Flow (prot)			1294			1264			3005			2970
Flt Permitted			0.85			0.92			1.00			1.00
Satd. Flow (perm)			1138			1183			3005			2970
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	35	12	11	4	3	5	0	924	12	0	339
RTOR Reduction (vph)	0	0	9	0	0	4	0	0	1	0	0	2
Lane Group Flow (vph)	0	0	50	0	0	8	0	0	935	0	0	351
Confl. Peds. (#/hr)			13		31	31		13			69	
Confl. Bikes (#/hr)											11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	0	0
Parking (#/hr)		5	5	5	5	5	5					
Turn Type	Perm	Perm	NA		Perm	NA			NA			NA
Protected Phases			4			8			2			6
Permitted Phases	4	4			8							
Actuated Green, G (s)			18.2			15.0			66.8			66.8
Effective Green, g (s)			18.2			15.0			66.8			66.8
Actuated g/C Ratio			0.18			0.15			0.67			0.67
Clearance Time (s)			6.0			6.0			5.0			5.0
Vehicle Extension (s)			3.0			3.0			0.2			0.2
Lane Grp Cap (vph)			207			177			2007			1983
v/s Ratio Prot									c0.31			0.12
v/s Ratio Perm			c0.04			0.01						
v/c Ratio			0.24			0.04			0.47			0.18
Uniform Delay, d1			35.0			36.4			8.0			6.2
Progression Factor			1.00			1.00			0.75			0.44
Incremental Delay, d2			0.6			0.1			0.6			0.2
Delay (s)			35.6			36.5			6.6			2.9
Level of Service			D			D			A			A
Approach Delay (s)			35.6			36.5			6.6			2.9
Approach LOS			D			D			A			A
Intersection Summary												
HCM 2000 Control Delay			7.2			HCM 2000 Level of Service						A
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)						13.0
Intersection Capacity Utilization			54.0%			ICU Level of Service						A
Analysis Period (min)			15									
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	SBR
Lane Configurations	←
Traffic Volume (vph)	13
Future Volume (vph)	13
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	14
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	79
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	4%
Bus Blockages (#/hr)	5
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
103: Third St. & 24th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations		↔			↔			↔			↔
Traffic Volume (vph)	6	2	11	9	3	9	0	867	16	0	317
Future Volume (vph)	6	2	11	9	3	9	0	867	16	0	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0
Lane Util. Factor		1.00			1.00			0.95			0.95
Frpb, ped/bikes		0.99			0.99			1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00			1.00
Frt		0.92			0.94			1.00			1.00
Flt Protected		0.98			0.98			1.00			1.00
Satd. Flow (prot)		1253			1281			3036			3039
Flt Permitted		0.88			0.85			1.00			1.00
Satd. Flow (perm)		1125			1115			3036			3039
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2	13	11	4	11	0	1020	19	0	373
RTOR Reduction (vph)	0	12	0	0	10	0	0	1	0	0	1
Lane Group Flow (vph)	0	10	0	0	16	0	0	1038	0	0	376
Confl. Peds. (#/hr)	4		5	5		4	34		14	14	
Confl. Bikes (#/hr)									4		12
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5					
Turn Type	Perm	NA		Perm	NA			NA			NA
Protected Phases		4			8			2			6
Permitted Phases	4			8							
Actuated Green, G (s)		6.4			6.4			53.6			53.6
Effective Green, g (s)		6.4			6.4			53.6			53.6
Actuated g/C Ratio		0.06			0.06			0.54			0.54
Clearance Time (s)		6.0			6.0			5.0			5.0
Vehicle Extension (s)		3.0			3.0			0.2			0.2
Lane Grp Cap (vph)		72			71			1627			1628
v/s Ratio Prot								c0.34			0.12
v/s Ratio Perm	0.01				c0.01						
v/c Ratio	0.14				0.22			0.64			0.23
Uniform Delay, d1	44.2				44.4			16.4			12.3
Progression Factor	1.00				1.00			0.99			0.43
Incremental Delay, d2	0.9				1.6			1.8			0.3
Delay (s)	45.1				46.0			17.9			5.6
Level of Service	D				D			B			A
Approach Delay (s)	45.1				46.0			17.9			5.6
Approach LOS	D				D			B			A
Intersection Summary											
HCM 2000 Control Delay			15.6							B	
HCM 2000 Volume to Capacity ratio			0.42								
Actuated Cycle Length (s)			100.0						15.0		
Intersection Capacity Utilization			43.5%							A	
Analysis Period (min)			15								
c Critical Lane Group											

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
104: Third St. & 26th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	19	0	11	2	0	4	2	955	3	0	356	15
Future Volume (vph)	19	0	11	2	0	4	2	955	3	0	356	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.95			0.90			1.00			0.99	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1473			1421			3077			3055	
Flt Permitted		0.80			0.89			0.95			1.00	
Satd. Flow (perm)		1223			1285			2938			3055	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	22	0	12	2	0	5	2	1085	3	0	405	17
RTOR Reduction (vph)	0	33	0	0	7	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	2	0	0	0	0	0	1090	0	0	421	0
Confl. Peds. (#/hr)	1		12	12		1			10			12
Confl. Bikes (#/hr)									2			5
Parking (#/hr)	5		5									
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2					
Actuated Green, G (s)		6.2			6.2			82.8			82.8	
Effective Green, g (s)		6.2			6.2			82.8			82.8	
Actuated g/C Ratio		0.06			0.06			0.83			0.83	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		75			79			2432			2529	
v/s Ratio Prot											0.14	
v/s Ratio Perm		c0.00			0.00			c0.37				
v/c Ratio		0.03			0.01			0.45			0.17	
Uniform Delay, d1		44.1			44.0			2.4			1.7	
Progression Factor		1.00			1.00			0.21			0.11	
Incremental Delay, d2		0.2			0.0			0.4			0.1	
Delay (s)		44.2			44.0			0.9			0.3	
Level of Service		D			D			A			A	
Approach Delay (s)		44.2			44.0			0.9			0.3	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	1.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		
Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Unsignalized Intersection Capacity Analysis
105: Tennessee St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	312	68	4	71	11	50	10	24	30	18	15
Future Volume (vph)	13	312	68	4	71	11	50	10	24	30	18	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	13	322	70	4	73	11	52	10	25	31	19	15
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	405	88	87	65								
Volume Left (vph)	13	4	52	31								
Volume Right (vph)	70	11	25	15								
Hadj (s)	-0.01	0.02	0.03	0.04								
Departure Headway (s)	4.4	4.8	5.2	5.2								
Degree Utilization, x	0.50	0.12	0.13	0.09								
Capacity (veh/h)	786	704	630	617								
Control Delay (s)	11.7	8.4	8.9	8.8								
Approach Delay (s)	11.7	8.4	8.9	8.8								
Approach LOS	B	A	A	A								

Intersection Summary			
Delay	10.6		
Level of Service	B		
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

Potrero Power Plant EIR 02/06/2018 Existing AM Peak

Synchro 9 Report
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HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			↔				↔			↔		
Traffic Volume (veh/h)	1	18	27	37	1	8	8	8	21	62	22	10
Future Volume (Veh/h)	1	18	27	37	1	8	8	8	21	62	22	10
Sign Control			Stop				Stop			Free		
Grade			0%				0%			0%		
Peak Hour Factor	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	20	30	42	0	9	9	9	24	70	25	11
Pedestrians			18				14			24		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			1				1			2		
Right turn flare (veh)												
Median type										None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	283	284	129	0	334	276	108	110			109
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	283	284	129	0	334	276	108	110			109
tC, single (s)	0.0	7.2	6.6	6.3	0.0	7.2	6.6	6.3	4.2			4.2
tC, 2 stage (s)												
tF (s)	0.0	3.6	4.1	3.4	0.0	3.6	4.1	3.4	2.3			2.3
p0 queue free %	0	97	95	95	0	98	98	99	98			99
cM capacity (veh/h)	0	609	589	881	0	524	594	916	1435			1441
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	92	27	119	103								
Volume Left	20	9	24	11								
Volume Right	42	9	25	10								
cSH	700	641	1435	1441								
Volume to Capacity	0.13	0.04	0.02	0.01								
Queue Length 95th (ft)	11	3	1	1								
Control Delay (s)	10.9	10.9	1.6	0.9								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.9	10.9	1.6	0.9								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			29.1%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	
Traffic Volume (veh/h)	73	9
Future Volume (Veh/h)	73	9
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.89	0.89
Hourly flow rate (vph)	82	10
Pedestrians	12	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	1	
Right turn flare (veh)		
Median type	None	
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
107: Tennessee St. & 20th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations			↔				↔				↔	
Sign Control			Stop				Stop				Stop	
Traffic Volume (vph)	8	34	110	37	1	11	152	38	27	39	12	2
Future Volume (vph)	8	34	110	37	1	11	152	38	27	39	12	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	37	121	41	0	12	167	42	30	43	13	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	199	221	86	120								
Volume Left (vph)	37	12	30	47								
Volume Right (vph)	41	42	13	25								
Hadj (s)	-0.04	-0.05	0.03	0.00								
Departure Headway (s)	4.7	4.6	5.1	5.0								
Degree Utilization, x	0.26	0.28	0.12	0.17								
Capacity (veh/h)	722	733	638	650								
Control Delay (s)	9.3	9.5	8.8	9.0								
Approach Delay (s)	9.3	9.5	8.8	9.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.3									
Level of Service			A									
Intersection Capacity Utilization			45.2%									
Analysis Period (min)			15									

Movement	SBL	SBT	SBR
Lane Configurations		↔	
Sign Control		Stop	
Traffic Volume (vph)	43	44	23
Future Volume (vph)	43	44	23
Peak Hour Factor	0.91	0.91	0.91
Hourly flow rate (vph)	47	48	25
Direction, Lane #			

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			↔				↔				↔	
Traffic Volume (veh/h)	1	39	107	5	1	4	32	14	3	6	7	23
Future Volume (Veh/h)	1	39	107	5	1	4	32	14	3	6	7	23
Sign Control			Free				Free				Stop	
Grade			0%				0%				0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	44	122	6	0	5	36	16	3	7	8	26
Pedestrians			29				48				92	
Lane Width (ft)			11.0				11.0				11.0	
Walking Speed (ft/s)			4.0				4.0				4.0	
Percent Blockage			2				4				7	
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							272					
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	124			0	220			440	439	265	398
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	124			0	220			440	439	265	398
tC, single (s)	0.0	4.1			0.0	4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	97			0	100			99	98	99	94
cM capacity (veh/h)	0	1371			0	1243			392	431	689	438
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	172	57	18	80								
Volume Left	44	5	3	26								
Volume Right	6	16	8	49								
cSH	1371	1243	507	615								
Volume to Capacity	0.03	0.00	0.04	0.13								
Queue Length 95th (ft)	2	0	3	11								
Control Delay (s)	2.2	0.7	12.4	11.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	2.2	0.7	12.4	11.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			34.4%									
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (veh/h)	4	43
Future Volume (Veh/h)	4	43
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.88	0.88
Hourly flow rate (vph)	5	49
Pedestrians	72	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	6	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	434	145
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	434	145
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	99	94
cM capacity (veh/h)	434	829
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations			↕			↕			↕			
Traffic Volume (vph)	1	67	371	113	13	113	9	68	30	10	1	12
Future Volume (vph)	1	67	371	113	13	113	9	68	30	10	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0			6.0			
Lane Util. Factor			1.00			1.00			1.00			
Flpb, ped/bikes			0.98			1.00			0.99			
Flpb, ped/bikes			1.00			1.00			0.97			
Frt			0.97			0.99			0.99			
Flt Protected			0.99			1.00			0.97			
Satd. Flow (prot)			1481			1369			1281			
Flt Permitted			0.94			0.93			0.77			
Satd. Flow (perm)			1401			1285			1018			
Peak-hour factor, PHF	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.93
Adj. Flow (vph)	1	72	399	122	14	122	10	73	32	11	1	13
RTOR Reduction (vph)	0	0	13	0	0	4	0	0	6	0	0	0
Lane Group Flow (vph)	0	0	581	0	0	142	0	0	110	0	0	0
Confl. Peds. (#/hr)				34	34			47		44		44
Confl. Bikes (#/hr)				2						11		
Heavy Vehicles (%)	2%	4%	4%	4%	4%	4%	4%	4%	4%	4%	2%	4%
Bus Blockages (#/hr)	0	5	5	5	0	0	0	0	0	0	0	0
Parking (#/hr)					5	5	5	5	5	5		5
Turn Type	Perm	Perm	NA		Perm	NA		Perm	NA		Perm	Perm
Protected Phases			2			6			4			
Permitted Phases	2	2			6			4			8	8
Actuated Green, G (s)			30.0			30.0			20.0			
Effective Green, g (s)			30.0			30.0			20.0			
Actuated g/C Ratio			0.43			0.43			0.29			
Clearance Time (s)			6.0			6.0			6.0			
Lane Grp Cap (vph)			600			550			290			
v/s Ratio Prot												
v/s Ratio Perm			c0.41			0.11			c0.11			
v/c Ratio			0.97			0.26			0.38			
Uniform Delay, d1			19.5			12.9			20.0			
Progression Factor			1.00			1.00			1.00			
Incremental Delay, d2			29.7			1.1			3.8			
Delay (s)			49.2			14.0			23.8			
Level of Service			D			B			C			
Approach Delay (s)			49.2			14.0			23.8			
Approach LOS			D			B			C			
Intersection Summary												
HCM 2000 Control Delay			38.0			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			73.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	
Traffic Volume (vph)	31	33
Future Volume (vph)	31	33
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.97	
Flpb, ped/bikes	0.99	
Frt	0.94	
Flt Protected	0.99	
Satd. Flow (prot)	1247	
Flt Permitted	0.95	
Satd. Flow (perm)	1191	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	33	35
RTOR Reduction (vph)	25	0
Lane Group Flow (vph)	57	0
Confl. Peds. (#/hr)		47
Confl. Bikes (#/hr)		13
Heavy Vehicles (%)	4%	4%
Bus Blockages (#/hr)	0	0
Parking (#/hr)	5	5
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	20.0	
Effective Green, g (s)	20.0	
Actuated g/C Ratio	0.29	
Clearance Time (s)	6.0	
Lane Grp Cap (vph)	340	
v/s Ratio Prot		
v/s Ratio Perm	0.05	
v/c Ratio	0.17	
Uniform Delay, d1	18.8	
Progression Factor	1.00	
Incremental Delay, d2	1.1	
Delay (s)	19.8	
Level of Service	B	
Approach Delay (s)	19.8	
Approach LOS	B	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			↔				↔			↔		
Traffic Volume (veh/h)	3	34	99	7	6	2	63	10	7	4	5	43
Future Volume (Veh/h)	3	34	99	7	6	2	63	10	7	4	5	43
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.92	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	40	118	8	0	2	75	12	8	5	6	51
Pedestrians			22				28			107		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			2				2			8		
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							550					
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	134			0	233			456	447	257	370
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	134			0	233			456	447	257	370
tC, single (s)	0.0	4.1			0.0	4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	97			0	100			98	99	99	89
cM capacity (veh/h)	0	1393			0	1220			391	433	700	483
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	166	89	19	94								
Volume Left	40	2	8	51								
Volume Right	8	12	6	38								
cSH	1393	1220	468	580								
Volume to Capacity	0.03	0.00	0.04	0.16								
Queue Length 95th (ft)	2	0	3	14								
Control Delay (s)	2.0	0.2	13.0	12.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	2.0	0.2	13.0	12.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			32.9%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (veh/h)	4	32
Future Volume (Veh/h)	4	32
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.84	0.84
Hourly flow rate (vph)	5	38
Pedestrians	47	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	4	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	445	150
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	445	150
tC, single (s)	6.5	6.2
tF (s)	4.0	3.3
p0 queue free %	99	96
cM capacity (veh/h)	435	847
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
111: Indiana St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔				↔	
Sign Control			Stop				Stop				Stop	
Traffic Volume (vph)	1	16	59	18	1	25	62	12	1	18	63	73
Future Volume (vph)	1	16	59	18	1	25	62	12	1	18	63	73
Peak Hour Factor	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	0	18	66	20	0	28	70	13	0	20	71	82
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	104	111	173	75								
Volume Left (vph)	18	28	20	13								
Volume Right (vph)	20	13	82	36								
Hadj (s)	-0.01	0.05	-0.19	-0.19								
Departure Headway (s)	4.6	4.6	4.3	4.4								
Degree Utilization, x	0.13	0.14	0.21	0.09								
Capacity (veh/h)	729	725	792	756								
Control Delay (s)	8.3	8.4	8.4	7.9								
Approach Delay (s)	8.3	8.4	8.4	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.3									
Level of Service			A									
Intersection Capacity Utilization			33.4%				ICU Level of Service			A		
Analysis Period (min)			15									

Movement	SBL	SBT	SBR
Lane Configurations		↔	
Sign Control		Stop	
Traffic Volume (vph)	12	23	32
Future Volume (vph)	12	23	32
Peak Hour Factor	0.89	0.89	0.89
Hourly flow rate (vph)	13	26	36
Direction, Lane #			

HCM Unsignalized Intersection Capacity Analysis
112: Pennsylvania St. & 22nd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Sign Control		Stop				Stop				Stop		
Traffic Volume (vph)	6	49	68	1	48	26	37	4	81	202	42	27
Future Volume (vph)	6	49	68	1	48	26	37	4	81	202	42	27
Peak Hour Factor	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	7	58	80	0	56	31	44	0	95	238	49	32
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	145	131	382	155								
Volume Left (vph)	7	56	95	32								
Volume Right (vph)	80	44	49	12								
Hadj (s)	-0.29	-0.08	0.01	0.03								
Departure Headway (s)	5.2	5.4	4.9	5.2								
Degree Utilization, x	0.21	0.20	0.52	0.23								
Capacity (veh/h)	617	591	697	634								
Control Delay (s)	9.6	9.8	13.1	9.7								
Approach Delay (s)	9.6	9.8	13.1	9.7								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay				11.3								
Level of Service				B								
Intersection Capacity Utilization				48.4%	ICU Level of Service			A				
Analysis Period (min)				15								

		
Movement	SBT	SBR
Lane Configurations		
Sign Control	Stop	
Traffic Volume (vph)	94	10
Future Volume (vph)	94	10
Peak Hour Factor	0.85	0.85
Hourly flow rate (vph)	111	12
Direction, Lane #		

10b. Existing Conditions – PM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

1: Illinois St. & 20th St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	24	6	62	10	3	12	26	209	5	8	117	52
Future Volume (vph)	24	6	62	10	3	12	26	209	5	8	117	52
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	26	7	68	11	3	13	29	230	5	9	129	57
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	101	27	264	195								
Volume Left (vph)	26	11	29	9								
Volume Right (vph)	68	13	5	57								
Hadj (s)	-0.23	-0.09	0.13	-0.05								
Departure Headway (s)	4.8	5.0	4.6	4.5								
Degree Utilization, x	0.13	0.04	0.34	0.24								
Capacity (veh/h)	684	637	760	766								
Control Delay (s)	8.5	8.2	9.9	8.9								
Approach Delay (s)	8.5	8.2	9.9	8.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	9.2											
Level of Service	A											
Intersection Capacity Utilization	41.9%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

2: Illinois St. & 22nd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	19	7	37	22	10	12	38	169	7	7	133	48
Future Volume (vph)	19	7	37	22	10	12	38	169	7	7	133	48
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	23	8	44	26	12	14	45	201	8	8	158	57
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	75	52	254	223								
Volume Left (vph)	23	26	45	8								
Volume Right (vph)	44	14	8	57								
Hadj (s)	-0.10	0.13	0.20	0.04								
Departure Headway (s)	5.0	5.3	4.7	4.6								
Degree Utilization, x	0.10	0.08	0.33	0.28								
Capacity (veh/h)	647	612	739	751								
Control Delay (s)	8.6	8.7	10.0	9.4								
Approach Delay (s)	8.6	8.7	10.0	9.4								
Approach LOS	A	A	B	A								
Intersection Summary												
Delay	9.5											
Level of Service	A											
Intersection Capacity Utilization	46.7%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
3: Illinois St. & Humboldt St.

06/08/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		S	T
Traffic Volume (veh/h)	1	1	217	2	3	188
Future Volume (Veh/h)	1	1	217	2	3	188
Sign Control	Yield		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	1	255	2	4	221
Pedestrians	20					
Lane Width (ft)	11.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	505	276			277	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	505	276			277	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	100	100			100	
cM capacity (veh/h)	507	737			1233	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	2	257	225			
Volume Left	1	0	4			
Volume Right	1	2	0			
cSH	601	1700	1233			
Volume to Capacity	0.00	0.15	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.0	0.0	0.2			
Lane LOS	B		A			
Approach Delay (s)	11.0	0.0	0.2			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization		23.7%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
4: Illinois St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		T			T			T		S	T	
Traffic Volume (veh/h)	25	9	8	29	41	16	11	174	18	8	149	45
Future Volume (Veh/h)	25	9	8	29	41	16	11	174	18	8	149	45
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	28	10	9	33	46	18	12	196	20	9	167	51
Pedestrians		26			12			10			18	
Lane Width (ft)		11.0			11.0			11.0			11.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								931				
pX, platoon unblocked												
vC, conflicting volume	526	488	228	476	504	236	244			228		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	526	488	228	476	504	236	244			228		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3			2.3		
p0 queue free %	93	98	99	93	90	98	99			99		
cM capacity (veh/h)	381	450	774	451	441	770	1262			1294		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	47	97	228	227								
Volume Left	28	33	12	9								
Volume Right	9	18	20	51								
cSH	438	483	1262	1294								
Volume to Capacity	0.11	0.20	0.01	0.01								
Queue Length 95th (ft)	9	19	1	1								
Control Delay (s)	14.2	14.3	0.5	0.4								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.2	14.3	0.5	0.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay				3.8								
Intersection Capacity Utilization		32.2%			ICU Level of Service	A						
Analysis Period (min)		15										

HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↰	↱		↰	↱		↰	↱			↰	↱
Traffic Volume (vph)	138	60	304	10	111	100	238	776	10	18	7	501
Future Volume (vph)	138	60	304	10	111	100	238	776	10	18	7	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.5	5.5			6.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00		0.97	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.95		1.00	0.97		1.00	1.00			1.00	0.97
Flpb, ped/bikes	0.97	1.00		0.97	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.87		1.00	0.93		1.00	1.00			1.00	0.95
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1462	2511		1471	1428		2929	3011			1510	2776
Flt Permitted	0.51	1.00		0.46	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)	785	2511		714	1428		2929	3011			1514	2776
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	139	61	307	10	112	101	240	784	10	18	7	506
RTOR Reduction (vph)	0	240	0	0	36	0	0	1	0	0	0	63
Lane Group Flow (vph)	139	128	0	10	177	0	240	793	0	0	25	690
Confl. Peds. (#/hr)	51		50	50		51			93			
Confl. Bikes (#/hr)			4			13			11			
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Prot	NA	custom		Prot	NA
Protected Phases		4			8		5	2			1	6
Permitted Phases	4			8						1		
Actuated Green, G (s)	21.8	21.8		21.8	21.8		23.5	29.6			4.2	32.2
Effective Green, g (s)	21.8	21.8		21.8	21.8		23.5	29.6			4.2	32.2
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.24	0.30			0.04	0.32
Clearance Time (s)	6.5	6.5		6.5	6.5		6.5	5.5			6.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	171	547		155	311		688	891			63	893
v/s Ratio Prot		0.05			0.12		0.08	c0.26				c0.25
v/s Ratio Perm	c0.18			0.01							0.02	
v/c Ratio	0.81	0.23		0.06	0.57		0.35	0.89			0.40	0.77
Uniform Delay, d1	37.2	32.2		31.0	34.9		31.9	33.6			46.7	30.6
Progression Factor	1.00	1.00		1.00	1.00		0.68	0.62			0.86	0.97
Incremental Delay, d2	24.6	0.2		0.2	2.4		0.3	10.9			4.1	4.2
Delay (s)	61.8	32.4		31.2	37.3		22.0	31.7			44.4	33.8
Level of Service	E	C		C	D		C	C			D	C
Approach Delay (s)		40.5			37.0			29.5				34.2
Approach LOS		D			D			C				C
Intersection Summary												
HCM 2000 Control Delay		33.8					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.87										
Actuated Cycle Length (s)		100.0					Sum of lost time (s)	22.5				
Intersection Capacity Utilization		91.4%					ICU Level of Service	F				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	SBR
Lane Configurations	↰
Traffic Volume (vph)	245
Future Volume (vph)	245
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	247
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	98
Confl. Bikes (#/hr)	10
Heavy Vehicles (%)	4%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations										
Traffic Volume (vph)	33	41	41	20	80	33	10	64	742	21
Future Volume (vph)	33	41	41	20	80	33	10	64	742	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0		6.0
Lane Util. Factor		1.00			1.00			0.95		1.00
Frpb, ped/bikes		0.97			0.97			1.00		1.00
Flpb, ped/bikes		0.98			0.99			1.00		1.00
Frt		0.95			0.97			1.00		1.00
Flt Protected		0.99			0.99			0.95		0.95
Satd. Flow (prot)		1247			1292			1525		1525
Flt Permitted		0.89			0.94			0.23		0.48
Satd. Flow (perm)		1126			1227			365		764
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	43	43	21	84	35	11	67	781	22
RTOR Reduction (vph)	0	20	0	0	13	0	0	4	0	0
Lane Group Flow (vph)	0	101	0	0	127	0	0	78	831	30
Confl. Peds. (#/hr)	105		68	68		105			137	
Confl. Bikes (#/hr)			1			7			9	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)	5	5	5	5	5	5				
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA	custom	Prot
Protected Phases		4			8		5	2		1
Permitted Phases	4			8		5			1	
Actuated Green, G (s)		21.4			21.4		17.6	49.2		8.4
Effective Green, g (s)		21.4			21.4		17.6	49.2		8.4
Actuated g/C Ratio		0.21			0.21		0.18	0.49		0.08
Clearance Time (s)		6.0			6.0		6.0	5.0		6.0
Vehicle Extension (s)		3.0			3.0		2.0	3.0		2.0
Lane Grp Cap (vph)		240			262		64	1440		64
v/s Ratio Prot								c0.28		
v/s Ratio Perm		0.09			c0.10		c0.21			0.04
v/c Ratio		0.42			0.49		1.22	0.58		0.47
Uniform Delay, d1		33.9			34.5		41.2	18.0		43.7
Progression Factor		1.00			1.00		0.89	1.18		1.16
Incremental Delay, d2		1.2			1.4		170.4	1.3		1.9
Delay (s)		35.1			35.9		207.2	22.6		52.4
Level of Service		D			D		F	C		D
Approach Delay (s)		35.1			35.9			38.4		
Approach LOS		D			D			D		
Intersection Summary										
HCM 2000 Control Delay		35.5			HCM 2000 Level of Service		D			
HCM 2000 Volume to Capacity ratio		0.66								
Actuated Cycle Length (s)		100.0			Sum of lost time (s)		20.0			
Intersection Capacity Utilization		66.5%			ICU Level of Service		C			
Analysis Period (min)		15								
c Critical Lane Group										

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	445	28
Future Volume (vph)	445	28
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		6.0
Lane Util. Factor		0.95
Frpb, ped/bikes		0.98
Flpb, ped/bikes		1.00
Frt		0.99
Flt Protected		1.00
Satd. Flow (prot)		2948
Flt Permitted		1.00
Satd. Flow (perm)		2948
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	468	29
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	493	0
Confl. Peds. (#/hr)		114
Confl. Bikes (#/hr)		11
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	39.0	
Effective Green, g (s)	39.0	
Actuated g/C Ratio	0.39	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1149	
v/s Ratio Prot	c0.17	
v/s Ratio Perm		
v/c Ratio	0.43	
Uniform Delay, d1	22.3	
Progression Factor	1.26	
Incremental Delay, d2	1.1	
Delay (s)	29.3	
Level of Service	C	
Approach Delay (s)	30.6	
Approach LOS	C	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
10: Third St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	56	35	77	43	50	30	1	681	62	0	538	47
Future Volume (vph)	56	35	77	43	50	30	1	681	62	0	538	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1200	1200	1200	1200	1200	1200
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.95			0.97			0.97			0.97	
Flpb, ped/bikes		0.97			0.98			1.00			1.00	
Frt		0.94			0.97			0.99			0.99	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1185			1249			1719			1715	
Flt Permitted		0.83			0.80			0.95			1.00	
Satd. Flow (perm)		1001			1014			1641			1715	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	60	37	82	46	53	32	1	724	66	0	572	50
RTOR Reduction (vph)	0	33	0	0	13	0	0	5	0	0	5	0
Lane Group Flow (vph)	0	146	0	0	118	0	0	786	0	0	617	0
Confl. Peds. (#/hr)	111		86	86		111		90			104	
Confl. Bikes (#/hr)			1			11		3			15	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5		5	5		5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2					
Actuated Green, G (s)		20.0			20.0			69.0			69.0	
Effective Green, g (s)		20.0			20.0			69.0			69.0	
Actuated g/C Ratio		0.20			0.20			0.69			0.69	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		200			202			1132			1183	
v/s Ratio Prot											0.36	
v/s Ratio Perm		c0.15			0.12			c0.48				
v/c Ratio		0.73			0.59			0.69			0.52	
Uniform Delay, d1		37.5			36.2			9.2			7.5	
Progression Factor		1.00			1.00			1.87			0.79	
Incremental Delay, d2		12.9			4.3			3.2			1.5	
Delay (s)		50.3			40.5			20.4			7.5	
Level of Service		D			D			C			A	
Approach Delay (s)		50.3			40.5			20.4			7.5	
Approach LOS		D			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		20.4			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		70.5%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	45	41	76	31	43	29	1	25	748	19	11	11
Future Volume (vph)	45	41	76	31	43	29	1	25	748	19	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.5			5.5	
Lane Util. Factor		1.00			1.00			1.00			0.95	
Frpb, ped/bikes		0.96			0.98			1.00			1.00	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.94			0.96			1.00			1.00	
Flt Protected		0.99			0.98			0.95			1.00	
Satd. Flow (prot)		1229			1285			1525			3029	
Flt Permitted		0.87			0.82			0.48			1.00	
Satd. Flow (perm)		1088			1076			773			3029	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	52	47	87	36	49	33	1	29	860	22	13	13
RTOR Reduction (vph)	0	33	0	0	15	0	0	0	1	0	0	0
Lane Group Flow (vph)	0	153	0	0	103	0	0	30	881	0	0	26
Confl. Peds. (#/hr)	51		64	64		51		35			35	
Confl. Bikes (#/hr)			3			3		3			3	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA		custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8			5				1	
Actuated Green, G (s)		19.4			19.4			8.3	57.8			5.8
Effective Green, g (s)		19.4			19.4			8.3	57.8			5.8
Actuated g/C Ratio		0.19			0.19			0.08	0.58			0.06
Clearance Time (s)		6.0			6.0			5.5	5.5			5.5
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		211			208			64	1750			64
v/s Ratio Prot								c0.29				
v/s Ratio Perm		c0.14			0.10			0.04				0.02
v/c Ratio		0.72			0.50			0.47	0.50			0.41
Uniform Delay, d1		37.8			36.0			43.7	12.6			45.4
Progression Factor		1.00			1.00			1.35	0.07			0.73
Incremental Delay, d2		11.7			1.9			4.7	0.9			3.6
Delay (s)		49.5			37.8			63.6	1.7			36.9
Level of Service		D			D			E	A			D
Approach Delay (s)		49.5			37.8				3.8			
Approach LOS		D			D				A			
Intersection Summary												
HCM 2000 Control Delay		12.1			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.59										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			21.0				
Intersection Capacity Utilization		54.5%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	524	35
Future Volume (vph)	524	35
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.5	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	2985	
Flt Permitted	1.00	
Satd. Flow (perm)	2985	
Peak-hour factor, PHF	0.87	0.87
Adj. Flow (vph)	602	40
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	638	0
Confl. Peds. (#/hr)	51	
Confl. Bikes (#/hr)	6	
Heavy Vehicles (%)	3%	3%
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	55.3	
Effective Green, g (s)	55.3	
Actuated g/C Ratio	0.55	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1650	
v/s Ratio Prot	c0.21	
v/s Ratio Perm		
v/c Ratio	0.39	
Uniform Delay, d1	12.7	
Progression Factor	0.54	
Incremental Delay, d2	0.6	
Delay (s)	7.5	
Level of Service	A	
Approach Delay (s)	8.6	
Approach LOS	A	

Intersection Summary

HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.4
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔			↔	↔			↔
Traffic Volume (vph)	42	44	101	7	81	7	7	89	715	8	0	669
Future Volume (vph)	42	44	101	7	81	7	7	89	715	8	0	669
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			5.1	5.1			5.1
Lane Util. Factor		1.00			1.00			1.00	0.95			0.95
Frpb, ped/bikes		1.00			1.00			1.00	1.00			0.99
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.93			0.99			1.00	1.00			0.99
Flt Protected		0.99			1.00			0.95	1.00			1.00
Satd. Flow (prot)		1286			1581			1525	3043			3002
Flt Permitted		0.91			0.98			0.34	1.00			1.00
Satd. Flow (perm)		1183			1551			547	3043			3002
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	48	51	116	8	93	8	8	102	822	9	0	769
RTOR Reduction (vph)	0	49	0	0	3	0	0	0	1	0	0	5
Lane Group Flow (vph)	0	166	0	0	106	0	0	110	830	0	0	820
Confl. Peds. (#/hr)	5					5				10		
Confl. Bikes (#/hr)										4		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5									
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA			NA
Protected Phases		4			8			5	2			6
Permitted Phases	4			8			5					
Actuated Green, G (s)		19.1			19.1			16.9	70.6			48.6
Effective Green, g (s)		19.1			19.1			16.9	70.6			48.6
Actuated g/C Ratio		0.19			0.19			0.17	0.71			0.49
Clearance Time (s)		5.2			5.2			5.1	5.1			5.1
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		225			296			92	2148			1458
v/s Ratio Prot								0.27				c0.27
v/s Ratio Perm		c0.14			0.07			c0.20				
v/c Ratio		0.74			0.36			1.20	0.39			0.56
Uniform Delay, d1		38.1			35.1			41.5	5.9			18.2
Progression Factor		1.00			1.00			1.10	1.37			1.75
Incremental Delay, d2		12.0			0.7			154.2	0.5			1.4
Delay (s)		50.1			35.9			199.8	8.6			33.2
Level of Service		D			D			F	A			C
Approach Delay (s)		50.1			35.9				31.0			33.2
Approach LOS		D			D				C			C

Intersection Summary

HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.4
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	49
Future Volume (vph)	49
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.87
Adj. Flow (vph)	56
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	19
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	3%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	227	197	254	14	228	20	207	502	18	4	10	482
Future Volume (vph)	227	197	254	14	228	20	207	502	18	4	10	482
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1900	1400	1400
Total Lost time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00			1.00	0.99
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.92		1.00	0.99		1.00	0.99			1.00	0.96
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1168	1977		1160	1214		1170	2325			1092	2060
Flt Permitted	0.34	1.00		0.48	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	415	1977		587	1214		1170	2325			1149	2060
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	239	207	267	15	240	21	218	528	19	4	11	507
RTOR Reduction (vph)	0	173	0	0	3	0	0	2	0	0	0	47
Lane Group Flow (vph)	239	301	0	15	258	0	218	545	0	0	15	676
Confl. Peds. (#/hr)	7		15	15		7			13			
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Parking (#/hr)		5	5									
Turn Type	pm+pt	NA		Perm	NA		Prot	NA		custom	Prot	NA
Protected Phases	7	4			8		5	2			1	6
Permitted Phases	4			8						1		
Actuated Green, G (s)	35.2	35.2		24.2	24.2		15.0	46.6			1.9	33.5
Effective Green, g (s)	35.2	35.2		24.2	24.2		15.0	46.6			1.9	33.5
Actuated g/C Ratio	0.35	0.35		0.24	0.24		0.15	0.47			0.02	0.34
Clearance Time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	189	695		142	293		175	1083			21	690
v/s Ratio Prot	c0.07	0.15			0.21		c0.19	0.23				c0.33
v/s Ratio Perm	c0.37			0.03							0.01	
v/c Ratio	1.26	0.43		0.11	0.88		1.25	0.50			0.71	0.98
Uniform Delay, d1	33.2	24.8		29.5	36.5		42.5	18.6			48.8	32.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			0.87	0.84
Incremental Delay, d2	154.2	0.4		0.3	25.0		149.2	1.7			74.4	29.4
Delay (s)	187.4	25.2		29.8	61.5		191.7	20.3			117.0	57.1
Level of Service	F	C		C	E		F	C			F	E
Approach Delay (s)		79.6			59.8			69.1				58.3
Approach LOS		E			E			E				E

Intersection Summary

HCM 2000 Control Delay	67.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.6
Intersection Capacity Utilization	101.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	205
Future Volume (vph)	205
Ideal Flow (vphpl)	1400
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	216
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	7
Heavy Vehicles (%)	6%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
14: Indiana St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	84	7	3	84	34	39	112	25	21	9	46
Future Volume (vph)	14	84	7	3	84	34	39	112	25	21	9	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	15	92	8	3	92	37	43	123	27	23	10	51
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	115	132	193	84								
Volume Left (vph)	15	3	43	23								
Volume Right (vph)	8	37	27	51								
Hadj (s)	0.02	-0.13	-0.01	-0.28								
Departure Headway (s)	4.7	4.6	4.6	4.5								
Degree Utilization, x	0.15	0.17	0.25	0.10								
Capacity (veh/h)	703	731	742	745								
Control Delay (s)	8.6	8.5	9.1	8.0								
Approach Delay (s)	8.6	8.5	9.1	8.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.7									
Level of Service			A									
Intersection Capacity Utilization			33.4%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
101: Third St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	68	63	71	7	62	13	0	784	25	0	417	49
Future Volume (vph)	68	63	71	7	62	13	0	784	25	0	417	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			0.99			0.97	
Flpb, ped/bikes		0.99			1.00			1.00			1.00	
Frt		0.95			0.98			1.00			0.98	
Flt Protected		0.98			1.00			1.00			1.00	
Satd. Flow (prot)		1282			1346			2984			2877	
Flt Permitted		0.81			0.97			1.00			1.00	
Satd. Flow (perm)		1050			1307			2984			2877	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	71	66	74	7	65	14	0	817	26	0	434	51
RTOR Reduction (vph)	0	20	0	0	7	0	0	2	0	0	8	0
Lane Group Flow (vph)	0	191	0	0	79	0	0	841	0	0	477	0
Confl. Peds. (#/hr)	22		12	12		22			71			92
Confl. Bikes (#/hr)			3					8				11
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		21.8			18.1			63.2			63.2	
Effective Green, g (s)		21.8			18.1			63.2			63.2	
Actuated g/C Ratio		0.22			0.18			0.63			0.63	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		228			236			1885			1818	
v/s Ratio Prot								c0.28			0.17	
v/s Ratio Perm		c0.18			0.06							
v/c Ratio		0.84			0.33			0.45			0.26	
Uniform Delay, d1		37.4			35.7			9.4			8.1	
Progression Factor		1.00			1.00			1.05			1.95	
Incremental Delay, d2		22.5			0.8			0.7			0.3	
Delay (s)		59.9			36.5			10.6			16.1	
Level of Service		E			D			B			B	
Approach Delay (s)		59.9			36.5			10.6			16.1	
Approach LOS		E			D			B			B	
Intersection Summary												
HCM 2000 Control Delay		20.0			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.53										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			13.0				
Intersection Capacity Utilization		55.2%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations			↔			↔				↔		
Traffic Volume (vph)	2	20	8	16	4	4	8	1	0	805	13	0
Future Volume (vph)	2	20	8	16	4	4	8	1	0	805	13	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0				5.0		
Lane Util. Factor			1.00			1.00				0.95		
Frpb, ped/bikes			0.98			0.99				1.00		
Flpb, ped/bikes			0.99			0.99				1.00		
Frt			0.95			0.93				1.00		
Flt Protected			0.98			0.99				1.00		
Satd. Flow (prot)			1268			1250				3001		
Flt Permitted			0.87			0.94				0.95		
Satd. Flow (perm)			1128			1192				2866		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2	22	9	17	4	4	9	1	0	866	14	0
RTOR Reduction (vph)	0	0	14	0	0	8	0	0	0	1	0	0
Lane Group Flow (vph)	0	0	36	0	0	9	0	0	0	880	0	0
Confl. Peds. (#/hr)			13		31		13				69	
Confl. Bikes (#/hr)											11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	2%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)		5	5	5	5	5	5					
Turn Type	Perm	Perm	NA		Perm	NA		Perm		NA		
Protected Phases			4			8				2		
Permitted Phases	4	4			8			2				
Actuated Green, G (s)			18.2			15.0				66.8		
Effective Green, g (s)			18.2			15.0				66.8		
Actuated g/C Ratio			0.18			0.15				0.67		
Clearance Time (s)			6.0			6.0				5.0		
Vehicle Extension (s)			3.0			3.0				0.2		
Lane Grp Cap (vph)			205			178				1914		
v/s Ratio Prot												
v/s Ratio Perm			c0.03			0.01				c0.31		
v/c Ratio			0.18			0.05				0.46		
Uniform Delay, d1			34.6			36.4				8.0		
Progression Factor			1.00			1.00				0.75		
Incremental Delay, d2			0.4			0.1				0.7		
Delay (s)			35.0			36.5				6.6		
Level of Service			C			D				A		
Approach Delay (s)			35.0			36.5				6.6		
Approach LOS			C			D				A		
Intersection Summary												
HCM 2000 Control Delay			6.5			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				13.0		
Intersection Capacity Utilization			53.2%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	480	13
Future Volume (vph)	480	13
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	2987	
Flt Permitted	1.00	
Satd. Flow (perm)	2987	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	516	14
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	528	0
Confl. Peds. (#/hr)	79	
Confl. Bikes (#/hr)	12	
Heavy Vehicles (%)	4%	4%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	66.8	
Effective Green, g (s)	66.8	
Actuated g/C Ratio	0.67	
Clearance Time (s)	5.0	
Vehicle Extension (s)	0.2	
Lane Grp Cap (vph)	1995	
v/s Ratio Prot	0.18	
v/s Ratio Perm		
v/c Ratio	0.26	
Uniform Delay, d1	6.7	
Progression Factor	0.37	
Incremental Delay, d2	0.3	
Delay (s)	2.8	
Level of Service	A	
Approach Delay (s)	2.8	
Approach LOS	A	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

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HCM Signalized Intersection Capacity Analysis
103: Third St. & 24th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑			↑↑	
Traffic Volume (vph)	2	1	41	13	4	4	0	754	7	0	667	9
Future Volume (vph)	2	1	41	13	4	4	0	754	7	0	667	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.87			0.97			1.00			1.00	
Flt Protected		1.00			0.97			1.00			1.00	
Satd. Flow (prot)		1199			1315			3043			3035	
Flt Permitted		0.99			0.79			1.00			1.00	
Satd. Flow (perm)		1185			1065			3043			3035	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	2	1	48	15	5	5	0	887	8	0	785	11
RTOR Reduction (vph)	0	44	0	0	5	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	7	0	0	20	0	0	895	0	0	795	0
Confl. Peds. (#/hr)	4		5	5		4	34		14	14		34
Confl. Bikes (#/hr)									4			12
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.9			7.9			54.8			54.8	
Effective Green, g (s)		7.9			7.9			54.8			54.8	
Actuated g/C Ratio		0.08			0.08			0.55			0.55	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		93			84			1667			1663	
v/s Ratio Prot								c0.29			0.26	
v/s Ratio Perm		0.01			c0.02							
v/c Ratio		0.07			0.24			0.54			0.48	
Uniform Delay, d1		42.7			43.2			14.5			13.8	
Progression Factor		1.00			1.00			1.37			0.99	
Incremental Delay, d2		0.3			1.5			1.2			0.9	
Delay (s)		43.0			44.7			20.9			14.6	
Level of Service		D			D			C			B	
Approach Delay (s)		43.0			44.7			20.9			14.6	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay		19.1						HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio		0.37										
Actuated Cycle Length (s)		100.0						Sum of lost time (s)		15.0		
Intersection Capacity Utilization		40.8%						ICU Level of Service		A		
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
104: Third St. & 26th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	8	0	13	0	0	1	0	767	0	0	548	19
Future Volume (vph)	8	0	13	0	0	1	0	767	0	0	548	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.92			0.86			1.00			0.99	
Flt Protected		0.98			1.00			1.00			1.00	
Satd. Flow (prot)		1426			1383			3079			3059	
Flt Permitted		0.88			1.00			1.00			1.00	
Satd. Flow (perm)		1273			1383			3079			3059	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	9	0	15	0	0	1	0	872	0	0	623	22
RTOR Reduction (vph)	0	23	0	0	1	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	1	0	0	0	0	0	872	0	0	644	0
Confl. Peds. (#/hr)	1		12	12		1			10			12
Confl. Bikes (#/hr)									2			5
Parking (#/hr)	5		5									
Turn Type	Perm	NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.2			6.2			82.8			82.8	
Effective Green, g (s)		6.2			6.2			82.8			82.8	
Actuated g/C Ratio		0.06			0.06			0.83			0.83	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		78			85			2549			2532	
v/s Ratio Prot					0.00			c0.28			0.21	
v/s Ratio Perm		c0.00										
v/c Ratio		0.02			0.00			0.34			0.25	
Uniform Delay, d1		44.0			44.0			2.1			1.9	
Progression Factor		1.00			1.00			1.49			1.70	
Incremental Delay, d2		0.1			0.0			0.3			0.2	
Delay (s)		44.1			44.0			3.4			3.4	
Level of Service		D			D			A			A	
Approach Delay (s)		44.1			44.0			3.4			3.4	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	4.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
105: Tennessee St. & 18th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↔			↔			↔			↔
Sign Control			Stop			Stop			Stop			Stop
Traffic Volume (vph)	1	12	192	44	9	102	10	47	14	12	4	26
Future Volume (vph)	1	12	192	44	9	102	10	47	14	12	4	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	12	198	45	9	105	10	48	14	12	4	27
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	255	124	74	42								
Volume Left (vph)	12	9	48	4								
Volume Right (vph)	45	10	12	11								
Hadj (s)	-0.01	0.05	0.12	-0.05								
Departure Headway (s)	4.3	4.5	4.9	4.8								
Degree Utilization, x	0.31	0.16	0.10	0.06								
Capacity (veh/h)	808	757	673	680								
Control Delay (s)	9.2	8.4	8.5	8.1								
Approach Delay (s)	9.2	8.4	8.5	8.1								
Approach LOS	A	A	A	A								

Intersection Summary			
Delay	8.8		
Level of Service	A		
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	↔
Sign Control	
Traffic Volume (vph)	11
Future Volume (vph)	11
Peak Hour Factor	0.97
Hourly flow rate (vph)	11
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations												
Traffic Volume (veh/h)	3	22	12	3	3	10	2	5	57	9	9	
Future Volume (Veh/h)	3	22	12	3	3	10	2	5	57	9	9	
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Hourly flow rate (vph)	3	25	13	3	3	11	0	6	64	10	10	
Pedestrians	18				14				24			
Lane Width (ft)	11.0				11.0				11.0			
Walking Speed (ft/s)	4.0				4.0				4.0			
Percent Blockage	1				1				2			
Right turn flare (veh)												
Median type									None		None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked							0.00					
vC, conflicting volume	230	224	128	250	221	95	0	106	88			
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	230	224	128	250	221	95	0	106	88			
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2	4.2			
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3	2.3			
p0 queue free %	100	96	99	100	100	99	0	100	99			
cM capacity (veh/h)	672	645	882	628	647	932	0	1440	1467			
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	41	17	80	98								
Volume Left	3	3	6	10								
Volume Right	13	11	10	4								
cSH	707	801	1440	1467								
Volume to Capacity	0.06	0.02	0.00	0.01								
Queue Length 95th (ft)	5	2	0	1								
Control Delay (s)	10.4	9.6	0.6	0.8								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.4	9.6	0.6	0.8								
Approach LOS	B	A										
Intersection Summary												
Average Delay				3.0								
Intersection Capacity Utilization				25.4%		ICU Level of Service			A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	SBR
Lane Configurations	↔
Traffic Volume (veh/h)	4
Future Volume (Veh/h)	4
Sign Control	
Grade	
Peak Hour Factor	0.89
Hourly flow rate (vph)	4
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis
107: Tennessee St. & 20th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations			↔			↔			↔			
Sign Control			Stop			Stop			Stop			
Traffic Volume (vph)	9	13	82	14	5	147	31	25	21	14	5	16
Future Volume (vph)	9	13	82	14	5	147	31	25	21	14	5	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	14	90	15	5	162	34	27	23	15	0	18
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	119	201	65	98								
Volume Left (vph)	14	5	27	18								
Volume Right (vph)	15	34	15	43								
Hadj (s)	0.00	-0.05	0.00	-0.18								
Departure Headway (s)	4.5	4.4	4.8	4.5								
Degree Utilization, x	0.15	0.25	0.09	0.12								
Capacity (veh/h)	759	781	699	730								
Control Delay (s)	8.3	8.8	8.2	8.2								
Approach Delay (s)	8.3	8.8	8.2	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.5									
Level of Service			A									
Intersection Capacity Utilization			37.3%									
Analysis Period (min)			15									

Movement	SBT	SBR
Lane Configurations	↔	
Sign Control	Stop	
Traffic Volume (vph)	34	39
Future Volume (vph)	34	39
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	37	43
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations			↔				↔			↔		
Traffic Volume (veh/h)	3	34	118	27	5	3	39	26	3	6	9	2
Future Volume (Veh/h)	3	34	118	27	5	3	39	26	3	6	9	2
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	39	134	31	0	3	44	30	3	7	10	0
Pedestrians			29				48			92		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			2				4			7		
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							272					
pX, platoon unblocked	0.00				0.00							0.00
vC, conflicting volume	0	146			0	257			456	472	290	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	146			0	257			456	472	290	0
tC, single (s)	0.0	4.1			0.0	4.1			7.1	6.5	6.2	0.0
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	0.0
p0 queue free %	0	97			0	100			99	98	99	0
cM capacity (veh/h)	0	1346			0	1205			388	415	667	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	204	77	20	75								
Volume Left	39	3	3	30								
Volume Right	31	30	10	40								
cSH	1346	1205	505	565								
Volume to Capacity	0.03	0.00	0.04	0.13								
Queue Length 95th (ft)	2	0	3	11								
Control Delay (s)	1.7	0.3	12.4	12.3								
Lane LOS	A	A	B	B								
Approach Delay (s)	1.7	0.3	12.4	12.3								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			37.5%									
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	SBL	SBT	SBR
Lane Configurations		↔	
Traffic Volume (veh/h)	26	4	35
Future Volume (Veh/h)	26	4	35
Sign Control	Stop		
Grade	0%		
Peak Hour Factor	0.88	0.88	0.88
Hourly flow rate (vph)	30	5	40
Pedestrians	72		
Lane Width (ft)	11.0		
Walking Speed (ft/s)	4.0		
Percent Blockage	6		
Right turn flare (veh)			
Median type			
Median storage (veh)			
Upstream signal (ft)			
pX, platoon unblocked			
vC, conflicting volume	426	472	160
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	426	472	160
tC, single (s)	7.1	6.5	6.2
tC, 2 stage (s)			
tF (s)	3.5	4.0	3.3
p0 queue free %	93	99	95
cM capacity (veh/h)	420	415	813
Direction, Lane #			

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	231	109	7	145	11	71	27	11	7	26	37
Future Volume (vph)	20	231	109	7	145	11	71	27	11	7	26	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0			6.0			6.0		
Lane Util. Factor	1.00			1.00			1.00			1.00		
Frpb, ped/bikes	0.98			1.00			0.99			0.96		
Flpb, ped/bikes	1.00			1.00			0.97			0.99		
Frt	0.96			0.99			0.99			0.93		
Flt Protected	1.00			1.00			0.97			0.99		
Satd. Flow (prot)	1454			1373			1276			1230		
Flt Permitted	0.98			0.98			0.77			0.97		
Satd. Flow (perm)	1427			1349			1009			1200		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	22	248	117	8	156	12	76	29	12	8	28	40
RTOR Reduction (vph)	0	22	0	0	4	0	0	6	0	0	29	0
Lane Group Flow (vph)	0	365	0	0	172	0	0	111	0	0	47	0
Confl. Peds. (#/hr)				34	34				47	44	44	47
Confl. Bikes (#/hr)				2					11			13
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	5	5	5	0	0	0	0	0	0	0	0	0
Parking (#/hr)				5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	2			6			4			8		
Permitted Phases	2	6			4			8				
Actuated Green, G (s)	30.0			30.0			20.0			20.0		
Effective Green, g (s)	30.0			30.0			20.0			20.0		
Actuated g/C Ratio	0.43			0.43			0.29			0.29		
Clearance Time (s)	6.0			6.0			6.0			6.0		
Lane Grp Cap (vph)	611			578			288			342		
v/s Ratio Prot												
v/s Ratio Perm	c0.26			0.13			c0.11			0.04		
v/c Ratio	0.60			0.30			0.39			0.14		
Uniform Delay, d1	15.4			13.1			20.1			18.6		
Progression Factor	1.00			1.00			1.00			1.00		
Incremental Delay, d2	4.3			1.3			3.9			0.8		
Delay (s)	19.6			14.4			24.0			19.4		
Level of Service	B			B			C			B		
Approach Delay (s)	19.6			14.4			24.0			19.4		
Approach LOS	B			B			C			B		
Intersection Summary												
HCM 2000 Control Delay	19.1			HCM 2000 Level of Service					B			
HCM 2000 Volume to Capacity ratio	0.47											
Actuated Cycle Length (s)	70.0			Sum of lost time (s)					16.0			
Intersection Capacity Utilization	57.0%			ICU Level of Service					B			
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	17	129	8	1	5	66	13	4	11	5	1	44
Future Volume (Veh/h)	17	129	8	1	5	66	13	4	11	5	1	44
Sign Control		Free				Free			Stop			
Grade		0%				0%			0%			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	20	154	10	0	6	79	15	5	13	6	0	52
Pedestrians		22				28			107			
Lane Width (ft)		11.0				11.0			11.0			
Walking Speed (ft/s)		4.0				4.0			4.0			
Percent Blockage		2				2			8			
Right turn flare (veh)												
Median type		None				None						
Median storage (veh)												
Upstream signal (ft)						550						
pX, platoon unblocked				0.00							0.00	
vC, conflicting volume	141			0	271			492	459	294	0	385
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	141			0	271			492	459	294	0	385
tC, single (s)	4.1			0.0	4.1			7.1	6.5	6.2	0.0	7.1
tC, 2 stage (s)												
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	0.0	3.5
p0 queue free %	99			0	99			99	97	99	0	89
cM capacity (veh/h)	1384			0	1181			359	432	668	0	470
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	184	100	24	123								
Volume Left	20	6	5	52								
Volume Right	10	15	6	60								
cSH	1384	1181	452	593								
Volume to Capacity	0.01	0.01	0.05	0.21								
Queue Length 95th (ft)	1	0	4	19								
Control Delay (s)	0.9	0.5	13.4	12.7								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.9	0.5	13.4	12.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay			4.9									
Intersection Capacity Utilization			34.6%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	
Traffic Volume (veh/h)	9	50
Future Volume (Veh/h)	9	50
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.84	0.84
Hourly flow rate (vph)	11	60
Pedestrians	47	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	4	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	456	156
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	456	156
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	97	93
cM capacity (veh/h)	433	841
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis

111: Indiana St. & 22nd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	63	11	40	78	3	30	63	86	9	19	34
Future Volume (vph)	11	63	11	40	78	3	30	63	86	9	19	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	12	71	12	45	88	3	34	71	97	10	21	38
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	95	136	202	69								
Volume Left (vph)	12	45	34	10								
Volume Right (vph)	12	3	97	38								
Hadj (s)	0.02	0.12	-0.19	-0.23								
Departure Headway (s)	4.7	4.8	4.4	4.5								
Degree Utilization, x	0.12	0.18	0.25	0.09								
Capacity (veh/h)	706	706	782	744								
Control Delay (s)	8.4	8.8	8.8	7.9								
Approach Delay (s)	8.4	8.8	8.8	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay	8.6											
Level of Service	A											
Intersection Capacity Utilization	38.3%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

112: Pennsylvania St. & 22nd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Traffic Volume (vph)	7	37	55	74	55	42	87	200	46	28	69	5
Future Volume (vph)	7	37	55	74	55	42	87	200	46	28	69	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	8	44	65	87	65	49	102	235	54	33	81	6
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	117	201	391	120								
Volume Left (vph)	8	87	102	33								
Volume Right (vph)	65	49	54	6								
Hadj (s)	-0.29	-0.03	0.00	0.06								
Departure Headway (s)	5.3	5.4	5.0	5.4								
Degree Utilization, x	0.17	0.30	0.54	0.18								
Capacity (veh/h)	599	608	687	604								
Control Delay (s)	9.4	10.7	13.7	9.6								
Approach Delay (s)	9.4	10.7	13.7	9.6								
Approach LOS	A	B	B	A								
Intersection Summary												
Delay	11.8											
Level of Service	B											
Intersection Capacity Utilization	51.6%			ICU Level of Service			A					
Analysis Period (min)	15											

10c. Existing plus Project Conditions – AM Peak Hour

HCM Signalized Intersection Capacity Analysis

1: Illinois St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	23	295	6	13	4	95	320	16	8	148	38
Future Volume (vph)	63	23	295	6	13	4	95	320	16	8	148	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0		9.0	9.0		7.0	5.0	5.0	9.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.92		1.00	0.93		1.00	1.00	0.92	1.00	0.96	
Flpb, ped/bikes	0.97	1.00		0.98	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.96	1.00		0.98	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1513	1271		1569	1287		1540	1621	1266	1540	1506	
Flt Permitted	0.77	1.00		0.91	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1209	1271		1454	1287		1540	1621	1266	1540	1506	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	64	23	301	6	13	4	97	327	16	8	151	39
RTOR Reduction (vph)	0	0	217	0	0	3	0	0	10	0	13	0
Lane Group Flow (vph)	0	87	84	0	19	1	97	327	6	8	177	0
Confl. Peds. (#/hr)	24		31	31		24			19			69
Confl. Bikes (#/hr)						1		27				48
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	21.0	21.0		21.0	21.0	11.0	28.0	28.0	3.0	22.0		
Effective Green, g (s)	21.0	21.0		21.0	21.0	11.0	28.0	28.0	3.0	22.0		
Actuated g/C Ratio	0.28	0.28		0.28	0.28	0.15	0.37	0.37	0.04	0.29		
Clearance Time (s)	9.0	9.0		9.0	9.0	7.0	5.0	5.0	9.0	5.0		
Lane Grp Cap (vph)	338	355		407	360	225	605	472	61	441		
v/s Ratio Prot						c0.06	c0.20		0.01	0.12		
v/s Ratio Perm	c0.07	0.07		0.01	0.00			0.00				
v/c Ratio	0.26	0.24		0.05	0.00	0.43	0.54	0.01	0.13	0.40		
Uniform Delay, d1	20.9	20.8		19.7	19.5	29.1	18.4	14.8	34.7	21.2		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	1.8	1.6		0.2	0.0	5.9	3.4	0.0	4.4	2.7		
Delay (s)	22.8	22.4		19.9	19.5	35.1	21.9	14.8	39.1	23.9		
Level of Service	C	C		B	B	D	C	B	D	C		
Approach Delay (s)	22.5			19.8			24.5			24.6		
Approach LOS	C			B			C			C		
Intersection Summary												
HCM 2000 Control Delay		23.7										
HCM 2000 Volume to Capacity ratio		0.46										
Actuated Cycle Length (s)		75.0				Sum of lost time (s)		23.0				
Intersection Capacity Utilization		75.6%				ICU Level of Service		D				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Illinois St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	201	54	84	165	53	47	389	105	142	243	27
Future Volume (vph)	37	201	54	84	165	53	47	389	105	142	243	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.97		1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.96		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1540	1544		1540	1521		1540	1544		1540	1576	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1540	1544		1540	1521		1540	1544		1540	1576	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	38	205	55	86	168	54	48	397	107	145	248	28
RTOR Reduction (vph)	0	10	0	0	11	0	0	10	0	0	4	0
Lane Group Flow (vph)	38	250	0	86	211	0	48	494	0	145	272	0
Confl. Peds. (#/hr)			23		35				14			31
Confl. Bikes (#/hr)									18			30
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.0	20.0		6.0	20.0		7.0	32.0		10.0	35.0	
Effective Green, g (s)	6.0	20.0		6.0	20.0		7.0	32.0		10.0	35.0	
Actuated g/C Ratio	0.06	0.20		0.06	0.20		0.07	0.32		0.10	0.35	
Clearance Time (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	92	308		92	304		107	494		154	551	
v/s Ratio Prot	0.02	c0.16		c0.06	0.14		0.03	c0.32		c0.09	0.17	
v/s Ratio Perm												
v/c Ratio	0.41	0.81		0.93	0.69		0.45	1.00		0.94	0.49	
Uniform Delay, d1	45.3	38.2		46.8	37.2		44.6	34.0		44.7	25.5	
Progression Factor	1.09	0.91		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.2	5.6		77.2	12.3		13.0	40.7		58.4	3.1	
Delay (s)	52.4	40.4		124.0	49.4		57.7	74.7		103.2	28.7	
Level of Service	D	D		F	D		E	E		F	C	
Approach Delay (s)		41.9			70.3			73.2			54.3	
Approach LOS		D			E			E			D	
Intersection Summary												
HCM 2000 Control Delay		61.7										
HCM 2000 Volume to Capacity ratio		0.93										
Actuated Cycle Length (s)		100.0				Sum of lost time (s)		32.0				
Intersection Capacity Utilization		87.4%				ICU Level of Service		E				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 3: Illinois St. & Humboldt St.

06/08/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	T	T
Traffic Volume (vph)	91	93	419	136	95	224
Future Volume (vph)	91	93	419	136	95	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	0.93	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	0.93		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1474		1621	1274	1513	1621
Flt Permitted	0.98		1.00	1.00	0.41	1.00
Satd. Flow (perm)	1474		1621	1274	654	1621
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	93	95	428	139	97	229
RTOR Reduction (vph)	49	0	0	76	0	0
Lane Group Flow (vph)	139	0	428	63	97	229
Confl. Peds. (#/hr)				20	20	
Confl. Bikes (#/hr)				23		
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Actuated Green, G (s)	21.0		34.0	34.0	34.0	34.0
Effective Green, g (s)	21.0		34.0	34.0	34.0	34.0
Actuated g/C Ratio	0.28		0.45	0.45	0.45	0.45
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	412		734	577	296	734
v/s Ratio Prot	c0.09		c0.26		0.14	
v/s Ratio Perm				0.05	0.15	
v/c Ratio	0.34		0.58	0.11	0.33	0.31
Uniform Delay, d1	21.5		15.2	11.8	13.2	13.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2		3.4	0.4	2.9	1.1
Delay (s)	23.7		18.6	12.2	16.1	14.2
Level of Service	C		B	B	B	B
Approach Delay (s)	23.7		17.0		14.7	
Approach LOS	C		B		B	
Intersection Summary						
HCM 2000 Control Delay		17.5		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio		0.46				
Actuated Cycle Length (s)		75.0		Sum of lost time (s)		16.0
Intersection Capacity Utilization		57.3%		ICU Level of Service		B
Analysis Period (min)		15				
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis 4: Illinois St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T	T	T	T	T	T		T	T	T	T	T
Traffic Volume (vph)	149	490	26	95	285	99	0	319	154	101	157	94
Future Volume (vph)	149	490	26	95	285	99	0	319	154	101	157	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	5.0		7.0	5.0			9.0	9.0	9.0	9.0	9.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.98			1.00	0.93	1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	0.98	1.00	1.00
Frt	1.00	0.99		1.00	0.96			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1540	1604		1540	1531			1621	1275	1515	1621	1234
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00	0.44	1.00	1.00
Satd. Flow (perm)	1540	1604		1540	1531			1621	1275	704	1621	1234
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	152	500	27	97	291	101	0	326	157	103	160	96
RTOR Reduction (vph)	0	2	0	0	12	0	0	0	87	0	0	67
Lane Group Flow (vph)	152	525	0	97	380	0	0	326	70	103	160	29
Confl. Peds. (#/hr)			10			18	26		12	12		26
Confl. Bikes (#/hr)						2			21			18
Turn Type	Prot	NA		Prot	NA			NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases									2	6		6
Actuated Green, G (s)	14.0	40.0		9.0	35.0			30.0	30.0	30.0	30.0	30.0
Effective Green, g (s)	14.0	40.0		9.0	35.0			30.0	30.0	30.0	30.0	30.0
Actuated g/C Ratio	0.14	0.40		0.09	0.35			0.30	0.30	0.30	0.30	0.30
Clearance Time (s)	7.0	5.0		7.0	5.0			9.0	9.0	9.0	9.0	9.0
Lane Grp Cap (vph)	215	641		138	535			486	382	211	486	370
v/s Ratio Prot	c0.10	c0.33		0.06	0.25			c0.20			0.10	
v/s Ratio Perm									0.06	0.15		0.02
v/c Ratio	0.71	0.82		0.70	0.71			0.67	0.18	0.49	0.33	0.08
Uniform Delay, d1	41.0	26.8		44.2	28.1			30.7	25.9	28.7	27.2	25.1
Progression Factor	1.09	0.91		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	1.1		25.9	7.8			7.2	1.1	7.9	1.8	0.4
Delay (s)	46.3	25.4		70.1	35.9			37.9	27.0	36.6	29.0	25.5
Level of Service	D	C		E	D			D	C	D	C	C
Approach Delay (s)		30.1			42.6			34.3			30.2	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay		34.2										
HCM 2000 Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		100.0								21.0		
Intersection Capacity Utilization		86.2%								E		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations	↔	↕	↗	↔	↕	↗	↔	↕	↗	↔
Traffic Volume (vph)	184	74	73	15	107	75	4	400	956	21
Future Volume (vph)	184	74	73	15	107	75	4	400	956	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.5	5.5		6.5
Lane Util. Factor	1.00	0.95		1.00	1.00		0.97	0.95		1.00
Frpb, ped/bikes	1.00	0.97		1.00	0.97		1.00	1.00		1.00
Flpb, ped/bikes	0.97	1.00		0.96	1.00		1.00	1.00		1.00
Frt	1.00	0.93		1.00	0.94		1.00	1.00		1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95
Satd. Flow (prot)	1458	2713		1455	1449		2929	3012		1510
Flt Permitted	0.58	1.00		0.66	1.00		0.51	1.00		0.95
Satd. Flow (perm)	896	2713		1007	1449		1568	3012		1514
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.99	0.99	0.99
Adj. Flow (vph)	186	75	74	15	108	76	4	404	966	21
RTOR Reduction (vph)	0	56	0	0	27	0	0	0	1	0
Lane Group Flow (vph)	186	93	0	15	157	0	0	408	975	25
Confl. Peds. (#/hr)	51		50	50		51			93	
Confl. Bikes (#/hr)			4		13				11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA	custom	Prot
Protected Phases		4			8		5	2		1
Permitted Phases	4			8		5			1	
Actuated Green, G (s)	24.0	24.0		24.0	24.0		29.4	29.6		4.2
Effective Green, g (s)	24.0	24.0		24.0	24.0		29.4	29.6		4.2
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.29	0.30		0.04
Clearance Time (s)	6.5	6.5		6.5	6.5		6.5	5.5		6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	215	651		241	347		460	891		63
v/s Ratio Prot		0.03			0.11			c0.32		
v/s Ratio Perm	c0.21			0.01			0.26			0.02
v/c Ratio	0.87	0.14		0.06	0.45		0.89	1.09		0.40
Uniform Delay, d1	36.4	29.9		29.3	32.4		33.7	35.2		46.7
Progression Factor	1.00	1.00		1.00	1.00		1.13	1.16		0.75
Incremental Delay, d2	28.4	0.1		0.1	0.9		17.0	58.2		4.1
Delay (s)	64.8	30.0		29.4	33.3		55.2	99.2		38.9
Level of Service	E	C		C	C		E	F		D
Approach Delay (s)		49.3			33.0			86.2		
Approach LOS		D			C			F		
Intersection Summary										
HCM 2000 Control Delay		65.9			HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio		0.85								
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			22.5		
Intersection Capacity Utilization		98.6%			ICU Level of Service			F		
Analysis Period (min)		15								
c Critical Lane Group										

HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	291	121
Future Volume (vph)	291	121
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.5	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.97	
Flpb, ped/bikes	1.00	
Frt	0.96	
Flt Protected	1.00	
Satd. Flow (prot)	2800	
Flt Permitted	1.00	
Satd. Flow (perm)	2800	
Peak-hour factor, PHF	0.99	0.99
Adj. Flow (vph)	294	122
RTOR Reduction (vph)	53	0
Lane Group Flow (vph)	363	0
Confl. Peds. (#/hr)		98
Confl. Bikes (#/hr)		10
Heavy Vehicles (%)	4%	4%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	24.1	
Effective Green, g (s)	24.1	
Actuated g/C Ratio	0.24	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	674	
v/s Ratio Prot	c0.13	
v/s Ratio Perm		
v/c Ratio	0.54	
Uniform Delay, d1	33.1	
Progression Factor	0.84	
Incremental Delay, d2	0.8	
Delay (s)	28.6	
Level of Service	C	
Approach Delay (s)	29.2	
Approach LOS	C	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations		↔			↔			↔			
Traffic Volume (vph)	41	130	44	23	86	101	9	86	960	76	8
Future Volume (vph)	41	130	44	23	86	101	9	86	960	76	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	5.0		6.0
Lane Util. Factor		1.00			1.00			1.00	0.95		1.00
Frpb, ped/bikes		0.98			0.94			1.00	0.98		1.00
Flpb, ped/bikes		0.99			1.00			1.00	1.00		1.00
Frt		0.97			0.94			1.00	0.99		1.00
Flt Protected		0.99			0.99			0.95	1.00		0.95
Satd. Flow (prot)		1312			1220			1525	2953		1525
Flt Permitted		0.86			0.95			0.25	1.00		0.29
Satd. Flow (perm)		1134			1160			396	2953		459
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	43	137	46	24	91	106	9	91	1011	80	8
RTOR Reduction (vph)	0	9	0	0	34	0	0	0	6	0	0
Lane Group Flow (vph)	0	217	0	0	187	0	0	100	1085	0	85
Confl. Peds. (#/hr)	105		68	68		105			137		
Confl. Bikes (#/hr)			1			7			9		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	5	0	0
Parking (#/hr)	5	5	5	5	5	5					
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA		custom	Prot
Protected Phases		4			8		5	2			1
Permitted Phases	4			8		5				1	
Actuated Green, G (s)		22.8			22.8		16.2	42.2			14.0
Effective Green, g (s)		22.8			22.8		16.2	42.2			14.0
Actuated g/C Ratio		0.23			0.23		0.16	0.42			0.14
Clearance Time (s)		6.0			6.0		6.0	5.0			6.0
Vehicle Extension (s)		3.0			3.0		2.0	3.0			2.0
Lane Grp Cap (vph)		258			264		64	1246			64
v/s Ratio Prot								c0.37			
v/s Ratio Perm		c0.19			0.16		c0.25				c0.19
v/c Ratio		0.84			0.71		1.56	0.87			1.33
Uniform Delay, d1		36.9			35.5		41.9	26.4			43.0
Progression Factor		1.00			1.00		0.83	1.25			1.12
Incremental Delay, d2		21.1			8.4		260.0	0.9			221.6
Delay (s)		57.9			43.9		294.9	33.8			269.8
Level of Service		E			D		F	C			F
Approach Delay (s)		57.9			43.9			55.7			
Approach LOS		E			D			E			
Intersection Summary											
HCM 2000 Control Delay		58.4			HCM 2000 Level of Service		E				
HCM 2000 Volume to Capacity ratio		1.03									
Actuated Cycle Length (s)		100.0			Sum of lost time (s)		20.0				
Intersection Capacity Utilization		75.1%			ICU Level of Service		D				
Analysis Period (min)		15									
c Critical Lane Group											

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	275	38
Future Volume (vph)	275	38
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		6.0
Lane Util. Factor		0.95
Frpb, ped/bikes		0.95
Flpb, ped/bikes		1.00
Frt		0.98
Flt Protected		1.00
Satd. Flow (prot)		2839
Flt Permitted		1.00
Satd. Flow (perm)		2839
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	289	40
RTOR Reduction (vph)	11	0
Lane Group Flow (vph)	318	0
Confl. Peds. (#/hr)		114
Confl. Bikes (#/hr)		11
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	39.0	
Effective Green, g (s)	39.0	
Actuated g/C Ratio	0.39	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1107	
v/s Ratio Prot	0.11	
v/s Ratio Perm		
v/c Ratio	0.29	
Uniform Delay, d1	21.0	
Progression Factor	1.09	
Incremental Delay, d2	0.6	
Delay (s)	23.4	
Level of Service	C	
Approach Delay (s)	74.0	
Approach LOS	E	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
10: Third St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	51	150	51	88	73	104	0	998	153	0	338	38
Future Volume (vph)	51	150	51	88	73	104	0	998	153	0	338	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1200	1200	1200	1200	1200	1200
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.95			0.97			0.96	
Flpb, ped/bikes		0.99			0.98			1.00			1.00	
Frt		0.97			0.95			0.98			0.98	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1294			1206			1708			1697	
Flt Permitted		0.86			0.71			1.00			1.00	
Satd. Flow (perm)		1122			871			1708			1697	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	54	160	54	94	78	111	0	1062	163	0	360	40
RTOR Reduction (vph)	0	9	0	0	22	0	0	11	0	0	8	0
Lane Group Flow (vph)	0	259	0	0	261	0	0	1214	0	0	392	0
Confl. Peds. (#/hr)	111		86	86		111			90			104
Confl. Bikes (#/hr)			1			11			3			15
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5		5	5		5	5
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		29.0			29.0			60.0			60.0	
Effective Green, g (s)		29.0			29.0			60.0			60.0	
Actuated g/C Ratio		0.29			0.29			0.60			0.60	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		325			252			1024			1018	
v/s Ratio Prot								c0.71			0.23	
v/s Ratio Perm		0.23			c0.30							
v/c Ratio		0.80			1.04			1.19			0.39	
Uniform Delay, d1		32.8			35.5			20.0			10.4	
Progression Factor		1.00			0.40			1.13			0.71	
Incremental Delay, d2		12.8			61.8			84.4			1.0	
Delay (s)		45.6			76.0			107.0			8.4	
Level of Service		D			E			F			A	
Approach Delay (s)		45.6			76.0			107.0			8.4	
Approach LOS		D			E			F			A	
Intersection Summary												
HCM 2000 Control Delay		77.3			HCM 2000 Level of Service			E				
HCM 2000 Volume to Capacity ratio		1.19										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		97.2%			ICU Level of Service			F				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔			↔	↔			↔
Traffic Volume (vph)	61	177	24	176	67	166	3	18	886	327	8	67
Future Volume (vph)	61	177	24	176	67	166	3	18	886	327	8	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.5	5.5			5.5
Lane Util. Factor		1.00			1.00			1.00	0.95			1.00
Frpb, ped/bikes		0.99			0.97			1.00	0.98			1.00
Flpb, ped/bikes		1.00			0.98			1.00	1.00			1.00
Frt		0.99			0.95			1.00	0.96			1.00
Flt Protected		0.99			0.98			0.95	1.00			0.95
Satd. Flow (prot)		1354			1242			1525	2872			1525
Flt Permitted		0.78			0.62			0.70	1.00			0.22
Satd. Flow (perm)		1069			790			1126	2872			361
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	70	203	28	202	77	191	3	21	1018	376	9	77
RTOR Reduction (vph)	0	4	0	0	23	0	0	0	40	0	0	0
Lane Group Flow (vph)	0	297	0	0	447	0	0	24	1354	0	0	86
Confl. Peds. (#/hr)	51		64	64		51				35		
Confl. Bikes (#/hr)			3			3				3		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA		custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8				5			1	
Actuated Green, G (s)		27.0			27.0			5.7	38.2			17.8
Effective Green, g (s)		27.0			27.0			5.7	38.2			17.8
Actuated g/C Ratio		0.27			0.27			0.06	0.38			0.18
Clearance Time (s)		6.0			6.0			5.5	5.5			5.5
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		288			213			64	1097			64
v/s Ratio Prot									c0.47			
v/s Ratio Perm		0.28			c0.57			0.02				c0.24
v/c Ratio		1.03			2.10			0.38	1.23			1.34
Uniform Delay, d1		36.5			36.5			45.4	30.9			41.1
Progression Factor		1.00			1.04			1.37	0.40			1.01
Incremental Delay, d2		61.7			507.5			1.8	109.4			220.2
Delay (s)		98.2			545.6			64.3	121.7			261.5
Level of Service		F			F			E	F			F
Approach Delay (s)		98.2			545.6				120.7			
Approach LOS		F			F				F			
Intersection Summary												
HCM 2000 Control Delay		179.2			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.61										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			21.0				
Intersection Capacity Utilization		106.4%			ICU Level of Service			G				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	338	35
Future Volume (vph)	338	35
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.5	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	2953	
Flt Permitted	1.00	
Satd. Flow (perm)	2953	
Peak-hour factor, PHF	0.87	0.87
Adj. Flow (vph)	389	40
RTOR Reduction (vph)	6	0
Lane Group Flow (vph)	423	0
Confl. Peds. (#/hr)	51	
Confl. Bikes (#/hr)	6	
Heavy Vehicles (%)	3%	3%
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	50.3	
Effective Green, g (s)	50.3	
Actuated g/C Ratio	0.50	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1485	
v/s Ratio Prot	0.14	
v/s Ratio Perm		
v/c Ratio	0.28	
Uniform Delay, d1	14.4	
Progression Factor	0.78	
Incremental Delay, d2	0.4	
Delay (s)	11.7	
Level of Service	B	
Approach Delay (s)	53.4	
Approach LOS	D	

Intersection Summary

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔			↔	↔			↔
Traffic Volume (vph)	90	64	70	2	133	10	6	120	1108	24	0	420
Future Volume (vph)	90	64	70	2	133	10	6	120	1108	24	0	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			5.1	5.1			5.1
Lane Util. Factor		1.00			1.00			1.00	0.95			0.95
Frpb, ped/bikes		1.00			1.00			1.00	1.00			0.98
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.96			0.99			1.00	1.00			0.97
Flt Protected		0.98			1.00			0.95	1.00			1.00
Satd. Flow (prot)		1317			1588			1525	3036			2887
Flt Permitted		0.74			1.00			0.41	1.00			1.00
Satd. Flow (perm)		990			1584			663	3036			2887
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	103	74	80	2	153	11	7	138	1274	28	0	483
RTOR Reduction (vph)	0	17	0	0	3	0	0	0	1	0	0	27
Lane Group Flow (vph)	0	240	0	0	163	0	0	145	1301	0	0	602
Confl. Peds. (#/hr)	5					5				10		
Confl. Bikes (#/hr)										4		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5									
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA			NA
Protected Phases		4			8			5	2			6
Permitted Phases	4			8			5					
Actuated Green, G (s)		26.4			26.4			16.9	63.3			41.3
Effective Green, g (s)		26.4			26.4			16.9	63.3			41.3
Actuated g/C Ratio		0.26			0.26			0.17	0.63			0.41
Clearance Time (s)		5.2			5.2			5.1	5.1			5.1
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		261			418			112	1921			1192
v/s Ratio Prot									c0.43			0.21
v/s Ratio Perm		c0.24			0.10			c0.22				
v/c Ratio		0.92			0.39			1.29	0.68			0.51
Uniform Delay, d1		35.8			30.2			41.5	11.8			21.8
Progression Factor		1.00			1.00			0.81	0.54			1.85
Incremental Delay, d2		34.6			0.6			177.1	1.6			1.5
Delay (s)		70.4			30.8			210.6	7.9			41.8
Level of Service		E			C			F	A			D
Approach Delay (s)		70.4			30.8				28.2			41.8
Approach LOS		E			C				C			D

Intersection Summary

HCM 2000 Control Delay	36.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.4
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	127
Future Volume (vph)	127
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.87
Adj. Flow (vph)	146
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	19
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	3%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	521	488	307	15	218	13	188	698	27	10	18	319
Future Volume (vph)	521	488	307	15	218	13	188	698	27	10	18	319
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1900	1400	1400
Total Lost time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.94		1.00	0.99		1.00	0.99			1.00	0.95
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1168	2045		1164	1219		1170	2324			1092	2033
Flt Permitted	0.36	1.00		0.34	1.00		0.95	1.00			0.70	1.00
Satd. Flow (perm)	437	2045		413	1219		1170	2324			806	2033
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	548	514	323	16	229	14	198	735	28	11	19	336
RTOR Reduction (vph)	0	95	0	0	2	0	0	2	0	0	0	88
Lane Group Flow (vph)	548	742	0	16	241	0	198	761	0	0	30	441
Confl. Peds. (#/hr)	7		15	15		7			13			
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Parking (#/hr)	5	5										
Turn Type	pm+pt	NA		Perm	NA		Prot	NA		custom	Prot	NA
Protected Phases	7	4			8		5	2			1	6
Permitted Phases	4			8						1		
Actuated Green, G (s)	39.7	39.7		23.5	23.5		15.7	38.3			5.7	28.3
Effective Green, g (s)	39.7	39.7		23.5	23.5		15.7	38.3			5.7	28.3
Actuated g/C Ratio	0.40	0.40		0.24	0.24		0.16	0.38			0.06	0.28
Clearance Time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	253	811		97	286		183	890			45	575
v/s Ratio Prot	c0.24	0.36			0.20		c0.17	c0.33				c0.22
v/s Ratio Perm	c0.62			0.04							0.04	
v/c Ratio	2.17	0.91		0.16	0.84		1.08	0.85			0.67	0.77
Uniform Delay, d1	28.6	28.5		30.4	36.5		42.1	28.3			46.2	32.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			0.49	0.24
Incremental Delay, d2	537.6	14.7		0.8	19.5		90.1	10.3			31.2	9.3
Delay (s)	566.2	43.3		31.2	56.0		132.2	38.6			53.9	17.1
Level of Service	F	D		C	E		F	D			D	B
Approach Delay (s)		250.2			54.5			57.9				19.1
Approach LOS		F			D			E				B

Intersection Summary

HCM 2000 Control Delay	134.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.6
Intersection Capacity Utilization	118.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	183
Future Volume (vph)	183
Ideal Flow (vphpl)	1400
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	193
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	7
Heavy Vehicles (%)	6%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
14: Indiana St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	184	7	2	109	23	26	123	40	75	4	30
Future Volume (vph)	29	184	7	2	109	23	26	123	40	75	4	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	32	202	8	2	120	25	29	135	44	82	4	33
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	242	147	208	119								
Volume Left (vph)	32	2	29	82								
Volume Right (vph)	8	25	44	33								
Hadj (s)	0.04	-0.07	-0.07	0.01								
Departure Headway (s)	5.0	5.0	5.0	5.2								
Degree Utilization, x	0.34	0.21	0.29	0.17								
Capacity (veh/h)	671	653	656	624								
Control Delay (s)	10.5	9.3	10.0	9.3								
Approach Delay (s)	10.5	9.3	10.0	9.3								
Approach LOS	B	A	B	A								
Intersection Summary												
Delay				9.9								
Level of Service				A								
Intersection Capacity Utilization			58.3%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
101: Third St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	124	153	148	5	52	75	25	1121	35	9	278	42
Future Volume (vph)	124	153	148	5	52	75	25	1121	35	9	278	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.98			0.99			0.96	
Flpb, ped/bikes		0.99			1.00			1.00			1.00	
Frt		0.95			0.92			1.00			0.98	
Flt Protected		0.99			1.00			1.00			1.00	
Satd. Flow (prot)		1287			1256			2982			2842	
Flt Permitted		0.84			0.98			0.94			0.92	
Satd. Flow (perm)		1097			1236			2811			2619	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	129	159	154	5	54	78	26	1168	36	9	290	44
RTOR Reduction (vph)	0	20	0	0	47	0	0	2	0	0	12	0
Lane Group Flow (vph)	0	423	0	0	90	0	0	1228	0	0	331	0
Confl. Peds. (#/hr)	22		12	12		22		71			92	
Confl. Bikes (#/hr)			3					8			11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.0			25.0			60.0			60.0	
Effective Green, g (s)		25.0			25.0			60.0			60.0	
Actuated g/C Ratio		0.25			0.25			0.60			0.60	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		274			309			1686			1571	
v/s Ratio Prot												
v/s Ratio Perm		c0.39			0.07			c0.44			0.13	
v/c Ratio		1.54			0.29			0.73			0.21	
Uniform Delay, d1		37.5			30.3			14.2			9.2	
Progression Factor		1.00			1.00			0.95			0.39	
Incremental Delay, d2		261.3			0.5			2.3			0.3	
Delay (s)		298.8			30.9			15.8			3.8	
Level of Service		F			C			B			A	
Approach Delay (s)		298.8			30.9			15.8			3.8	
Approach LOS		F			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		73.0										
HCM 2000 Volume to Capacity ratio		0.94										
Actuated Cycle Length (s)		100.0						13.0				
Intersection Capacity Utilization		112.1%						H				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↔			↔			↔			↔
Traffic Volume (vph)	1	33	11	10	4	3	32	0	1139	11	37	378
Future Volume (vph)	1	33	11	10	4	3	32	0	1139	11	37	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0			5.0			5.0
Lane Util. Factor			1.00			1.00			0.95			0.95
Frpb, ped/bikes			0.99			0.98			1.00			0.99
Flpb, ped/bikes			0.99			1.00			1.00			1.00
Frt			0.97			0.89			1.00			1.00
Flt Protected			0.97			1.00			1.00			1.00
Satd. Flow (prot)			1294			1199			3009			2969
Flt Permitted			0.80			0.98			1.00			0.78
Satd. Flow (perm)			1073			1177			3009			2331
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	35	12	11	4	3	34	0	1225	12	40	406
RTOR Reduction (vph)	0	0	9	0	0	28	0	0	1	0	0	2
Lane Group Flow (vph)	0	0	50	0	0	13	0	0	1236	0	0	458
Confl. Peds. (#/hr)			13		31		13				69	
Confl. Bikes (#/hr)											11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	0	0
Parking (#/hr)		5	5	5	5	5	5					
Turn Type	Perm	Perm	NA		Perm	NA		NA		Perm	NA	
Protected Phases			4			8			2		6	
Permitted Phases	4	4										
Actuated Green, G (s)			17.0			17.0			68.0		68.0	
Effective Green, g (s)			17.0			17.0			68.0		68.0	
Actuated g/C Ratio			0.17			0.17			0.68		0.68	
Clearance Time (s)			6.0			6.0			5.0		5.0	
Vehicle Extension (s)			3.0			3.0			0.2		0.2	
Lane Grp Cap (vph)			182			200			2046		1585	
v/s Ratio Prot									c0.41			
v/s Ratio Perm			c0.05			0.01					0.20	
v/c Ratio			0.27			0.06			0.60		0.29	
Uniform Delay, d1			36.1			34.8			8.7		6.4	
Progression Factor			1.00			1.00			0.99		0.60	
Incremental Delay, d2			0.8			0.1			0.8		0.4	
Delay (s)			36.9			35.0			9.4		4.2	
Level of Service			D			C			A		A	
Approach Delay (s)			36.9			35.0			9.4		4.2	
Approach LOS			D			C			A		A	
Intersection Summary												
HCM 2000 Control Delay			9.5						A			
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			100.0						13.0			
Intersection Capacity Utilization			72.1%						C			
Analysis Period (min)			15									
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	14
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	79
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	4%
Bus Blockages (#/hr)	5
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
103: Third St. & 24th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations											
Traffic Volume (vph)	6	2	11	9	3	9	0	1238	16	0	526
Future Volume (vph)	6	2	11	9	3	9	0	1238	16	0	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0
Lane Util. Factor		1.00			1.00			0.95			0.95
Frpb, ped/bikes		0.99			0.99			1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00			1.00
Frt		0.92			0.94			1.00			1.00
Flt Protected		0.98			0.98			1.00			1.00
Satd. Flow (prot)		1253			1281			3040			3043
Flt Permitted		0.88			0.85			1.00			1.00
Satd. Flow (perm)		1125			1115			3040			3043
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2	13	11	4	11	0	1456	19	0	619
RTOR Reduction (vph)	0	12	0	0	10	0	0	1	0	0	0
Lane Group Flow (vph)	0	10	0	0	16	0	0	1474	0	0	623
Confl. Peds. (#/hr)	4		5	5		4	34		14	14	34
Confl. Bikes (#/hr)									4		12
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5					
Turn Type	Perm	NA		Perm	NA			NA			NA
Protected Phases		4			8			2			6
Permitted Phases	4			8							
Actuated Green, G (s)		6.4			6.4			53.6			53.6
Effective Green, g (s)		6.4			6.4			53.6			53.6
Actuated g/C Ratio		0.06			0.06			0.54			0.54
Clearance Time (s)		6.0			6.0			5.0			5.0
Vehicle Extension (s)		3.0			3.0			0.2			0.2
Lane Grp Cap (vph)		72			71			1629			1631
v/s Ratio Prot								c0.48			0.20
v/s Ratio Perm		0.01			c0.01						
v/c Ratio		0.14			0.22			0.90			0.38
Uniform Delay, d1		44.2			44.4			20.9			13.5
Progression Factor		1.00			1.12			1.03			0.44
Incremental Delay, d2		0.9			1.6			6.9			0.3
Delay (s)		45.1			51.2			28.4			6.3
Level of Service		D			D			C			A
Approach Delay (s)		45.1			51.2			28.4			6.3
Approach LOS		D			D			C			A
Intersection Summary											
HCM 2000 Control Delay		22.5									C
HCM 2000 Volume to Capacity ratio		0.59									
Actuated Cycle Length (s)		100.0						15.0			
Intersection Capacity Utilization		54.9%									A
Analysis Period (min)		15									
c Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
104: Third St. & 26th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	19	0	11	2	0	4	2	1263	3	0	486	15
Future Volume (vph)	19	0	11	2	0	4	2	1263	3	0	486	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.95			0.90			1.00			1.00	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1473			1421			3078			3061	
Flt Permitted		0.80			0.89			0.95			1.00	
Satd. Flow (perm)		1223			1285			2938			3061	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	22	0	12	2	0	5	2	1435	3	0	552	17
RTOR Reduction (vph)	0	33	0	0	7	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	2	0	0	0	0	0	1440	0	0	568	0
Confl. Peds. (#/hr)	1		12	12		1			10			12
Confl. Bikes (#/hr)									2			5
Parking (#/hr)	5		5									
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2					
Actuated Green, G (s)		6.2			6.2			82.8			82.8	
Effective Green, g (s)		6.2			6.2			82.8			82.8	
Actuated g/C Ratio		0.06			0.06			0.83			0.83	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		75			79			2432			2534	
v/s Ratio Prot											0.19	
v/s Ratio Perm		c0.00			0.00			c0.49				
v/c Ratio		0.03			0.01			0.59			0.22	
Uniform Delay, d1		44.1			44.0			2.9			1.8	
Progression Factor		1.00			1.00			0.27			0.08	
Incremental Delay, d2		0.2			0.0			0.1			0.2	
Delay (s)		44.2			44.0			0.9			0.3	
Level of Service		D			D			A			A	
Approach Delay (s)		44.2			44.0			0.9			0.3	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	1.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
105: Tennessee St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	408	68	4	125	11	50	10	24	30	54	15
Future Volume (vph)	13	408	68	4	125	11	50	10	24	30	54	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	13	421	70	4	129	11	52	10	25	31	56	15
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	504	144	87	102								
Volume Left (vph)	13	4	52	31								
Volume Right (vph)	70	11	25	15								
Hadj (s)	0.01	0.04	0.03	0.06								
Departure Headway (s)	4.7	5.1	5.7	5.7								
Degree Utilization, x	0.65	0.21	0.14	0.16								
Capacity (veh/h)	747	653	549	557								
Control Delay (s)	16.1	9.5	9.6	9.8								
Approach Delay (s)	16.1	9.5	9.6	9.8								
Approach LOS	C	A	A	A								

Intersection Summary			
Delay	13.5		
Level of Service	B		
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			↔				↔			↔		
Traffic Volume (veh/h)	1	18	27	37	1	8	8	8	21	62	22	10
Future Volume (Veh/h)	1	18	27	37	1	8	8	8	21	62	22	10
Sign Control			Stop				Stop			Free		
Grade			0%				0%			0%		
Peak Hour Factor	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	20	30	42	0	9	9	9	24	70	25	11
Pedestrians			18				14			24		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			1				1			2		
Right turn flare (veh)												
Median type										None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	323	324	169	0	374	316	108	150			109
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	323	324	169	0	374	316	108	150			109
tC, single (s)	0.0	7.2	6.6	6.3	0.0	7.2	6.6	6.3	4.2			4.2
tC, 2 stage (s)												
tF (s)	0.0	3.6	4.1	3.4	0.0	3.6	4.1	3.4	2.3			2.3
p0 queue free %	0	97	95	95	0	98	98	99	98			99
cM capacity (veh/h)	0	573	559	837	0	490	564	916	1388			1441
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	92	27	119	143								
Volume Left	20	9	24	11								
Volume Right	42	9	25	10								
cSH	663	612	1388	1441								
Volume to Capacity	0.14	0.04	0.02	0.01								
Queue Length 95th (ft)	12	3	1	1								
Control Delay (s)	11.3	11.2	1.7	0.6								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.3	11.2	1.7	0.6								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			30.0%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	
Traffic Volume (veh/h)	109	9
Future Volume (Veh/h)	109	9
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.89	0.89
Hourly flow rate (vph)	122	10
Pedestrians	12	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	1	
Right turn flare (veh)		
Median type	None	
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
107: Tennessee St. & 20th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations			↕				↕				↕	
Sign Control			Stop				Stop				Stop	
Traffic Volume (vph)	8	34	137	37	1	19	152	38	27	39	19	2
Future Volume (vph)	8	34	137	37	1	19	152	38	27	39	19	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	37	151	41	0	21	167	42	30	43	21	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	229	230	94	160								
Volume Left (vph)	37	21	30	67								
Volume Right (vph)	41	42	21	25								
Hadj (s)	-0.02	-0.04	-0.02	0.04								
Departure Headway (s)	4.9	4.9	5.3	5.2								
Degree Utilization, x	0.31	0.31	0.14	0.23								
Capacity (veh/h)	691	696	611	627								
Control Delay (s)	10.0	10.0	9.1	9.8								
Approach Delay (s)	10.0	10.0	9.1	9.8								
Approach LOS	B	B	A	A								

Intersection Summary

Delay	9.9			
Level of Service	A			
Intersection Capacity Utilization	43.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SBL	SBT	SBR
Lane Configurations		↕	
Sign Control		Stop	
Traffic Volume (vph)	61	62	23
Future Volume (vph)	61	62	23
Peak Hour Factor	0.91	0.91	0.91
Hourly flow rate (vph)	67	68	25
Direction, Lane #			

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			↕				↕				↕	
Traffic Volume (veh/h)	1	39	208	5	1	4	74	14	3	6	7	41
Future Volume (Veh/h)	1	39	208	5	1	4	74	14	3	6	7	41
Sign Control			Free				Free				Stop	
Grade			0%				0%				0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	44	236	6	0	5	84	16	3	7	8	47
Pedestrians			29				48				92	
Lane Width (ft)			11.0				11.0				11.0	
Walking Speed (ft/s)			4.0				4.0				4.0	
Percent Blockage			2				4				7	
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							272					
pX, platoon unblocked	0.00			0.00								
vC, conflicting volume	0	172		0	334				602	601	379	560
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	172		0	334				602	601	379	560
tC, single (s)	0.0	4.1		0.0	4.1				7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	0.0	2.2		0.0	2.2				3.5	4.0	3.3	3.5
p0 queue free %	0	97		0	100				99	98	99	86
cM capacity (veh/h)	0	1316		0	1129				304	348	594	340

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	286	105	18	101
Volume Left	44	5	3	47
Volume Right	6	16	8	49
cSH	1316	1129	414	469
Volume to Capacity	0.03	0.00	0.04	0.22
Queue Length 95th (ft)	3	0	3	20
Control Delay (s)	1.5	0.4	14.1	14.8
Lane LOS	A	A	B	B
Approach Delay (s)	1.5	0.4	14.1	14.8
Approach LOS		B	B	

Intersection Summary

Average Delay	4.3			
Intersection Capacity Utilization	41.8%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (veh/h)	4	43
Future Volume (Veh/h)	4	43
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.88	0.88
Hourly flow rate (vph)	5	49
Pedestrians	72	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	6	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	596	193
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	596	193
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	99	94
cM capacity (veh/h)	350	779
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations			↕			↕			↕			
Traffic Volume (vph)	1	67	371	113	13	113	9	68	30	10	1	12
Future Volume (vph)	1	67	371	113	13	113	9	68	30	10	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0			6.0			
Lane Util. Factor			1.00			1.00			1.00			
Flpb, ped/bikes			0.98			1.00			0.99			
Flpb, ped/bikes			1.00			1.00			0.97			
Frt			0.97			0.99			0.99			
Flt Protected			0.99			1.00			0.97			
Satd. Flow (prot)			1481			1369			1281			
Flt Permitted			0.94			0.93			0.76			
Satd. Flow (perm)			1401			1285			1011			
Peak-hour factor, PHF	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.93
Adj. Flow (vph)	1	72	399	122	14	122	10	73	32	11	1	13
RTOR Reduction (vph)	0	0	13	0	0	4	0	0	6	0	0	0
Lane Group Flow (vph)	0	0	581	0	0	142	0	0	110	0	0	0
Confl. Peds. (#/hr)				34	34			47		44		44
Confl. Bikes (#/hr)				2					11			
Heavy Vehicles (%)	2%	4%	4%	4%	4%	4%	4%	4%	4%	4%	2%	4%
Bus Blockages (#/hr)	0	5	5	5	0	0	0	0	0	0	0	0
Parking (#/hr)					5	5	5	5	5	5		5
Turn Type	Perm	Perm	NA		Perm	NA		Perm	NA		Perm	Perm
Protected Phases			2			6			4			
Permitted Phases	2	2			6			4			8	8
Actuated Green, G (s)			30.0			30.0			20.0			
Effective Green, g (s)			30.0			30.0			20.0			
Actuated g/C Ratio			0.43			0.43			0.29			
Clearance Time (s)			6.0			6.0			6.0			
Lane Grp Cap (vph)			600			550			288			
v/s Ratio Prot												
v/s Ratio Perm			c0.41			0.11			c0.11			
v/c Ratio			0.97			0.26			0.38			
Uniform Delay, d1			19.5			12.9			20.1			
Progression Factor			1.00			1.00			1.00			
Incremental Delay, d2			29.7			1.1			3.8			
Delay (s)			49.2			14.0			23.9			
Level of Service			D			B			C			
Approach Delay (s)			49.2			14.0			23.9			
Approach LOS			D			B			C			
Intersection Summary												
HCM 2000 Control Delay			37.9			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			73.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	⬆↔	
Traffic Volume (vph)	40	33
Future Volume (vph)	40	33
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.97	
Flpb, ped/bikes	0.99	
Frt	0.95	
Flt Protected	0.99	
Satd. Flow (prot)	1262	
Flt Permitted	0.95	
Satd. Flow (perm)	1211	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	43	35
RTOR Reduction (vph)	25	0
Lane Group Flow (vph)	67	0
Confl. Peds. (#/hr)		47
Confl. Bikes (#/hr)		13
Heavy Vehicles (%)	4%	4%
Bus Blockages (#/hr)	0	0
Parking (#/hr)	5	5
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	20.0	
Effective Green, g (s)	20.0	
Actuated g/C Ratio	0.29	
Clearance Time (s)	6.0	
Lane Grp Cap (vph)	346	
v/s Ratio Prot		
v/s Ratio Perm	0.06	
v/c Ratio	0.19	
Uniform Delay, d1	18.9	
Progression Factor	1.00	
Incremental Delay, d2	1.2	
Delay (s)	20.1	
Level of Service	C	
Approach Delay (s)	20.1	
Approach LOS	C	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			⬆↔				⬆↔			⬆↔		
Traffic Volume (veh/h)	3	34	191	7	6	2	105	10	7	4	5	52
Future Volume (Veh/h)	3	34	191	7	6	2	105	10	7	4	5	52
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.92	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	40	227	8	0	2	125	12	8	5	6	62
Pedestrians			22				28			107		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			2				2			8		
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							550					
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	184			0	342			616	606	366	530
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	184			0	342			616	606	366	530
tC, single (s)	0.0	4.1			0.0	4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	97			0	100			97	99	99	84
cM capacity (veh/h)	0	1335			0	1112			304	352	608	377
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	275	139	19	105								
Volume Left	40	2	8	62								
Volume Right	8	12	6	38								
cSH	1335	1112	377	464								
Volume to Capacity	0.03	0.00	0.05	0.23								
Queue Length 95th (ft)	2	0	4	22								
Control Delay (s)	1.4	0.1	15.1	15.0								
Lane LOS	A	A	C	C								
Approach Delay (s)	1.4	0.1	15.1	15.0								
Approach LOS			C	C								
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			38.6%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	
Traffic Volume (veh/h)	4	32
Future Volume (Veh/h)	4	32
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.84	0.84
Hourly flow rate (vph)	5	38
Pedestrians	47	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	4	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	604	200
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	604	200
tC, single (s)	6.5	6.2
tF (s)	4.0	3.3
p0 queue free %	99	95
cM capacity (veh/h)	352	795
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
111: Indiana St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔				↔	
Sign Control			Stop				Stop				Stop	
Traffic Volume (vph)	1	16	142	54	1	25	104	12	1	18	63	73
Future Volume (vph)	1	16	142	54	1	25	104	12	1	18	63	73
Peak Hour Factor	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	0	18	160	61	0	28	117	13	0	20	71	82
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	239	158	173	106								
Volume Left (vph)	18	28	20	24								
Volume Right (vph)	61	13	82	36								
Hadj (s)	-0.07	0.05	-0.19	-0.09								
Departure Headway (s)	4.8	5.0	4.8	5.0								
Degree Utilization, x	0.32	0.22	0.23	0.15								
Capacity (veh/h)	708	669	683	644								
Control Delay (s)	9.9	9.4	9.3	8.9								
Approach Delay (s)	9.9	9.4	9.3	8.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.5									
Level of Service			A									
Intersection Capacity Utilization			36.1%				ICU Level of Service			A		
Analysis Period (min)			15									

Movement	SBL	SBT	SBR
Lane Configurations		↔	
Sign Control		Stop	
Traffic Volume (vph)	21	41	32
Future Volume (vph)	21	41	32
Peak Hour Factor	0.89	0.89	0.89
Hourly flow rate (vph)	24	46	36
Direction, Lane #			

HCM Unsignalized Intersection Capacity Analysis
112: Pennsylvania St. & 22nd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Sign Control		Stop				Stop				Stop		
Traffic Volume (vph)	6	137	68	1	83	33	37	4	81	202	73	27
Future Volume (vph)	6	137	68	1	83	33	37	4	81	202	73	27
Peak Hour Factor	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	7	161	80	0	98	39	44	0	95	238	86	32
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	248	181	419	209								
Volume Left (vph)	7	98	95	32								
Volume Right (vph)	80	44	86	12								
Hadj (s)	-0.15	0.00	-0.04	0.03								
Departure Headway (s)	6.0	6.3	5.6	6.1								
Degree Utilization, x	0.41	0.32	0.66	0.35								
Capacity (veh/h)	531	493	610	525								
Control Delay (s)	13.2	12.2	18.7	12.4								
Approach Delay (s)	13.2	12.2	18.7	12.4								
Approach LOS	B	B	C	B								
Intersection Summary												
Delay	15.0											
Level of Service	C											
Intersection Capacity Utilization	72.8%			ICU Level of Service			C					
Analysis Period (min)	15											

Movement	SBT	SBR
Lane Configurations	↔	
Sign Control	Stop	
Traffic Volume (vph)	140	10
Future Volume (vph)	140	10
Peak Hour Factor	0.85	0.85
Hourly flow rate (vph)	165	12
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis
11: Illinois St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	6	314	10	3	12	102	360	5	8	273	52
Future Volume (vph)	24	6	314	10	3	12	102	360	5	8	273	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		9.0	9.0		9.0	9.0	7.0	5.0	5.0	9.0	5.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	0.92		1.00	0.93	1.00	1.00	0.92	1.00	0.97	
Flpb, ped/bikes		0.96	1.00		0.96	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1503	1271		1494	1287	1540	1621	1268	1540	1533	
Flt Permitted		0.79	1.00		0.82	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1235	1271		1277	1287	1540	1621	1268	1540	1533	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	24	6	320	10	3	12	104	367	5	8	279	53
RTOR Reduction (vph)	0	0	225	0	0	9	0	0	3	0	9	0
Lane Group Flow (vph)	0	30	95	0	13	3	104	367	2	8	323	0
Confl. Peds. (#/hr)	24		31	31		24			19		69	
Confl. Bikes (#/hr)						1			27		48	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	20.0	20.0		20.0	20.0		9.0	29.0	29.0	3.0	25.0	
Effective Green, g (s)	20.0	20.0		20.0	20.0		9.0	29.0	29.0	3.0	25.0	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.12	0.39	0.39	0.04	0.33	
Clearance Time (s)	9.0	9.0		9.0	9.0		7.0	5.0	5.0	9.0	5.0	
Lane Grp Cap (vph)	329	338		340	343		184	626	490	61	511	
v/s Ratio Prot							c0.07	c0.23		0.01	0.21	
v/s Ratio Perm	0.02	c0.07		0.01	0.00				0.00			
v/c Ratio	0.09	0.28		0.04	0.01		0.57	0.59	0.00	0.13	0.63	
Uniform Delay, d1	20.7	21.8		20.4	20.2		31.2	18.2	14.1	34.7	21.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	2.1		0.2	0.0		12.0	4.0	0.0	4.4	5.8	
Delay (s)	21.2	23.9		20.6	20.3		43.1	22.2	14.1	39.1	26.9	
Level of Service	C	C		C	C		D	C	B	D	C	
Approach Delay (s)	23.6			20.4				26.7			27.2	
Approach LOS	C			C				C			C	
Intersection Summary												
HCM 2000 Control Delay	25.8			HCM 2000 Level of Service			C					
HCM 2000 Volume to Capacity ratio	0.51											
Actuated Cycle Length (s)	75.0			Sum of lost time (s)			23.0					
Intersection Capacity Utilization	80.5%			ICU Level of Service			D					
Analysis Period (min)	15											
c Critical Lane Group												

10d. Existing plus Project Conditions – PM Peak Hour

HCM Signalized Intersection Capacity Analysis

2: Illinois St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (vph)	19	220	63	155	249	60	93	349	104	170	356	48
Future Volume (vph)	19	220	63	155	249	60	93	349	104	170	356	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1540	1540		1540	1541		1540	1537		1540	1567	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1540	1540		1540	1541		1540	1537		1540	1567	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	19	224	64	158	254	61	95	356	106	173	363	49
RTOR Reduction (vph)	0	10	0	0	9	0	0	11	0	0	5	0
Lane Group Flow (vph)	19	278	0	158	306	0	95	451	0	173	407	0
Confl. Peds. (#/hr)			23			35			14			31
Confl. Bikes (#/hr)								18				30
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.0	20.0		10.0	27.0		7.0	27.0		11.0	31.0	
Effective Green, g (s)	3.0	20.0		10.0	27.0		7.0	27.0		11.0	31.0	
Actuated g/C Ratio	0.03	0.20		0.10	0.27		0.07	0.27		0.11	0.31	
Clearance Time (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	46	308		154	416		107	414		169	485	
v/s Ratio Prot	0.01	c0.18		c0.10	c0.20		0.06	c0.29		c0.11	0.26	
v/s Ratio Perm												
v/c Ratio	0.41	0.90		1.03	0.74		0.89	1.09		1.02	0.84	
Uniform Delay, d1	47.6	39.0		45.0	33.3		46.1	36.5		44.5	32.2	
Progression Factor	1.09	0.87		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.5	4.4		79.5	11.0		60.5	70.5		75.6	15.9	
Delay (s)	54.5	38.5		124.5	44.3		106.7	107.0		120.1	48.1	
Level of Service	D	D		F	D		F	F		F	D	
Approach Delay (s)		39.5			71.1			106.9			69.4	
Approach LOS		D			E			F			E	

Intersection Summary

HCM 2000 Control Delay	75.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

3: Illinois St. & Humboldt St.

06/08/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↰	↱	↰	↱
Traffic Volume (vph)	164	118	431	135	119	421
Future Volume (vph)	164	118	431	135	119	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	0.92	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.98	1.00
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1486		1621	1274	1514	1621
Flt Permitted	0.97		1.00	1.00	0.39	1.00
Satd. Flow (perm)	1486		1621	1274	623	1621
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	167	120	440	138	121	430
RTOR Reduction (vph)	35	0	0	75	0	0
Lane Group Flow (vph)	252	0	440	63	121	430
Confl. Peds. (#/hr)				20	20	
Confl. Bikes (#/hr)				23		
Turn Type	Prot	NA	Perm	Perm	NA	
Protected Phases	8		2		6	
Permitted Phases				2	6	
Actuated Green, G (s)	22.0		33.0	33.0	33.0	33.0
Effective Green, g (s)	22.0		33.0	33.0	33.0	33.0
Actuated g/C Ratio	0.29		0.44	0.44	0.44	0.44
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	435		713	560	274	713
v/s Ratio Prot	c0.17		c0.27		0.27	
v/s Ratio Perm				0.05	0.19	
v/c Ratio	0.58		0.62	0.11	0.44	0.60
Uniform Delay, d1	22.6		16.1	12.4	14.6	16.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6		4.0	0.4	5.1	3.8
Delay (s)	28.1		20.1	12.8	19.7	19.8
Level of Service	C		C	B	B	B
Approach Delay (s)	28.1		18.4		19.7	
Approach LOS	C		B		B	

Intersection Summary

HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
4: Illinois St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱			↰	↱	↰	↱	↰
Traffic Volume (vph)	150	528	8	189	464	134	0	288	122	108	331	181
Future Volume (vph)	150	528	8	189	464	134	0	288	122	108	331	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	5.0		7.0	5.0			9.0	9.0	9.0	9.0	9.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.92	1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	0.98	1.00	1.00
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1540	1616		1540	1543			1621	1269	1513	1621	1229
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00	0.46	1.00	1.00
Satd. Flow (perm)	1540	1616		1540	1543			1621	1269	731	1621	1229
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	153	539	8	193	473	137	0	294	124	110	338	185
RTOR Reduction (vph)	0	1	0	0	10	0	0	0	76	0	0	98
Lane Group Flow (vph)	153	546	0	193	600	0	0	294	48	110	338	87
Confl. Peds. (#/hr)			10			18	26		12	12		26
Confl. Bikes (#/hr)						2			21			18
Turn Type	Prot	NA		Prot	NA			NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases								2	6		6	
Actuated Green, G (s)	11.0	39.0		14.0	42.0			26.0	26.0	26.0	26.0	26.0
Effective Green, g (s)	11.0	39.0		14.0	42.0			26.0	26.0	26.0	26.0	26.0
Actuated g/C Ratio	0.11	0.39		0.14	0.42			0.26	0.26	0.26	0.26	0.26
Clearance Time (s)	7.0	5.0		7.0	5.0			9.0	9.0	9.0	9.0	9.0
Lane Grp Cap (vph)	169	630		215	648			421	329	190	421	319
v/s Ratio Prot	0.10	0.34		c0.13	c0.39			0.18			c0.21	
v/s Ratio Perm								0.04	0.15			0.07
v/c Ratio	0.91	0.87		0.90	0.93			0.70	0.15	0.58	0.80	0.27
Uniform Delay, d1	44.0	28.1		42.3	27.5			33.5	28.5	32.2	34.6	29.5
Progression Factor	1.12	0.96		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.8	1.6		39.5	21.1			9.3	0.9	12.2	14.9	2.1
Delay (s)	57.2	28.5		81.8	48.6			42.7	29.4	44.5	49.5	31.5
Level of Service	E	C		F	D			D	C	D	D	C
Approach Delay (s)		34.8			56.6			38.8			43.4	
Approach LOS		C			E			D			D	
Intersection Summary												
HCM 2000 Control Delay		44.4			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.91										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			21.0				
Intersection Capacity Utilization		94.3%			ICU Level of Service			F				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

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HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↰	↱		↰	↱		↰	↱	↰	↱	↰	↱
Traffic Volume (vph)	138	77	255	10	121	121	347	965	10	18	7	604
Future Volume (vph)	138	77	255	10	121	121	347	965	10	18	7	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5			6.5	5.5		6.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00			0.97	0.95		1.00	0.95
Frpb, ped/bikes	1.00	0.95		1.00	0.97			1.00	1.00		1.00	0.97
Flpb, ped/bikes	0.97	1.00		0.97	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.88		1.00	0.93			1.00	1.00		1.00	0.96
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1465	2550		1469	1420			2929	3012		1510	2806
Flt Permitted	0.45	1.00		0.50	1.00			0.95	1.00		0.95	1.00
Satd. Flow (perm)	700	2550		775	1420			2929	3012		1514	2806
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	139	78	258	10	122	122	351	975	10	18	7	610
RTOR Reduction (vph)	0	200	0	0	40	0	0	1	0	0	0	45
Lane Group Flow (vph)	139	136	0	10	204	0	351	984	0	0	25	812
Confl. Peds. (#/hr)			50	50		51			93			
Confl. Bikes (#/hr)			4			13			11			
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Prot	NA	custom	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					1			
Actuated Green, G (s)	22.4	22.4		22.4	22.4		21.1	29.6		4.2	34.0	
Effective Green, g (s)	22.4	22.4		22.4	22.4		21.1	29.6		4.2	34.0	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.21	0.30		0.04	0.34	
Clearance Time (s)	6.5	6.5		6.5	6.5		6.5	5.5		6.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	156	571		173	318		618	891		63	954	
v/s Ratio Prot		0.05			0.14		0.12	c0.33			c0.29	
v/s Ratio Perm	c0.20			0.01						0.02		
v/c Ratio	0.89	0.24		0.06	0.64		0.57	1.10		0.40	0.85	
Uniform Delay, d1	37.6	31.8		30.5	35.2		35.4	35.2		46.7	30.7	
Progression Factor	1.00	1.00		1.00	1.00		1.11	1.16		0.88	1.00	
Incremental Delay, d2	41.9	0.2		0.1	4.4		1.1	61.9		4.1	7.4	
Delay (s)	79.5	32.0		30.6	39.6		40.4	102.8		45.1	38.0	
Level of Service	E	C		C	D		D	F		D	D	
Approach Delay (s)		45.9			39.2			86.4			38.2	
Approach LOS		D			D			F			D	
Intersection Summary												
HCM 2000 Control Delay		61.4			HCM 2000 Level of Service			E				
HCM 2000 Volume to Capacity ratio		1.00										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			22.5				
Intersection Capacity Utilization		95.3%			ICU Level of Service			F				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

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HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	245
Future Volume (vph)	245
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	247
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	98
Confl. Bikes (#/hr)	10
Heavy Vehicles (%)	4%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	33	103	43	20	87	102	10	66	1019	51	8	73
Future Volume (vph)	33	103	43	20	87	102	10	66	1019	51	8	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	5.0			6.0
Lane Util. Factor		1.00			1.00			1.00	0.95			1.00
Frpb, ped/bikes		0.98			0.94			1.00	0.99			1.00
Flpb, ped/bikes		0.99			1.00			1.00	1.00			1.00
Frt		0.97			0.93			1.00	0.99			1.00
Flt Protected		0.99			1.00			0.95	1.00			0.95
Satd. Flow (prot)		1302			1219			1525	2986			1525
Flt Permitted		0.87			0.96			0.23	1.00			0.29
Satd. Flow (perm)		1142			1177			373	2986			459
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	108	45	21	92	107	11	69	1073	54	8	77
RTOR Reduction (vph)	0	12	0	0	35	0	0	0	3	0	0	0
Lane Group Flow (vph)	0	176	0	0	185	0	0	80	1124	0	0	85
Confl. Peds. (#/hr)	105		68	68		105				137		
Confl. Bikes (#/hr)			1			7				9		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	0	0
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA		custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8			5				1	
Actuated Green, G (s)		21.8			21.8			17.2	43.2			14.0
Effective Green, g (s)		21.8			21.8			17.2	43.2			14.0
Actuated g/C Ratio		0.22			0.22			0.17	0.43			0.14
Clearance Time (s)		6.0			6.0			6.0	5.0			6.0
Vehicle Extension (s)		3.0			3.0			2.0	3.0			2.0
Lane Grp Cap (vph)		248			256			64	1289			64
v/s Ratio Prot									c0.38			
v/s Ratio Perm	0.15				c0.16			c0.21				c0.19
v/c Ratio	0.71				0.72			1.25	0.87			1.33
Uniform Delay, d1	36.2				36.3			41.4	25.9			43.0
Progression Factor	1.00				1.00			0.89	1.16			1.08
Incremental Delay, d2	9.2				9.6			124.0	0.8			217.6
Delay (s)	45.4				45.9			160.9	30.8			263.9
Level of Service	D				D			F	C			F
Approach Delay (s)	45.4				45.9				39.5			
Approach LOS	D				D				D			

Intersection Summary

HCM 2000 Control Delay	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	499	28
Future Volume (vph)	499	28
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.98	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	2958	
Flt Permitted	1.00	
Satd. Flow (perm)	2958	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	525	29
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	550	0
Confl. Peds. (#/hr)	114	
Confl. Bikes (#/hr)	11	
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	39.0	
Effective Green, g (s)	39.0	
Actuated g/C Ratio	0.39	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1153	
v/s Ratio Prot	0.19	
v/s Ratio Perm		
v/c Ratio	0.48	
Uniform Delay, d1	22.9	
Progression Factor	1.04	
Incremental Delay, d2	1.3	
Delay (s)	25.1	
Level of Service	C	
Approach Delay (s)	56.9	
Approach LOS	E	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
10: Third St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑			↑↑	
Traffic Volume (vph)	56	171	77	155	128	134	1	856	165	0	594	47
Future Volume (vph)	56	171	77	155	128	134	1	856	165	0	594	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1200	1200	1200	1200	1200	1200
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.97			0.96			0.97			0.97	
Flpb, ped/bikes		0.99			0.98			1.00			1.00	
Frt		0.97			0.96			0.98			0.99	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1286			1228			1691			1721	
Flt Permitted		0.81			0.63			0.95			1.00	
Satd. Flow (perm)		1056			792			1615			1721	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	60	182	82	165	136	143	1	911	176	0	632	50
RTOR Reduction (vph)	0	11	0	0	16	0	0	14	0	0	5	0
Lane Group Flow (vph)	0	313	0	0	428	0	0	1074	0	0	677	0
Confl. Peds. (#/hr)	111		86	86		111			90			104
Confl. Bikes (#/hr)			1			11			3			15
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5		5	5		5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		NA		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2					
Actuated Green, G (s)		29.0			29.0			60.0			60.0	
Effective Green, g (s)		29.0			29.0			60.0			60.0	
Actuated g/C Ratio		0.29			0.29			0.60			0.60	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		306			229			969			1032	
v/s Ratio Prot											0.39	
v/s Ratio Perm		0.30			c0.54			c0.66				
v/c Ratio		1.02			1.87			1.11			0.66	
Uniform Delay, d1		35.5			35.5			20.0			13.2	
Progression Factor		1.00			0.53			1.02			0.65	
Incremental Delay, d2		57.1			401.8			50.2			3.0	
Delay (s)		92.7			420.6			70.6			11.5	
Level of Service		F			F			E			B	
Approach Delay (s)		92.7			420.6			70.6			11.5	
Approach LOS		F			F			E			B	
Intersection Summary												
HCM 2000 Control Delay		118.8									F	
HCM 2000 Volume to Capacity ratio		1.42										
Actuated Cycle Length (s)		100.0						15.0				
Intersection Capacity Utilization		112.5%									H	
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔			↔			↔		
Traffic Volume (vph)	65	207	76	336	122	204	1	25	831	67
Future Volume (vph)	65	207	76	336	122	204	1	25	831	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.5		5.5
Lane Util. Factor		1.00			1.00			1.00		1.00
Frpb, ped/bikes		0.98			0.98			1.00		1.00
Flpb, ped/bikes		1.00			0.99			1.00		1.00
Frt		0.97			0.96			1.00		1.00
Flt Protected		0.99			0.98			0.95		0.95
Satd. Flow (prot)		1322			1265			1525		1525
Flt Permitted		0.85			0.48			1.00		0.24
Satd. Flow (perm)		1137			624			773		384
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	75	238	87	386	140	234	1	29	955	77
RTOR Reduction (vph)	0	9	0	0	15	0	0	0	39	0
Lane Group Flow (vph)	0	391	0	0	745	0	0	30	1267	0
Confl. Peds. (#/hr)	51		64	64		51			35	
Confl. Bikes (#/hr)			3			3			3	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5				
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA	custom	Prot
Protected Phases		4			8		5	2		1
Permitted Phases	4			8			5		1	
Actuated Green, G (s)		27.0			27.0		8.3	39.3		16.7
Effective Green, g (s)		27.0			27.0		8.3	39.3		16.7
Actuated g/C Ratio		0.27			0.27		0.08	0.39		0.17
Clearance Time (s)		6.0			6.0		5.5	5.5		5.5
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0
Lane Grp Cap (vph)		306			168		64	1129		64
v/s Ratio Prot								c0.44		
v/s Ratio Perm		0.34			c1.19		0.04			c0.23
v/c Ratio		1.28			4.43		0.47	1.12		1.41
Uniform Delay, d1		36.5			36.5		43.7	30.4		41.6
Progression Factor		1.00			1.01		1.34	0.26		0.86
Incremental Delay, d2		147.2			1554.5		3.3	62.9		217.1
Delay (s)		183.7			1591.3		62.1	70.8		252.8
Level of Service		F			F		E	E		F
Approach Delay (s)		183.7			1591.3			70.7		
Approach LOS		F			F			E		
Intersection Summary										
HCM 2000 Control Delay		417.0			HCM 2000 Level of Service			F		
HCM 2000 Volume to Capacity ratio		2.37								
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			21.0		
Intersection Capacity Utilization		126.3%			ICU Level of Service			H		
Analysis Period (min)		15								
c Critical Lane Group										

HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	635	58
Future Volume (vph)	635	58
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		5.5
Lane Util. Factor		0.95
Frpb, ped/bikes		0.98
Flpb, ped/bikes		1.00
Frt		0.99
Flt Protected		1.00
Satd. Flow (prot)		2963
Flt Permitted		1.00
Satd. Flow (perm)		2963
Peak-hour factor, PHF	0.87	0.87
Adj. Flow (vph)	730	67
RTOR Reduction (vph)	6	0
Lane Group Flow (vph)	791	0
Confl. Peds. (#/hr)		51
Confl. Bikes (#/hr)		6
Heavy Vehicles (%)	3%	3%
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	47.7	
Effective Green, g (s)	47.7	
Actuated g/C Ratio	0.48	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1413	
v/s Ratio Prot	0.27	
v/s Ratio Perm		
v/c Ratio	0.56	
Uniform Delay, d1	18.7	
Progression Factor	0.68	
Incremental Delay, d2	0.7	
Delay (s)	13.4	
Level of Service	B	
Approach Delay (s)	37.7	
Approach LOS	D	

Intersection Summary

HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔			↔			↔
Traffic Volume (vph)	112	50	101	7	192	7	7	89	1015	8	0
Future Volume (vph)	112	50	101	7	192	7	7	89	1015	8	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			5.1			5.1
Lane Util. Factor		1.00			1.00			0.95			0.95
Frpb, ped/bikes		1.00			1.00			1.00			0.99
Flpb, ped/bikes		1.00			1.00			1.00			1.00
Frt		0.95			1.00			1.00			0.98
Flt Protected		0.98			1.00			0.95			1.00
Satd. Flow (prot)		1302			1594			1525			2945
Flt Permitted		0.65			0.99			0.24			1.00
Satd. Flow (perm)		866			1575			380			2945
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	129	57	116	8	221	8	8	102	1167	9	0
RTOR Reduction (vph)	0	22	0	0	1	0	0	0	0	0	14
Lane Group Flow (vph)	0	280	0	0	236	0	0	110	1176	0	1265
Confl. Peds. (#/hr)	5					5			10		
Confl. Bikes (#/hr)									4		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5								
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA			NA
Protected Phases		4			8		5	2			6
Permitted Phases	4			8			5				
Actuated Green, G (s)		29.8			29.8		16.9	59.9			37.9
Effective Green, g (s)		29.8			29.8		16.9	59.9			37.9
Actuated g/C Ratio		0.30			0.30		0.17	0.60			0.38
Clearance Time (s)		5.2			5.2		5.1	5.1			5.1
Vehicle Extension (s)		3.0			3.0		3.0	3.0			3.0
Lane Grp Cap (vph)		258			469		64	1823			1116
v/s Ratio Prot								0.39			c0.43
v/s Ratio Perm		c0.32			0.15		c0.29				
v/c Ratio		1.08			0.50		1.72	0.64			1.13
Uniform Delay, d1		35.1			29.0		41.5	13.1			31.1
Progression Factor		1.00			1.00		1.15	1.32			1.66
Incremental Delay, d2		80.1			0.8		376.6	1.6			68.3
Delay (s)		115.2			29.8		424.4	18.9			119.8
Level of Service		F			C		F	B			F
Approach Delay (s)		115.2			29.8			53.6			119.8
Approach LOS		F			C			D			F
Intersection Summary											
HCM 2000 Control Delay		85.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio		1.23									
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			15.4			
Intersection Capacity Utilization		88.9%			ICU Level of Service			E			
Analysis Period (min)		15									
c Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	SBR
Lane Configurations	↔
Traffic Volume (vph)	165
Future Volume (vph)	165
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.87
Adj. Flow (vph)	190
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	19
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	3%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	←	←↑	←	←	←	←	←	←↑	←	←	←	←↑
Traffic Volume (vph)	514	391	254	26	425	20	207	514	26	4	10	500
Future Volume (vph)	514	391	254	26	425	20	207	514	26	4	10	500
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1900	1400	1400
Total Lost time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.94		1.00	0.99		1.00	0.99			1.00	0.93
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1170	2042		1163	1222		1170	2320			1092	1986
Flt Permitted	0.12	1.00		0.39	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	154	2042		482	1222		1170	2320			1149	1986
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	541	412	267	27	447	21	218	541	27	4	11	526
RTOR Reduction (vph)	0	107	0	0	1	0	0	3	0	0	0	156
Lane Group Flow (vph)	541	572	0	27	467	0	218	565	0	0	15	859
Confl. Peds. (#/hr)	7		15	15		7			13			
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Parking (#/hr)		5	5									
Turn Type	pm+pt	NA		Perm	NA		Prot	NA		custom	Prot	NA
Protected Phases	7	4			8		5	2			1	6
Permitted Phases	4			8						1		
Actuated Green, G (s)	37.7	37.7		26.7	26.7		12.5	44.1			1.9	33.5
Effective Green, g (s)	37.7	37.7		26.7	26.7		12.5	44.1			1.9	33.5
Actuated g/C Ratio	0.38	0.38		0.27	0.27		0.12	0.44			0.02	0.34
Clearance Time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	115	769		128	326		146	1023			21	665
v/s Ratio Prot	c0.27	0.28			0.38		c0.19	0.24				c0.43
v/s Ratio Perm	c1.49			0.06							0.01	
v/c Ratio	4.70	0.74		0.21	1.43		1.49	0.55			0.71	1.29
Uniform Delay, d1	28.5	27.0		28.5	36.6		43.8	20.7			48.8	33.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.11	0.93
Incremental Delay, d2	1686.6	3.9		0.8	210.9		254.5	2.1			72.8	141.8
Delay (s)	1715.1	30.9		29.3	247.5		298.2	22.8			126.8	172.7
Level of Service	F	C		C	F		F	C			F	F
Approach Delay (s)		777.7			235.6			99.2				172.0
Approach LOS		F			F			F				F
Intersection Summary												
HCM 2000 Control Delay		374.0										F
HCM 2000 Volume to Capacity ratio		2.89										
Actuated Cycle Length (s)		100.0						21.6				
Intersection Capacity Utilization		152.0%						H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	SBR
Lane Configurations	←
Traffic Volume (vph)	465
Future Volume (vph)	465
Ideal Flow (vphpl)	1400
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	489
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	7
Heavy Vehicles (%)	6%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis

14: Indiana St. & 23rd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	226	7	3	186	34	39	112	25	87	9	46
Future Volume (vph)	14	226	7	3	186	34	39	112	25	87	9	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	15	248	8	3	204	37	43	123	27	96	10	51
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	271	244	193	157								
Volume Left (vph)	15	3	43	96								
Volume Right (vph)	8	37	27	51								
Hadj (s)	0.03	-0.05	-0.01	-0.04								
Departure Headway (s)	5.3	5.3	5.6	5.6								
Degree Utilization, x	0.40	0.36	0.30	0.24								
Capacity (veh/h)	629	630	580	571								
Control Delay (s)	11.9	11.2	10.9	10.4								
Approach Delay (s)	11.9	11.2	10.9	10.4								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay	11.2											
Level of Service	B											
Intersection Capacity Utilization	51.1%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis

101: Third St. & 18th St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	90	185	7	98	34	35	1117	25	15	468	49
Future Volume (vph)	68	90	185	7	98	34	35	1117	25	15	468	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0				6.0				5.0			
Lane Util. Factor	1.00				1.00				0.95			
Frpb, ped/bikes	0.99				0.99				0.99			
Flpb, ped/bikes	1.00				1.00				1.00			
Frt	0.93				0.97				1.00			
Flt Protected	0.99				1.00				1.00			
Satd. Flow (prot)	1254				1330				2991			
Flt Permitted	0.89				0.98				0.92			
Satd. Flow (perm)	1128				1307				2761			
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	71	94	193	7	102	35	36	1164	26	16	488	51
RTOR Reduction (vph)	0	42	0	0	11	0	0	2	0	0	8	0
Lane Group Flow (vph)	0	316	0	0	133	0	0	1224	0	0	547	0
Confl. Peds. (#/hr)	22		12	12		22			71			92
Confl. Bikes (#/hr)			3						8			11
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	4				8				2			
Permitted Phases	4				8				2			
Actuated Green, G (s)	25.0				25.0				60.0			
Effective Green, g (s)	25.0				25.0				60.0			
Actuated g/C Ratio	0.25				0.25				0.60			
Clearance Time (s)	6.0				6.0				5.0			
Vehicle Extension (s)	3.0				3.0				0.2			
Lane Grp Cap (vph)	282				326				1656			
v/s Ratio Prot												
v/s Ratio Perm	c0.28				0.10				c0.44			
v/c Ratio	1.12				0.41				0.74			
Uniform Delay, d1	37.5				31.3				14.4			
Progression Factor	1.00				1.00				0.90			
Incremental Delay, d2	90.0				0.8				2.4			
Delay (s)	127.5				32.1				15.4			
Level of Service	F				C				B			
Approach Delay (s)	127.5				32.1				15.4			
Approach LOS	F				C				B			
Intersection Summary												
HCM 2000 Control Delay			31.7		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)				13.0			
Intersection Capacity Utilization			111.2%		ICU Level of Service				H			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations			↔			↔				↔		
Traffic Volume (vph)	2	20	8	16	4	4	29	1	0	1151	13	59
Future Volume (vph)	2	20	8	16	4	4	29	1	0	1151	13	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0				5.0		
Lane Util. Factor			1.00			1.00				0.95		
Frpb, ped/bikes			0.98			0.98				1.00		
Flpb, ped/bikes			0.99			1.00				1.00		
Frt			0.95			0.89				1.00		
Flt Protected			0.98			0.99				1.00		
Satd. Flow (prot)			1268			1206				3007		
Flt Permitted			0.86			0.98				0.95		
Satd. Flow (perm)			1111			1183				2871		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2	22	9	17	4	4	31	1	0	1238	14	63
RTOR Reduction (vph)	0	0	14	0	0	26	0	0	0	1	0	0
Lane Group Flow (vph)	0	0	36	0	0	13	0	0	0	1252	0	0
Confl. Peds. (#/hr)		13		31	31		13				69	
Confl. Bikes (#/hr)											11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	2%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)		5	5	5	5	5	5					
Turn Type	Perm	Perm	NA		Perm	NA		Perm		NA		Perm
Protected Phases			4			8				2		
Permitted Phases	4	4			8			2				6
Actuated Green, G (s)			17.0			17.0				68.0		
Effective Green, g (s)			17.0			17.0				68.0		
Actuated g/C Ratio			0.17			0.17				0.68		
Clearance Time (s)			6.0			6.0				5.0		
Vehicle Extension (s)			3.0			3.0				0.2		
Lane Grp Cap (vph)			188			201				1952		
v/s Ratio Prot												
v/s Ratio Perm			c0.03			0.01				c0.44		
v/c Ratio			0.19			0.07				0.64		
Uniform Delay, d1			35.6			34.8				9.1		
Progression Factor			1.00			1.00				1.03		
Incremental Delay, d2			0.5			0.1				0.9		
Delay (s)			36.1			35.0				10.2		
Level of Service			D			C				B		
Approach Delay (s)			36.1			35.0				10.2		
Approach LOS			D			C				B		
Intersection Summary												
HCM 2000 Control Delay			9.4			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				13.0		
Intersection Capacity Utilization			88.2%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	586	13
Future Volume (vph)	586	13
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	2982	
Flt Permitted	0.73	
Satd. Flow (perm)	2192	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	630	14
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	706	0
Confl. Peds. (#/hr)		79
Confl. Bikes (#/hr)		12
Heavy Vehicles (%)	4%	4%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	68.0	
Effective Green, g (s)	68.0	
Actuated g/C Ratio	0.68	
Clearance Time (s)	5.0	
Vehicle Extension (s)	0.2	
Lane Grp Cap (vph)	1490	
v/s Ratio Prot		
v/s Ratio Perm	0.32	
v/c Ratio	0.47	
Uniform Delay, d1	7.6	
Progression Factor	0.49	
Incremental Delay, d2	0.9	
Delay (s)	4.6	
Level of Service	A	
Approach Delay (s)	4.6	
Approach LOS	A	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
103: Third St. & 24th St.

06/08/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	2	1	41	13	4	4	0	1123	7	0	1061	9
Future Volume (vph)	2	1	41	13	4	4	0	1123	7	0	1061	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.87			0.97			1.00			1.00	
Flt Protected		1.00			0.97			1.00			1.00	
Satd. Flow (prot)		1199			1315			3045			3040	
Flt Permitted		0.99			0.79			1.00			1.00	
Satd. Flow (perm)		1185			1065			3045			3040	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	2	1	48	15	5	5	0	1321	8	0	1248	11
RTOR Reduction (vph)	0	44	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	20	0	0	1329	0	0	1259	0
Confl. Peds. (#/hr)	4		5	5		4	34		14	14		34
Confl. Bikes (#/hr)									4			12
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.9			7.9			54.8			54.8	
Effective Green, g (s)		7.9			7.9			54.8			54.8	
Actuated g/C Ratio		0.08			0.08			0.55			0.55	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		93			84			1668			1665	
v/s Ratio Prot								c0.44			0.41	
v/s Ratio Perm	0.01				c0.02							
v/c Ratio	0.07				0.24			0.80			0.76	
Uniform Delay, d1	42.7				43.2			18.1			17.4	
Progression Factor	1.00				1.12			1.17			0.97	
Incremental Delay, d2	0.3				1.5			3.0			0.3	
Delay (s)	43.0				49.7			24.2			17.1	
Level of Service	D				D			C			B	
Approach Delay (s)	43.0				49.7			24.2			17.1	
Approach LOS	D				D			C			B	
Intersection Summary												
HCM 2000 Control Delay		21.4										
HCM 2000 Volume to Capacity ratio		0.54										
Actuated Cycle Length (s)		100.0						15.0				
Intersection Capacity Utilization		52.1%						A				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

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HCM Signalized Intersection Capacity Analysis
104: Third St. & 26th St.

06/08/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	8	0	13	0	0	1	0	1067	0	0	826	19
Future Volume (vph)	8	0	13	0	0	1	0	1067	0	0	826	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.92			0.86			1.00			1.00	
Flt Protected		0.98			1.00			1.00			1.00	
Satd. Flow (prot)		1426			1383			3079			3065	
Flt Permitted		0.88			1.00			1.00			1.00	
Satd. Flow (perm)		1273			1383			3079			3065	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	9	0	15	0	0	1	0	1212	0	0	939	22
RTOR Reduction (vph)	0	23	0	0	1	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	1	0	0	0	0	0	1213	0	0	960	0
Confl. Peds. (#/hr)	1		12	12		1			10			12
Confl. Bikes (#/hr)									2			5
Parking (#/hr)	5		5									
Turn Type	Perm	NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.2			6.2			82.8			82.8	
Effective Green, g (s)		6.2			6.2			82.8			82.8	
Actuated g/C Ratio		0.06			0.06			0.83			0.83	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		78			85			2549			2537	
v/s Ratio Prot					0.00			c0.39			0.31	
v/s Ratio Perm		c0.00										
v/c Ratio	0.02				0.00			0.48			0.38	
Uniform Delay, d1	44.0				44.0			2.4			2.2	
Progression Factor	1.00				1.00			1.21			2.64	
Incremental Delay, d2	0.1				0.0			0.1			0.0	
Delay (s)	44.1				44.0			3.0			5.7	
Level of Service	D				D			A			A	
Approach Delay (s)	44.1				44.0			3.0			5.7	
Approach LOS	D				D			A			A	
Intersection Summary												
HCM 2000 Control Delay		4.7										
HCM 2000 Volume to Capacity ratio		0.46										
Actuated Cycle Length (s)		100.0						15.0				
Intersection Capacity Utilization		52.5%						A				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

Synchro 9 Report
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HCM Unsignalized Intersection Capacity Analysis
105: Tennessee St. & 18th St.

06/08/2018

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Sign Control			Stop			Stop			Stop			Stop
Traffic Volume (vph)	1	12	333	44	9	173	10	47	14	12	4	70
Future Volume (vph)	1	12	333	44	9	173	10	47	14	12	4	70
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	12	343	45	9	178	10	48	14	12	4	72
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	400	197	74	87								
Volume Left (vph)	12	9	48	4								
Volume Right (vph)	45	10	12	11								
Hadj (s)	0.02	0.06	0.12	0.02								
Departure Headway (s)	4.6	4.9	5.6	5.5								
Degree Utilization, x	0.52	0.27	0.12	0.13								
Capacity (veh/h)	745	693	561	582								
Control Delay (s)	12.5	9.7	9.3	9.3								
Approach Delay (s)	12.5	9.7	9.3	9.3								
Approach LOS	B	A	A	A								
Intersection Summary												
Delay			11.1									
Level of Service			B									
Intersection Capacity Utilization			47.2%	ICU Level of Service					A			
Analysis Period (min)			15									

	↖
Movement	SBR
Lane Configurations	↔
Sign Control	
Traffic Volume (vph)	11
Future Volume (vph)	11
Peak Hour Factor	0.97
Hourly flow rate (vph)	11
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	22	12	3	3	10	2	5	57	9	9	119
Future Volume (Veh/h)	3	22	12	3	3	10	2	5	57	9	9	119
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	25	13	3	3	11	0	6	64	10	10	134
Pedestrians		18			14				24			12
Lane Width (ft)		11.0			11.0				11.0			11.0
Walking Speed (ft/s)		4.0			4.0				4.0			4.0
Percent Blockage		1			1				2			1
Right turn flare (veh)												
Median type	None											None
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	280	274	178	300	271	95	0	156	88			
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	280	274	178	300	271	95	0	156	88			
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2	4.2			
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3	2.3			
p0 queue free %	100	96	98	99	100	99	0	100	99			
cM capacity (veh/h)	622	604	828	580	607	932	0	1381	1467			
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	41	17	80	148								
Volume Left	3	3	6	10								
Volume Right	13	11	10	4								
cSH	662	776	1381	1467								
Volume to Capacity	0.06	0.02	0.00	0.01								
Queue Length 95th (ft)	5	2	0	1								
Control Delay (s)	10.8	9.7	0.6	0.6								
Lane LOS	B	A	A	A								
Approach Delay (s)	10.8	9.7	0.6	0.6								
Approach LOS	B	A										
Intersection Summary												
Average Delay				2.6								
Intersection Capacity Utilization	26.8%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

	
Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	4
Future Volume (Veh/h)	4
Sign Control	
Grade	
Peak Hour Factor	0.89
Hourly flow rate (vph)	4
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis
107: Tennessee St. & 20th St.

06/08/2018

													
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	
Lane Configurations													
Sign Control			Stop			Stop			Stop				
Traffic Volume (vph)	9	13	115	14	14	147	31	25	21	23	5	38	
Future Volume (vph)	9	13	115	14	14	147	31	25	21	23	5	38	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	0	14	126	15	15	162	34	27	23	25	0	42	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total (vph)	155	211	75	147									
Volume Left (vph)	14	15	27	42									
Volume Right (vph)	15	34	25	43									
Hadj (s)	0.01	-0.03	-0.08	-0.07									
Departure Headway (s)	4.7	4.6	4.9	4.8									
Degree Utilization, x	0.20	0.27	0.10	0.20									
Capacity (veh/h)	710	734	667	689									
Control Delay (s)	8.9	9.3	8.5	9.0									
Approach Delay (s)	8.9	9.3	8.5	9.0									
Approach LOS	A	A	A	A									
Intersection Summary													
Delay			9.0										
Level of Service			A										
Intersection Capacity Utilization			34.3%	ICU Level of Service					A				
Analysis Period (min)			15										

		
Movement	SBT	SBR
Lane Configurations	Stop	
Sign Control	Stop	
Traffic Volume (vph)	56	39
Future Volume (vph)	56	39
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	62	43
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations			↔				↔			↔		
Traffic Volume (veh/h)	3	34	232	27	5	3	117	26	3	6	9	2
Future Volume (Veh/h)	3	34	232	27	5	3	117	26	3	6	9	2
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	39	264	31	0	3	133	30	3	7	10	0
Pedestrians			29				48			92		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			2				4			7		
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							272					
pX, platoon unblocked	0.00				0.00							0.00
vC, conflicting volume	0	235			0	387			675	690	420	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	235			0	387			675	690	420	0
tC, single (s)	0.0	4.1			0.0	4.1			7.1	6.5	6.2	0.0
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	0.0
p0 queue free %	0	97			0	100			99	98	98	0
cM capacity (veh/h)	0	1248			0	1079			274	310	564	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	334	166	20	100								
Volume Left	39	3	3	55								
Volume Right	31	30	10	40								
cSH	1248	1079	390	390								
Volume to Capacity	0.03	0.00	0.05	0.26								
Queue Length 95th (ft)	2	0	4	25								
Control Delay (s)	1.2	0.2	14.7	17.4								
Lane LOS	A	A	B	C								
Approach Delay (s)	1.2	0.2	14.7	17.4								
Approach LOS			B	C								
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			50.6%									
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	SBL	SBT	SBR
Lane Configurations		↔	
Traffic Volume (veh/h)	48	4	35
Future Volume (Veh/h)	48	4	35
Sign Control		Stop	
Grade		0%	
Peak Hour Factor	0.88	0.88	0.88
Hourly flow rate (vph)	55	5	40
Pedestrians		72	
Lane Width (ft)		11.0	
Walking Speed (ft/s)		4.0	
Percent Blockage		6	
Right turn flare (veh)			
Median type			
Median storage (veh)			
Upstream signal (ft)			
pX, platoon unblocked			
vC, conflicting volume	645	691	249
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	645	691	249
tC, single (s)	7.1	6.5	6.2
tC, 2 stage (s)			
tF (s)	3.5	4.0	3.3
p0 queue free %	81	98	94
cM capacity (veh/h)	297	310	725
Direction, Lane #			

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	20	231	109	7	145	11	71	27	11	7	37	37
Future Volume (vph)	20	231	109	7	145	11	71	27	11	7	37	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			1.00			0.99			0.97	
Flpb, ped/bikes		1.00			1.00			0.97			0.99	
Frt		0.96			0.99			0.99			0.94	
Flt Protected		1.00			1.00			0.97			1.00	
Satd. Flow (prot)		1454			1373			1276			1251	
Flt Permitted		0.98			0.98			0.76			0.97	
Satd. Flow (perm)		1427			1349			1000			1224	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	22	248	117	8	156	12	76	29	12	8	40	40
RTOR Reduction (vph)	0	22	0	0	4	0	0	6	0	0	29	0
Lane Group Flow (vph)	0	365	0	0	172	0	0	111	0	0	59	0
Confl. Peds. (#/hr)			34	34			47		44	44		47
Confl. Bikes (#/hr)			2					11				13
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	5	5	5	0	0	0	0	0	0	0	0	0
Parking (#/hr)				5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)		30.0			30.0			20.0			20.0	
Effective Green, g (s)		30.0			30.0			20.0			20.0	
Actuated g/C Ratio		0.43			0.43			0.29			0.29	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		611			578			285			349	
v/s Ratio Prot												
v/s Ratio Perm		c0.26			0.13			c0.11			0.05	
v/c Ratio		0.60			0.30			0.39			0.17	
Uniform Delay, d1		15.4			13.1			20.1			18.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.3			1.3			4.0			1.1	
Delay (s)		19.6			14.4			24.1			19.8	
Level of Service		B			B			C			B	
Approach Delay (s)		19.6			14.4			24.1			19.8	
Approach LOS		B			B			C			B	
Intersection Summary												
HCM 2000 Control Delay		19.1			HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio		0.48										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)						16.0	
Intersection Capacity Utilization		57.0%			ICU Level of Service						B	
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

Synchro 9 Report
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HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	17	232	8	1	5	144	13	4	11	5	1	55
Future Volume (Veh/h)	17	232	8	1	5	144	13	4	11	5	1	55
Sign Control		Free				Free			Stop			
Grade		0%				0%			0%			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	20	276	10	0	6	171	15	5	13	6	0	65
Pedestrians		22				28			107			
Lane Width (ft)		11.0				11.0			11.0			
Walking Speed (ft/s)		4.0				4.0			4.0			
Percent Blockage		2				2			8			
Right turn flare (veh)												
Median type		None				None						
Median storage (veh)												
Upstream signal (ft)						550						
pX, platoon unblocked				0.00							0.00	
vC, conflicting volume	233			0	393			706	673	416	0	599
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	233		0	393			706	673	416	0	599	
tC, single (s)	4.1		0.0	4.1			7.1	6.5	6.2	0.0	7.1	
tC, 2 stage (s)												
tF (s)	2.2		0.0	2.2			3.5	4.0	3.3	0.0	3.5	
p0 queue free %	98		0	99			98	96	99	0	81	
cM capacity (veh/h)	1281		0	1065			254	325	570	0	335	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	306	192	24	136								
Volume Left	20	6	5	65								
Volume Right	10	15	6	60								
cSH	1281	1065	342	442								
Volume to Capacity	0.02	0.01	0.07	0.31								
Queue Length 95th (ft)	1	0	6	32								
Control Delay (s)	0.7	0.3	16.3	16.7								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.7	0.3	16.3	16.7								
Approach LOS		C	C									
Intersection Summary												
Average Delay	4.4											
Intersection Capacity Utilization	43.6%			ICU Level of Service			A					
Analysis Period (min)	15											

Potrero Power Plant EIR 02/06/2018 Existing Plus Project PM Peak

Synchro 9 Report
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HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (veh/h)	9	50
Future Volume (Veh/h)	9	50
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.84	0.84
Hourly flow rate (vph)	11	60
Pedestrians	47	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	4	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	670	248
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	670	248
tC, single (s)	6.5	6.2
tF (s)	4.0	3.3
p0 queue free %	97	92
cM capacity (veh/h)	326	748
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
111: Indiana St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	155	55	40	156	3	30	63	86	20	41	34
Future Volume (vph)	11	155	55	40	156	3	30	63	86	20	41	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	12	174	62	45	175	3	34	71	97	22	46	38
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	248	223	202	106								
Volume Left (vph)	12	45	34	22								
Volume Right (vph)	62	3	97	38								
Hadj (s)	-0.07	0.10	-0.19	-0.11								
Departure Headway (s)	5.0	5.2	5.1	5.4								
Degree Utilization, x	0.34	0.32	0.29	0.16								
Capacity (veh/h)	671	647	637	598								
Control Delay (s)	10.6	10.6	10.2	9.4								
Approach Delay (s)	10.6	10.6	10.2	9.4								
Approach LOS	B	B	B	A								
Intersection Summary												
Delay				10.3								
Level of Service				B								
Intersection Capacity Utilization				49.2%								
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis
112: Pennsylvania St. & 22nd St.

06/08/2018

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Traffic Volume (vph)	7	144	55	145	62	42	87	200	75	28	124	5								
Future Volume (vph)	7	144	55	145	62	42	87	200	75	28	124	5								
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85								
Hourly flow rate (vph)	8	169	65	171	73	49	102	235	88	33	146	6								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	242	293	425	185																
Volume Left (vph)	8	171	102	33																
Volume Right (vph)	65	49	88	6																
Hadj (s)	-0.12	0.05	-0.04	0.05																
Departure Headway (s)	6.5	6.5	6.1	6.7																
Degree Utilization, x	0.43	0.53	0.72	0.34																
Capacity (veh/h)	489	500	566	463																
Control Delay (s)	14.3	16.5	22.8	13.2																
Approach Delay (s)	14.3	16.5	22.8	13.2																
Approach LOS	B	C	C	B																
Intersection Summary																				
Delay	17.8																			
Level of Service	C																			
Intersection Capacity Utilization	74.0%			ICU Level of Service			D													
Analysis Period (min)	15																			

10e. Existing plus Project plus Pier 70 Conditions – AM Peak Hour

HCM Signalized Intersection Capacity Analysis
1: Illinois St. & 20th St.

06/08/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations												
Traffic Volume (vph)	63	72	425	39	173	86	82	542	238	96	382	38
Future Volume (vph)	63	72	425	39	173	86	82	542	238	96	382	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	9.0	9.0			9.0	9.0	7.0	5.0	5.0	9.0	5.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	0.92			1.00	0.93	1.00	1.00	0.92	1.00	0.98	
Flpb, ped/bikes	0.98	1.00			0.99	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85			1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.98	1.00			0.99	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1559	1271			1592	1287	1540	1621	1265	1540	1571	
Flt Permitted	0.75	1.00			0.90	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1190	1271			1451	1287	1540	1621	1265	1540	1571	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	64	73	434	40	177	88	84	553	243	98	390	39
RTOR Reduction (vph)	0	0	223	0	0	65	0	0	140	0	5	0
Lane Group Flow (vph)	0	137	211	0	217	23	84	553	103	98	424	0
Confl. Peds. (#/hr)	24		31	31		24			19			69
Confl. Bikes (#/hr)						1			27			48
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	20.0	20.0			20.0	20.0	7.0	27.0	27.0	5.0	27.0	
Effective Green, g (s)	20.0	20.0			20.0	20.0	7.0	27.0	27.0	5.0	27.0	
Actuated g/C Ratio	0.27	0.27			0.27	0.27	0.09	0.36	0.36	0.07	0.36	
Clearance Time (s)	9.0	9.0			9.0	9.0	7.0	5.0	5.0	9.0	5.0	
Lane Grp Cap (vph)	317	338			386	343	143	583	455	102	565	
v/s Ratio Prot							0.05	c0.34		c0.06	0.27	
v/s Ratio Perm	0.12	c0.17			0.15	0.02			0.08			
v/c Ratio	0.43	0.62			0.56	0.07	0.59	0.95	0.23	0.96	0.75	
Uniform Delay, d1	22.8	24.2			23.7	20.5	32.6	23.3	16.7	34.9	21.0	
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.3	8.4			5.8	0.4	16.5	26.5	1.2	79.0	8.9	
Delay (s)	27.0	32.6			29.5	20.9	49.1	49.9	17.9	113.9	29.9	
Level of Service	C	C			C	C	D	D	B	F	C	
Approach Delay (s)	31.3				27.1			41.0			45.5	
Approach LOS	C				C			D			D	
Intersection Summary												
HCM 2000 Control Delay		37.7			HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio		0.82										
Actuated Cycle Length (s)		75.0			Sum of lost time (s)					23.0		
Intersection Capacity Utilization		97.6%			ICU Level of Service					F		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Illinois St. & 22nd St.

06/08/2018

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations												
Traffic Volume (vph)	467	349	45	159	298	66	42	596	151	247	492	115
Future Volume (vph)	467	349	45	159	298	66	42	596	151	247	492	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	10.0	10.0			10.0	10.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	0.99			1.00	0.98	1.00	0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98			1.00	0.97	1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1540	1577			1540	1543	1540	1546		1540	1535	
Flt Permitted	0.95	1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1540	1577			1540	1543	1540	1546		1540	1535	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	477	356	46	162	304	67	43	608	154	252	502	117
RTOR Reduction (vph)	0	4	0	0	7	0	0	8	0	0	7	0
Lane Group Flow (vph)	477	398	0	162	364	0	43	754	0	252	612	0
Confl. Peds. (#/hr)			23		35				14			31
Confl. Bikes (#/hr)									18			30
Turn Type	Prot	NA			Prot	NA		Prot	NA		Prot	NA
Protected Phases	7	4			3	8		5	2		1	6
Permitted Phases												
Actuated Green, G (s)	16.0	28.0			9.0	21.0		4.0	36.0		9.0	41.0
Effective Green, g (s)	16.0	28.0			9.0	21.0		4.0	36.0		9.0	41.0
Actuated g/C Ratio	0.14	0.25			0.08	0.18		0.04	0.32		0.08	0.36
Clearance Time (s)	10.0	10.0			10.0	10.0		6.0	6.0		6.0	6.0
Lane Grp Cap (vph)	216	387			121	284		54	488		121	552
v/s Ratio Prot	c0.31	c0.25			0.11	c0.24		0.03	c0.49		c0.16	0.40
v/s Ratio Perm												
v/c Ratio	2.21	1.03			1.34	1.28		0.80	1.54		2.08	1.11
Uniform Delay, d1	49.0	43.0			52.5	46.5		54.6	39.0		52.5	36.5
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	558.6	53.4			197.8	150.5		72.7	255.1		514.3	71.6
Delay (s)	607.6	96.4			250.3	197.0		127.3	294.1		566.8	108.1
Level of Service	F	F			F	F		F	F		F	F
Approach Delay (s)		373.8				213.2			285.2			240.8
Approach LOS		F				F			F			F
Intersection Summary												
HCM 2000 Control Delay		285.5			HCM 2000 Level of Service					F		
HCM 2000 Volume to Capacity ratio		1.72										
Actuated Cycle Length (s)		114.0			Sum of lost time (s)					32.0		
Intersection Capacity Utilization		138.4%			ICU Level of Service					H		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 3: Illinois St. & Humboldt St.

06/08/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	T	T
Traffic Volume (vph)	73	75	684	93	71	549
Future Volume (vph)	73	75	684	93	71	549
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	0.93	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.93		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1473		1621	1275	1528	1621
Flt Permitted	0.98		1.00	1.00	0.18	1.00
Satd. Flow (perm)	1473		1621	1275	288	1621
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	74	77	698	95	72	560
RTOR Reduction (vph)	50	0	0	33	0	0
Lane Group Flow (vph)	101	0	698	62	72	560
Confl. Peds. (#/hr)				20	20	
Confl. Bikes (#/hr)				23		
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Actuated Green, G (s)	20.0		35.0	35.0	35.0	35.0
Effective Green, g (s)	20.0		35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.27		0.47	0.47	0.47	0.47
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	392		756	595	134	756
v/s Ratio Prot	c0.07		c0.43		0.35	
v/s Ratio Perm				0.05	0.25	
v/c Ratio	0.26		0.92	0.10	0.54	0.74
Uniform Delay, d1	21.7		18.7	11.2	14.2	16.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6		18.6	0.4	14.6	6.4
Delay (s)	23.2		37.4	11.6	28.8	22.7
Level of Service	C		D	B	C	C
Approach Delay (s)	23.2		34.3		23.4	
Approach LOS	C		C		C	
Intersection Summary						
HCM 2000 Control Delay		28.9		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio		0.63				
Actuated Cycle Length (s)		75.0		Sum of lost time (s)	16.0	
Intersection Capacity Utilization		69.0%		ICU Level of Service		C
Analysis Period (min)		15				
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis 4: Illinois St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T	T	T	T	T	T	T	T	T	T	T	T
Traffic Volume (vph)	181	421	26	77	231	81	0	526	118	80	446	142
Future Volume (vph)	181	421	26	77	231	81	0	526	118	80	446	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	5.0		7.0	5.0			9.0	9.0	9.0	9.0	9.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.98			1.00	0.93	1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.96			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1540	1602		1540	1530			1621	1283	1540	1621	1240
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)	1540	1602		1540	1530			1621	1283	425	1621	1240
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	185	430	27	79	236	83	0	537	120	82	455	145
RTOR Reduction (vph)	0	2	0	0	13	0	0	0	73	0	0	88
Lane Group Flow (vph)	185	455	0	79	306	0	0	537	47	82	455	57
Confl. Peds. (#/hr)			10			18			12			26
Confl. Bikes (#/hr)						2			21			18
Turn Type	Prot	NA		Prot	NA			NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases									2	6		6
Actuated Green, G (s)	15.0	33.0		7.0	25.0			39.0	39.0	39.0	39.0	39.0
Effective Green, g (s)	15.0	33.0		7.0	25.0			39.0	39.0	39.0	39.0	39.0
Actuated g/C Ratio	0.15	0.33		0.07	0.25			0.39	0.39	0.39	0.39	0.39
Clearance Time (s)	7.0	5.0		7.0	5.0			9.0	9.0	9.0	9.0	9.0
Lane Grp Cap (vph)	231	528		107	382			632	500	165	632	483
v/s Ratio Prot	c0.12	c0.28		0.05	0.20			c0.33			0.28	
v/s Ratio Perm									0.04	0.19		0.05
v/c Ratio	0.80	0.86		0.74	0.80			0.85	0.09	0.50	0.72	0.12
Uniform Delay, d1	41.1	31.4		45.6	35.2			27.8	19.3	23.1	25.9	19.5
Progression Factor	1.09	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	1.9		36.3	16.1			13.4	0.4	10.3	6.9	0.5
Delay (s)	47.6	33.3		81.9	51.3			41.3	19.7	33.4	32.8	20.0
Level of Service	D	C		F	D			D	B	C	C	B
Approach Delay (s)		37.4			57.4			37.3			30.2	
Approach LOS		D			E			D			C	
Intersection Summary												
HCM 2000 Control Delay		38.6							D			
HCM 2000 Volume to Capacity ratio		0.88										
Actuated Cycle Length (s)		100.0							21.0			
Intersection Capacity Utilization		91.9%							F			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Traffic Volume (vph)	184	186	81	15	146	134	4	408	1019	21
Future Volume (vph)	184	186	81	15	146	134	4	408	1019	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.5	5.5		6.5
Lane Util. Factor	1.00	0.95		1.00	1.00		0.97	0.95		1.00
Frpb, ped/bikes	1.00	0.98		1.00	0.97		1.00	1.00		1.00
Flpb, ped/bikes	0.97	1.00		0.97	1.00		1.00	1.00		1.00
Frt	1.00	0.95		1.00	0.93		1.00	1.00		1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95
Satd. Flow (prot)	1468	2831		1463	1429		2929	3013		1510
Flt Permitted	0.44	1.00		0.59	1.00		0.49	1.00		0.95
Satd. Flow (perm)	687	2831		902	1429		1510	3013		1514
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.92	0.99	0.99	0.99
Adj. Flow (vph)	186	188	82	15	147	135	4	412	1029	21
RTOR Reduction (vph)	0	50	0	0	34	0	0	0	1	0
Lane Group Flow (vph)	186	220	0	15	248	0	0	416	1038	25
Confl. Peds. (#/hr)	51		50	50		51			93	
Confl. Bikes (#/hr)			4		13				11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA	custom	Prot
Protected Phases	4			8			5	2		1
Permitted Phases	4			8		5			1	
Actuated Green, G (s)	28.2	28.2		28.2	28.2		27.9	29.6		4.2
Effective Green, g (s)	28.2	28.2		28.2	28.2		27.9	29.6		4.2
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.28	0.30		0.04
Clearance Time (s)	6.5	6.5		6.5	6.5		6.5	5.5		6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	193	798		254	402		421	891		63
v/s Ratio Prot		0.08			0.17			c0.34		
v/s Ratio Perm	c0.27			0.02			0.28			0.02
v/c Ratio	0.96	0.28		0.06	0.62		0.99	1.17		0.40
Uniform Delay, d1	35.4	27.9		26.2	31.2		35.9	35.2		46.7
Progression Factor	1.00	1.00		1.00	1.00		1.14	1.16		0.78
Incremental Delay, d2	53.9	0.2		0.1	2.8		38.7	85.8		4.1
Delay (s)	89.3	28.1		26.3	34.0		79.5	126.8		40.4
Level of Service	F	C		C	C		E	F		D
Approach Delay (s)	53.1			33.6			113.3			
Approach LOS	D			C			F			
Intersection Summary										
HCM 2000 Control Delay		80.4						F		
HCM 2000 Volume to Capacity ratio		0.98								
Actuated Cycle Length (s)		100.0			Sum of lost time (s)		22.5			
Intersection Capacity Utilization		100.1%			ICU Level of Service		G			
Analysis Period (min)		15								
c Critical Lane Group										

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	SBT	SBR
Traffic Volume (vph)	330	121
Future Volume (vph)	330	121
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.5	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.97	
Flpb, ped/bikes	1.00	
Frt	0.96	
Flt Protected	1.00	
Satd. Flow (prot)	2818	
Flt Permitted	1.00	
Satd. Flow (perm)	2818	
Peak-hour factor, PHF	0.99	0.99
Adj. Flow (vph)	333	122
RTOR Reduction (vph)	46	0
Lane Group Flow (vph)	409	0
Confl. Peds. (#/hr)		98
Confl. Bikes (#/hr)		10
Heavy Vehicles (%)	4%	4%
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	21.4	
Effective Green, g (s)	21.4	
Actuated g/C Ratio	0.21	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	603	
v/s Ratio Prot	c0.15	
v/s Ratio Perm		
v/c Ratio	0.68	
Uniform Delay, d1	36.1	
Progression Factor	0.90	
Incremental Delay, d2	3.0	
Delay (s)	35.5	
Level of Service	D	
Approach Delay (s)	35.7	
Approach LOS	D	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔			↔			↔		
Traffic Volume (vph)	41	159	43	153	91	111	9	85	1008	73
Future Volume (vph)	41	159	43	153	91	111	9	85	1008	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0	5.0	6.0
Lane Util. Factor		1.00			1.00			1.00	0.95	1.00
Frpb, ped/bikes		0.99			0.96			1.00	0.98	1.00
Flpb, ped/bikes		0.99			0.98			1.00	1.00	1.00
Frt		0.98			0.96			1.00	0.99	1.00
Flt Protected		0.99			0.98			0.95	1.00	0.95
Satd. Flow (prot)		1328			1241			1525	2957	1525
Flt Permitted		0.86			0.63			0.29	1.00	0.29
Satd. Flow (perm)		1153			802			459	2957	459
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	43	167	45	161	96	117	9	89	1061	77
RTOR Reduction (vph)	0	8	0	0	17	0	0	0	5	0
Lane Group Flow (vph)	0	248	0	0	358	0	0	98	1136	85
Confl. Peds. (#/hr)	105		68	68		105			137	
Confl. Bikes (#/hr)			1			7			9	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)	5	5	5	5	5	5				
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA	custom	Prot
Protected Phases		4			8		5	2		1
Permitted Phases	4			8		5			1	
Actuated Green, G (s)		25.0			25.0		14.0	40.0		14.0
Effective Green, g (s)		25.0			25.0		14.0	40.0		14.0
Actuated g/C Ratio		0.25			0.25		0.14	0.40		0.14
Clearance Time (s)		6.0			6.0		6.0	5.0		6.0
Vehicle Extension (s)		3.0			3.0		2.0	3.0		2.0
Lane Grp Cap (vph)		288			200		64	1182		64
v/s Ratio Prot								0.38		
v/s Ratio Perm	0.21				0.45		0.21			0.19
v/c Ratio	0.86				1.79		1.53	0.96		1.33
Uniform Delay, d1	35.8				37.5		43.0	29.2		43.0
Progression Factor	1.00				1.00		0.94	1.09		1.09
Incremental Delay, d2	21.6				373.7		246.1	2.9		215.1
Delay (s)	57.5				411.2		286.5	34.6		261.9
Level of Service	E				F		F	C		F
Approach Delay (s)	57.5				411.2			54.5		
Approach LOS	E				F			D		
Intersection Summary										
HCM 2000 Control Delay		116.3							F	
HCM 2000 Volume to Capacity ratio		1.33								
Actuated Cycle Length (s)		100.0						20.0		
Intersection Capacity Utilization		102.8%							G	
Analysis Period (min)		15								
c Critical Lane Group										

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	275	38
Future Volume (vph)	275	38
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		6.0
Lane Util. Factor		0.95
Frpb, ped/bikes		0.95
Flpb, ped/bikes		1.00
Frt		0.98
Flt Protected		1.00
Satd. Flow (prot)		2839
Flt Permitted		1.00
Satd. Flow (perm)		2839
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	289	40
RTOR Reduction (vph)	11	0
Lane Group Flow (vph)	318	0
Confl. Peds. (#/hr)		114
Confl. Bikes (#/hr)		11
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	39.0	
Effective Green, g (s)	39.0	
Actuated g/C Ratio	0.39	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1107	
v/s Ratio Prot	0.11	
v/s Ratio Perm		
v/c Ratio	0.29	
Uniform Delay, d1	21.0	
Progression Factor	1.01	
Incremental Delay, d2	0.6	
Delay (s)	21.7	
Level of Service	C	
Approach Delay (s)	71.0	
Approach LOS	E	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
10: Third St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	51	257	51	185	117	178	0	971	615	0	468	38
Future Volume (vph)	51	257	51	185	117	178	0	971	615	0	468	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1200	1200	1200	1200	1200	1200
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.95			0.93			0.97	
Flpb, ped/bikes		0.99			0.98			1.00			1.00	
Frt		0.98			0.95			0.94			0.99	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1328			1212			1561			1720	
Flt Permitted		0.85			0.56			1.00			1.00	
Satd. Flow (perm)		1136			689			1561			1720	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	54	273	54	197	124	189	0	1033	654	0	498	40
RTOR Reduction (vph)	0	6	0	0	20	0	0	92	0	0	5	0
Lane Group Flow (vph)	0	375	0	0	490	0	0	1595	0	0	533	0
Confl. Peds. (#/hr)	111		86	86		111		90			104	
Confl. Bikes (#/hr)			1			11		3			15	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5		5	5		5	5
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		29.0			29.0			60.0			60.0	
Effective Green, g (s)		29.0			29.0			60.0			60.0	
Actuated g/C Ratio		0.29			0.29			0.60			0.60	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		329			199			936			1032	
v/s Ratio Prot								c1.02			0.31	
v/s Ratio Perm		0.33			c0.71							
v/c Ratio		1.14			2.46			1.70			0.52	
Uniform Delay, d1		35.5			35.5			20.0			11.6	
Progression Factor		1.00			1.00			1.49			1.16	
Incremental Delay, d2		93.4			673.2			317.4			1.1	
Delay (s)		128.9			708.7			347.3			14.6	
Level of Service		F			F			F			B	
Approach Delay (s)		128.9			708.7			347.3			14.6	
Approach LOS		F			F			F			B	
Intersection Summary												
HCM 2000 Control Delay		322.3			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		2.04										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		154.2%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Volume (vph)	125	257	24	143	122	139	3	18	1284	248	8	67
Future Volume (vph)	125	257	24	143	122	139	3	18	1284	248	8	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.5	5.5			5.5
Lane Util. Factor		1.00			1.00			1.00	0.95			1.00
Frpb, ped/bikes		0.99			0.98			1.00	0.99			1.00
Flpb, ped/bikes		0.99			0.99			1.00	1.00			1.00
Frt		0.99			0.95			1.00	0.98			1.00
Flt Protected		0.98			0.98			0.95	1.00			0.95
Satd. Flow (prot)		1356			1273			1525	2943			1525
Flt Permitted		0.67			0.61			0.70	1.00			0.22
Satd. Flow (perm)		923			787			1126	2943			361
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	144	295	28	164	140	160	3	21	1476	285	9	77
RTOR Reduction (vph)	0	2	0	0	18	0	0	0	17	0	0	0
Lane Group Flow (vph)	0	465	0	0	446	0	0	24	1744	0	0	86
Confl. Peds. (#/hr)	51		64	64		51			35			
Confl. Bikes (#/hr)			3			3			3			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA		custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8				5			1	
Actuated Green, G (s)		27.0			27.0			5.7	38.2			17.8
Effective Green, g (s)		27.0			27.0			5.7	38.2			17.8
Actuated g/C Ratio		0.27			0.27			0.06	0.38			0.18
Clearance Time (s)		6.0			6.0			5.5	5.5			5.5
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		249			212			64	1124			64
v/s Ratio Prot								c0.59				
v/s Ratio Perm		0.50			c0.57			0.02				c0.24
v/c Ratio		1.87			2.10			0.38	1.55			1.34
Uniform Delay, d1		36.5			36.5			45.4	30.9			41.1
Progression Factor		1.00			1.08			1.36	0.65			1.06
Incremental Delay, d2		405.0			510.1			0.3	248.8			177.9
Delay (s)		441.5			549.6			62.2	268.9			221.4
Level of Service		F			F			E	F			F
Approach Delay (s)		441.5			549.6				266.1			
Approach LOS		F			F				F			
Intersection Summary												
HCM 2000 Control Delay		275.8			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		1.77										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)				21.0			
Intersection Capacity Utilization		104.2%			ICU Level of Service				G			
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	576	33
Future Volume (vph)	576	33
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.5	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	2993	
Flt Permitted	1.00	
Satd. Flow (perm)	2993	
Peak-hour factor, PHF	0.87	0.87
Adj. Flow (vph)	662	38
RTOR Reduction (vph)	3	0
Lane Group Flow (vph)	697	0
Confl. Peds. (#/hr)	51	
Confl. Bikes (#/hr)	6	
Heavy Vehicles (%)	3%	3%
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	50.3	
Effective Green, g (s)	50.3	
Actuated g/C Ratio	0.50	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1505	
v/s Ratio Prot	0.23	
v/s Ratio Perm		
v/c Ratio	0.46	
Uniform Delay, d1	16.1	
Progression Factor	0.93	
Incremental Delay, d2	0.3	
Delay (s)	15.2	
Level of Service	B	
Approach Delay (s)	37.8	
Approach LOS	D	

Intersection Summary

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔			↔	↔			↔
Traffic Volume (vph)	150	68	70	2	265	10	6	120	1388	24	0	581
Future Volume (vph)	150	68	70	2	265	10	6	120	1388	24	0	581
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			5.1	5.1			5.1
Lane Util. Factor		1.00			1.00			1.00	0.95			0.95
Frpb, ped/bikes		1.00			1.00			1.00	1.00			0.98
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.97			1.00			1.00	1.00			0.96
Flt Protected		0.97			1.00			0.95	1.00			1.00
Satd. Flow (prot)		1322			1596			1525	3039			2869
Flt Permitted		0.50			1.00			0.32	1.00			1.00
Satd. Flow (perm)		683			1594			508	3039			2869
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	172	78	80	2	305	11	7	138	1595	28	0	668
RTOR Reduction (vph)	0	11	0	0	1	0	0	0	1	0	0	34
Lane Group Flow (vph)	0	319	0	0	317	0	0	145	1622	0	0	865
Confl. Peds. (#/hr)	5					5				10		
Confl. Bikes (#/hr)										4		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5									
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA			NA
Protected Phases		4			8			5	2			6
Permitted Phases	4			8			5					
Actuated Green, G (s)		29.8			29.8			16.9	59.9			37.9
Effective Green, g (s)		29.8			29.8			16.9	59.9			37.9
Actuated g/C Ratio		0.30			0.30			0.17	0.60			0.38
Clearance Time (s)		5.2			5.2			5.1	5.1			5.1
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		203			475			85	1820			1087
v/s Ratio Prot									c0.53			0.30
v/s Ratio Perm		c0.47			0.20			c0.29				
v/c Ratio		1.57			0.67			1.71	0.89			0.80
Uniform Delay, d1		35.1			30.7			41.5	17.2			27.6
Progression Factor		1.00			1.00			0.85	0.64			1.75
Incremental Delay, d2		279.1			3.5			350.7	5.2			5.2
Delay (s)		314.2			34.3			385.8	16.3			53.5
Level of Service		F			C			F	B			D
Approach Delay (s)		314.2			34.3				46.6			53.5
Approach LOS		F			C				D			D

Intersection Summary

HCM 2000 Control Delay	73.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.4
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	201
Future Volume (vph)	201
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.87
Adj. Flow (vph)	231
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	19
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	3%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	781	656	307	20	361	13	188	719	35	10	18	336
Future Volume (vph)	781	656	307	20	361	13	188	719	35	10	18	336
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1900	1400	1400
Total Lost time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.95		1.00	0.99		1.00	0.99			1.00	0.93
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1169	2070		1166	1224		1170	2320			1092	1981
Flt Permitted	0.19	1.00		0.23	1.00		0.95	1.00			0.70	1.00
Satd. Flow (perm)	233	2070		286	1224		1170	2320			806	1981
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	822	691	323	21	380	14	198	757	37	11	19	354
RTOR Reduction (vph)	0	52	0	0	1	0	0	4	0	0	0	186
Lane Group Flow (vph)	822	962	0	21	393	0	198	790	0	0	30	511
Confl. Peds. (#/hr)	7		15	15		7			13			
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Parking (#/hr)		5	5									
Turn Type	pm+pt	NA		Perm	NA		Prot	NA		custom	Prot	NA
Protected Phases	7	4			8		5	2			1	6
Permitted Phases	4			8						1		
Actuated Green, G (s)	41.4	41.4		26.7	26.7		12.5	36.6			5.7	29.8
Effective Green, g (s)	41.4	41.4		26.7	26.7		12.5	36.6			5.7	29.8
Actuated g/C Ratio	0.41	0.41		0.27	0.27		0.12	0.37			0.06	0.30
Clearance Time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	184	856		76	326		146	849			45	590
v/s Ratio Prot	c0.42	0.46			0.32		c0.17	c0.34				c0.26
v/s Ratio Perm	c1.42			0.07							0.04	
v/c Ratio	4.47	1.12		0.28	1.20		1.36	0.93			0.67	0.87
Uniform Delay, d1	25.8	29.3		29.0	36.6		43.8	30.5			46.2	33.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			0.50	0.07
Incremental Delay, d2	1572.8	70.9		2.0	117.3		198.2	18.0			30.7	15.3
Delay (s)	1598.6	100.2		31.0	154.0		242.0	48.5			53.9	17.8
Level of Service	F	F		C	F		F	D			D	B
Approach Delay (s)		771.1			147.8			87.1				19.3
Approach LOS		F			F			F				B

Intersection Summary

HCM 2000 Control Delay	397.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.78		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.6
Intersection Capacity Utilization	152.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	326
Future Volume (vph)	326
Ideal Flow (vphpl)	1400
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	343
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	7
Heavy Vehicles (%)	6%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
14: Indiana St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	29	307	7	2	171	23	26	123	40	103	4	30
Future Volume (vph)	29	307	7	2	171	23	26	123	40	103	4	30
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	32	337	8	2	188	25	29	135	44	113	4	33
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	377	215	208	150								
Volume Left (vph)	32	2	29	113								
Volume Right (vph)	8	25	44	33								
Hadj (s)	0.04	-0.03	-0.07	0.05								
Departure Headway (s)	5.4	5.6	5.8	6.0								
Degree Utilization, x	0.56	0.33	0.33	0.25								
Capacity (veh/h)	633	588	556	526								
Control Delay (s)	15.1	11.4	11.7	11.0								
Approach Delay (s)	15.1	11.4	11.7	11.0								
Approach LOS	C	B	B	B								
Intersection Summary												
Delay				12.9								
Level of Service				B								
Intersection Capacity Utilization				69.1%								C
Analysis Period (min)				15								

HCM Signalized Intersection Capacity Analysis
101: Third St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	124	173	227	5	77	91	49	1352	35	18	415	42
Future Volume (vph)	124	173	227	5	77	91	49	1352	35	18	415	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.98			0.99			0.97	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.94			0.93			1.00			0.99	
Flt Protected		0.99			1.00			1.00			1.00	
Satd. Flow (prot)		1274			1266			2986			2893	
Flt Permitted		0.81			0.98			0.91			0.87	
Satd. Flow (perm)		1049			1238			2736			2510	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	129	180	236	5	80	95	51	1408	36	19	432	44
RTOR Reduction (vph)	0	28	0	0	41	0	0	2	0	0	7	0
Lane Group Flow (vph)	0	517	0	0	140	0	0	1493	0	0	488	0
Confl. Peds. (#/hr)	22		12	12		22			71			92
Confl. Bikes (#/hr)			3						8			11
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.0			25.0			60.0			60.0	
Effective Green, g (s)		25.0			25.0			60.0			60.0	
Actuated g/C Ratio		0.25			0.25			0.60			0.60	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		262			309			1641			1506	
v/s Ratio Prot												
v/s Ratio Perm		c0.49			0.11			c0.55			0.19	
v/c Ratio		1.97			0.45			0.91			0.32	
Uniform Delay, d1		37.5			31.7			17.6			9.9	
Progression Factor		1.00			1.00			0.88			0.48	
Incremental Delay, d2		451.9			1.1			6.8			0.5	
Delay (s)		489.4			32.8			22.3			5.3	
Level of Service		F			C			C			A	
Approach Delay (s)		489.4			32.8			22.3			5.3	
Approach LOS		F			C			C			A	
Intersection Summary												
HCM 2000 Control Delay		113.7										
HCM 2000 Volume to Capacity ratio		1.19										
Actuated Cycle Length (s)		100.0						13.0				
Intersection Capacity Utilization		129.8%						H				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↔			↔			↔			↔
Traffic Volume (vph)	1	33	11	10	4	3	48	0	1378	11	73	557
Future Volume (vph)	1	33	11	10	4	3	48	0	1378	11	73	557
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0			5.0			5.0
Lane Util. Factor			1.00			1.00			0.95			0.95
Frpb, ped/bikes			0.99			0.98			1.00			0.99
Flpb, ped/bikes			0.99			1.00			1.00			1.00
Frt			0.97			0.88			1.00			1.00
Flt Protected			0.97			1.00			1.00			0.99
Satd. Flow (prot)			1294			1191			3011			2978
Flt Permitted			0.79			0.98			1.00			0.63
Satd. Flow (perm)			1060			1175			3011			1873
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	35	12	11	4	3	52	0	1482	12	78	599
RTOR Reduction (vph)	0	0	9	0	0	43	0	0	0	0	0	1
Lane Group Flow (vph)	0	0	50	0	0	16	0	0	1494	0	0	690
Confl. Peds. (#/hr)			13		31	31		13			69	
Confl. Bikes (#/hr)											11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	5	0	0
Parking (#/hr)		5	5	5	5	5	5					
Turn Type	Perm	Perm	NA		Perm	NA		NA		Perm	NA	
Protected Phases			4			8			2		6	
Permitted Phases	4	4										
Actuated Green, G (s)			17.0			17.0			68.0			68.0
Effective Green, g (s)			17.0			17.0			68.0			68.0
Actuated g/C Ratio			0.17			0.17			0.68			0.68
Clearance Time (s)			6.0			6.0			5.0			5.0
Vehicle Extension (s)			3.0			3.0			0.2			0.2
Lane Grp Cap (vph)			180			199			2047			1273
v/s Ratio Prot									c0.50			
v/s Ratio Perm			c0.05			0.01						0.37
v/c Ratio			0.28			0.08			0.73			0.54
Uniform Delay, d1			36.1			34.9			10.2			8.1
Progression Factor			1.00			1.00			1.07			0.62
Incremental Delay, d2			0.8			0.2			1.2			0.8
Delay (s)			37.0			35.1			12.0			5.9
Level of Service			D			D			B			A
Approach Delay (s)			37.0			35.1			12.0			5.9
Approach LOS			D			D			B			A
Intersection Summary												
HCM 2000 Control Delay			11.4						B			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			100.0						13.0			
Intersection Capacity Utilization			94.9%						F			
Analysis Period (min)			15									
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	SBR
Lane Configurations	←
Traffic Volume (vph)	13
Future Volume (vph)	13
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	14
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	79
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	4%
Bus Blockages (#/hr)	5
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
103: Third St. & 24th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations		↔			↔			↔			↔
Traffic Volume (vph)	6	2	11	9	3	9	0	1610	16	0	781
Future Volume (vph)	6	2	11	9	3	9	0	1610	16	0	781
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0
Lane Util. Factor		1.00			1.00			0.95			0.95
Frpb, ped/bikes		0.99			0.99			1.00			1.00
Flpb, ped/bikes		1.00			1.00			1.00			1.00
Frt		0.92			0.94			1.00			1.00
Flt Protected		0.98			0.98			1.00			1.00
Satd. Flow (prot)		1253			1281			3042			3045
Flt Permitted		0.88			0.85			1.00			1.00
Satd. Flow (perm)		1125			1115			3042			3045
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	7	2	13	11	4	11	0	1894	19	0	919
RTOR Reduction (vph)	0	12	0	0	10	0	0	1	0	0	0
Lane Group Flow (vph)	0	10	0	0	16	0	0	1912	0	0	923
Confl. Peds. (#/hr)	4		5	5		4	34		14	14	34
Confl. Bikes (#/hr)									4		12
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5					
Turn Type	Perm	NA		Perm	NA			NA			NA
Protected Phases		4			8			2			6
Permitted Phases	4			8							
Actuated Green, G (s)		6.4			6.4			53.6			53.6
Effective Green, g (s)		6.4			6.4			53.6			53.6
Actuated g/C Ratio		0.06			0.06			0.54			0.54
Clearance Time (s)		6.0			6.0			5.0			5.0
Vehicle Extension (s)		3.0			3.0			0.2			0.2
Lane Grp Cap (vph)		72			71			1630			1632
v/s Ratio Prot								c0.63			0.30
v/s Ratio Perm		0.01			c0.01						
v/c Ratio		0.14			0.22			1.17			0.57
Uniform Delay, d1		44.2			44.4			23.2			15.4
Progression Factor		1.00			1.09			0.98			0.75
Incremental Delay, d2		0.9			1.6			81.1			1.0
Delay (s)		45.1			50.1			103.7			12.5
Level of Service		D			D			F			B
Approach Delay (s)		45.1			50.1			103.7			12.5
Approach LOS		D			D			F			B
Intersection Summary											
HCM 2000 Control Delay					73.6			HCM 2000 Level of Service			E
HCM 2000 Volume to Capacity ratio					0.76						
Actuated Cycle Length (s)					100.0			Sum of lost time (s)			15.0
Intersection Capacity Utilization					66.3%			ICU Level of Service			C
Analysis Period (min)					15						
c Critical Lane Group											

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 AM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
104: Third St. & 26th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	19	0	11	2	0	4	2	1574	3	0	667	15
Future Volume (vph)	19	0	11	2	0	4	2	1574	3	0	667	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.95			0.90			1.00			1.00	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1473			1421			3078			3066	
Flt Permitted		0.80			0.89			0.95			1.00	
Satd. Flow (perm)		1223			1285			2938			3066	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	22	0	12	2	0	5	2	1789	3	0	758	17
RTOR Reduction (vph)	0	33	0	0	7	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	2	0	0	0	0	0	1794	0	0	774	0
Confl. Peds. (#/hr)	1		12	12		1			10			12
Confl. Bikes (#/hr)									2			5
Parking (#/hr)	5		5									
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2					
Actuated Green, G (s)		6.2			6.2			82.8			82.8	
Effective Green, g (s)		6.2			6.2			82.8			82.8	
Actuated g/C Ratio		0.06			0.06			0.83			0.83	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		75			79			2432			2538	
v/s Ratio Prot											0.25	
v/s Ratio Perm		c0.00			0.00			c0.61				
v/c Ratio		0.03			0.01			0.74			0.31	
Uniform Delay, d1		44.1			44.0			3.8			2.0	
Progression Factor		1.00			1.00			0.61			0.06	
Incremental Delay, d2		0.2			0.0			0.2			0.2	
Delay (s)		44.2			44.0			2.5			0.3	
Level of Service		D			D			A			A	
Approach Delay (s)		44.2			44.0			2.5			0.3	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	2.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
105: Tennessee St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	507	68	4	174	11	50	10	24	30	72	15
Future Volume (vph)	13	507	68	4	174	11	50	10	24	30	72	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	13	523	70	4	179	11	52	10	25	31	74	15
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	606	194	87	120								
Volume Left (vph)	13	4	52	31								
Volume Right (vph)	70	11	25	15								
Hadj (s)	0.02	0.06	0.03	0.06								
Departure Headway (s)	4.9	5.5	6.2	6.2								
Degree Utilization, x	0.82	0.29	0.15	0.21								
Capacity (veh/h)	722	616	527	530								
Control Delay (s)	26.2	10.7	10.4	10.8								
Approach Delay (s)	26.2	10.7	10.4	10.8								
Approach LOS	D	B	B	B								

Intersection Summary			
Delay	20.0		
Level of Service	C		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			↔				↔			↔		
Traffic Volume (veh/h)	1	18	27	37	1	8	8	8	21	62	22	10
Future Volume (Veh/h)	1	18	27	37	1	8	8	8	21	62	22	10
Sign Control			Stop				Stop			Free		
Grade			0%				0%			0%		
Peak Hour Factor	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	20	30	42	0	9	9	9	24	70	25	11
Pedestrians			18				14			24		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			1				1			2		
Right turn flare (veh)												
Median type										None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	344	345	190	0	396	338	108	171			109
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	344	345	190	0	396	338	108	171			109
tC, single (s)	0.0	7.2	6.6	6.3	0.0	7.2	6.6	6.3	4.2			4.2
tC, 2 stage (s)												
tF (s)	0.0	3.6	4.1	3.4	0.0	3.6	4.1	3.4	2.3			2.3
p0 queue free %	0	96	94	95	0	98	98	99	98			99
cM capacity (veh/h)	0	554	544	815	0	473	549	916	1363			1441
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	92	27	119	164								
Volume Left	20	9	24	11								
Volume Right	42	9	25	10								
cSH	644	597	1363	1441								
Volume to Capacity	0.14	0.05	0.02	0.01								
Queue Length 95th (ft)	12	4	1	1								
Control Delay (s)	11.5	11.3	1.7	0.6								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.5	11.3	1.7	0.6								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			30.4%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	
Traffic Volume (veh/h)	127	9
Future Volume (Veh/h)	127	9
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.89	0.89
Hourly flow rate (vph)	143	10
Pedestrians	12	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	1	
Right turn flare (veh)		
Median type	None	
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
107: Tennessee St. & 20th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations			↕				↕				↕	
Sign Control			Stop				Stop				Stop	
Traffic Volume (vph)	8	34	151	37	1	25	152	38	27	39	26	2
Future Volume (vph)	8	34	151	37	1	25	152	38	27	39	26	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	37	166	41	0	27	167	42	30	43	29	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	244	236	102	180								
Volume Left (vph)	37	27	30	77								
Volume Right (vph)	41	42	29	25								
Hadj (s)	-0.02	-0.03	-0.06	0.05								
Departure Headway (s)	5.0	5.0	5.4	5.4								
Degree Utilization, x	0.34	0.33	0.15	0.27								
Capacity (veh/h)	672	673	589	614								
Control Delay (s)	10.6	10.4	9.3	10.3								
Approach Delay (s)	10.6	10.4	9.3	10.3								
Approach LOS	B	B	A	B								
Intersection Summary												
Delay			10.3									
Level of Service			B									
Intersection Capacity Utilization			45.0%									
Analysis Period (min)			15									

Movement	SBL	SBT	SBR
Lane Configurations		↕	
Sign Control		Stop	
Traffic Volume (vph)	70	71	23
Future Volume (vph)	70	71	23
Peak Hour Factor	0.91	0.91	0.91
Hourly flow rate (vph)	77	78	25
Direction, Lane #			

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			↕				↕				↕	
Traffic Volume (veh/h)	1	39	276	5	1	4	123	14	3	6	7	50
Future Volume (Veh/h)	1	39	276	5	1	4	123	14	3	6	7	50
Sign Control			Free				Free				Stop	
Grade			0%				0%				0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	44	314	6	0	5	140	16	3	7	8	57
Pedestrians			29				48				92	
Lane Width (ft)			11.0				11.0				11.0	
Walking Speed (ft/s)			4.0				4.0				4.0	
Percent Blockage			2				4				7	
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							272					
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	228			0	412			736	735	457	694
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	228			0	412			736	735	457	694
tC, single (s)	0.0	4.1			0.0	4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	96			0	100			99	98	99	79
cM capacity (veh/h)	0	1255			0	1056			245	291	537	275
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	364	161	18	111								
Volume Left	44	5	3	57								
Volume Right	6	16	8	49								
cSH	1255	1056	351	380								
Volume to Capacity	0.04	0.00	0.05	0.29								
Queue Length 95th (ft)	3	0	4	30								
Control Delay (s)	1.3	0.3	15.8	18.3								
Lane LOS	A	A	C	C								
Approach Delay (s)	1.3	0.3	15.8	18.3								
Approach LOS			C	C								
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			56.0%									
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (veh/h)	4	43
Future Volume (Veh/h)	4	43
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.88	0.88
Hourly flow rate (vph)	5	49
Pedestrians	72	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	6	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	730	249
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	730	249
tC, single (s)	6.5	6.2
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	98	93
cM capacity (veh/h)	293	725
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations			↕			↕			↕			
Traffic Volume (vph)	1	67	371	113	13	113	9	68	30	10	1	12
Future Volume (vph)	1	67	371	113	13	113	9	68	30	10	1	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0			6.0			
Lane Util. Factor			1.00			1.00			1.00			
Flpb, ped/bikes			0.98			1.00			0.99			
Flpb, ped/bikes			1.00			1.00			0.97			
Frt			0.97			0.99			0.99			
Flt Protected			0.99			1.00			0.97			
Satd. Flow (prot)			1481			1369			1282			
Flt Permitted			0.94			0.93			0.76			
Satd. Flow (perm)			1401			1285			1008			
Peak-hour factor, PHF	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.93
Adj. Flow (vph)	1	72	399	122	14	122	10	73	32	11	1	13
RTOR Reduction (vph)	0	0	13	0	0	4	0	0	6	0	0	0
Lane Group Flow (vph)	0	0	581	0	0	142	0	0	110	0	0	0
Confl. Peds. (#/hr)				34	34			47		44		44
Confl. Bikes (#/hr)				2						11		
Heavy Vehicles (%)	2%	4%	4%	4%	4%	4%	4%	4%	4%	4%	2%	4%
Bus Blockages (#/hr)	0	5	5	5	0	0	0	0	0	0	0	0
Parking (#/hr)					5	5	5	5	5	5		5
Turn Type	Perm	Perm	NA		Perm	NA		Perm	NA		Perm	Perm
Protected Phases			2			6			4			
Permitted Phases	2	2			6			4			8	8
Actuated Green, G (s)			30.0			30.0			20.0			
Effective Green, g (s)			30.0			30.0			20.0			
Actuated g/C Ratio			0.43			0.43			0.29			
Clearance Time (s)			6.0			6.0			6.0			
Lane Grp Cap (vph)			600			550			288			
v/s Ratio Prot												
v/s Ratio Perm			c0.41			0.11			c0.11			
v/c Ratio			0.97			0.26			0.38			
Uniform Delay, d1			19.5			12.9			20.1			
Progression Factor			1.00			1.00			1.00			
Incremental Delay, d2			29.7			1.1			3.8			
Delay (s)			49.2			14.0			23.9			
Level of Service			D			B			C			
Approach Delay (s)			49.2			14.0			23.9			
Approach LOS			D			B			C			
Intersection Summary												
HCM 2000 Control Delay			37.8			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			73.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	⬆️	⬆️
Traffic Volume (vph)	45	33
Future Volume (vph)	45	33
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.0	
Lane Util. Factor	1.00	
Frpb, ped/bikes	0.97	
Flpb, ped/bikes	0.99	
Frt	0.95	
Flt Protected	0.99	
Satd. Flow (prot)	1269	
Flt Permitted	0.95	
Satd. Flow (perm)	1220	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	48	35
RTOR Reduction (vph)	25	0
Lane Group Flow (vph)	72	0
Confl. Peds. (#/hr)	47	
Confl. Bikes (#/hr)	13	
Heavy Vehicles (%)	4%	4%
Bus Blockages (#/hr)	0	0
Parking (#/hr)	5	5
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	20.0	
Effective Green, g (s)	20.0	
Actuated g/C Ratio	0.29	
Clearance Time (s)	6.0	
Lane Grp Cap (vph)	348	
v/s Ratio Prot		
v/s Ratio Perm	0.06	
v/c Ratio	0.21	
Uniform Delay, d1	19.0	
Progression Factor	1.00	
Incremental Delay, d2	1.3	
Delay (s)	20.3	
Level of Service	C	
Approach Delay (s)	20.3	
Approach LOS	C	
Intersection Summary		

HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations			⬆️				⬆️			⬆️		
Traffic Volume (veh/h)	3	34	254	7	6	2	154	10	7	4	5	57
Future Volume (Veh/h)	3	34	254	7	6	2	154	10	7	4	5	57
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.92	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	40	302	8	0	2	183	12	8	5	6	68
Pedestrians			22				28			107		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			2				2			8		
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							550					
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	242			0	417			748	739	441	662
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	242			0	417			748	739	441	662
tC, single (s)	0.0	4.1			0.0	4.1			7.1	6.5	6.2	7.1
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	97			0	100			97	98	99	78
cM capacity (veh/h)	0	1271			0	1044			246	294	552	306
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	350	197	19	111								
Volume Left	40	2	8	68								
Volume Right	8	12	6	38								
cSH	1271	1044	315	382								
Volume to Capacity	0.03	0.00	0.06	0.29								
Queue Length 95th (ft)	2	0	5	30								
Control Delay (s)	1.2	0.1	17.2	18.2								
Lane LOS	A	A	C	C								
Approach Delay (s)	1.2	0.1	17.2	18.2								
Approach LOS			C	C								
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			49.2%				ICU Level of Service			A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	4	32
Future Volume (Veh/h)	4	32
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.84	0.84
Hourly flow rate (vph)	5	38
Pedestrians	47	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	4	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	737	258
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	737	258
tC, single (s)	6.5	6.2
tF (s)	4.0	3.3
p0 queue free %	98	95
cM capacity (veh/h)	295	738
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
111: Indiana St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Sign Control			Stop				Stop				Stop	
Traffic Volume (vph)	1	16	200	73	1	25	153	12	1	18	63	73
Future Volume (vph)	1	16	200	73	1	25	153	12	1	18	63	73
Peak Hour Factor	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89	0.92	0.89	0.89	0.89
Hourly flow rate (vph)	0	18	225	82	0	28	172	13	0	20	71	82
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	325	213	173	121								
Volume Left (vph)	18	28	20	29								
Volume Right (vph)	82	13	82	36								
Hadj (s)	-0.07	0.06	-0.19	-0.06								
Departure Headway (s)	5.0	5.3	5.3	5.5								
Degree Utilization, x	0.45	0.31	0.26	0.19								
Capacity (veh/h)	682	637	604	574								
Control Delay (s)	12.0	10.6	10.1	9.8								
Approach Delay (s)	12.0	10.6	10.1	9.8								
Approach LOS	B	B	B	A								
Intersection Summary												
Delay			10.9									
Level of Service			B									
Intersection Capacity Utilization			41.3%				ICU Level of Service			A		
Analysis Period (min)			15									

Movement	SBL	SBT	SBR
Lane Configurations		↕	
Sign Control		Stop	
Traffic Volume (vph)	26	50	32
Future Volume (vph)	26	50	32
Peak Hour Factor	0.89	0.89	0.89
Hourly flow rate (vph)	29	56	36
Direction, Lane #			

HCM Unsignalized Intersection Capacity Analysis
112: Pennsylvania St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations	↔					↔				↔		
Sign Control	Stop					Stop				Stop		
Traffic Volume (vph)	6	184	68	1	127	38	37	4	81	202	103	27
Future Volume (vph)	6	184	68	1	127	38	37	4	81	202	103	27
Peak Hour Factor	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.92	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	7	216	80	0	149	45	44	0	95	238	121	32
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	303	238	454	235								
Volume Left (vph)	7	149	95	32								
Volume Right (vph)	80	44	121	12								
Hadj (s)	-0.12	0.05	-0.08	0.03								
Departure Headway (s)	6.8	7.1	6.3	7.0								
Degree Utilization, x	0.57	0.47	0.80	0.46								
Capacity (veh/h)	481	444	539	451								
Control Delay (s)	18.4	16.3	30.0	15.7								
Approach Delay (s)	18.4	16.3	30.0	15.7								
Approach LOS	C	C	D	C								
Intersection Summary												
Delay			21.8									
Level of Service			C									
Intersection Capacity Utilization			80.0%								D	
Analysis Period (min)			15									

Movement	SBT	SBR
Lane Configurations	↔	
Sign Control	Stop	
Traffic Volume (vph)	162	10
Future Volume (vph)	162	10
Peak Hour Factor	0.85	0.85
Hourly flow rate (vph)	191	12
Direction, Lane #		

10f. Existing plus Project plus Pier 70 Conditions – PM Peak Hour

HCM Signalized Intersection Capacity Analysis
1: Illinois St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	69	520	71	293	111	116	636	255	122	597	52
Future Volume (vph)	24	69	520	71	293	111	116	636	255	122	597	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		9.0	9.0		9.0	9.0		7.0	5.0		9.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	0.92		1.00	0.93	1.00	1.00	0.92	1.00	0.98		
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.99		
Flt Protected	0.99	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1591	1271		1589	1287	1540	1621	1265	1540	1577		
Flt Permitted	0.71	1.00		0.91	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	1139	1271		1457	1287	1540	1621	1265	1540	1577		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	24	70	531	72	299	113	118	649	260	124	609	53
RTOR Reduction (vph)	0	0	167	0	0	83	0	0	140	0	4	0
Lane Group Flow (vph)	0	94	364	0	371	30	118	649	120	124	658	0
Confl. Peds. (#/hr)	24		31	31		24			19			69
Confl. Bikes (#/hr)						1			27			48
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	20.0	20.0		20.0	20.0	7.0	27.0	27.0	5.0	27.0		
Effective Green, g (s)	20.0	20.0		20.0	20.0	7.0	27.0	27.0	5.0	27.0		
Actuated g/C Ratio	0.27	0.27		0.27	0.27	0.09	0.36	0.36	0.07	0.36		
Clearance Time (s)	9.0	9.0		9.0	9.0	7.0	5.0	5.0	9.0	5.0		
Lane Grp Cap (vph)	303	338		388	343	143	583	455	102	567		
v/s Ratio Prot						0.08	0.40		c0.08	c0.42		
v/s Ratio Perm	0.08	c0.29		0.25	0.02			0.10				
v/c Ratio	0.31	1.08		0.96	0.09	0.83	1.11	0.26	1.22	1.16		
Uniform Delay, d1	22.0	27.5		27.1	20.7	33.4	24.0	17.0	35.0	24.0		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	2.6	70.8		35.9	0.5	39.5	72.3	1.4	158.1	90.2		
Delay (s)	24.6	98.3		63.0	21.2	72.9	96.3	18.4	193.1	114.2		
Level of Service	C	F		E	C	E	F	B	F	F		
Approach Delay (s)	87.2			53.2			73.9			126.7		
Approach LOS	F			D			E			F		
Intersection Summary												
HCM 2000 Control Delay		87.5							F			
HCM 2000 Volume to Capacity ratio		1.13										
Actuated Cycle Length (s)		75.0				Sum of lost time (s)		23.0				
Intersection Capacity Utilization		118.0%				ICU Level of Service		H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
2: Illinois St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	435	61	299	464	82	82	614	192	329	857	216
Future Volume (vph)	480	435	61	299	464	82	82	614	192	329	857	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1540	1576		1540	1559		1540	1534		1540	1531	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1540	1576		1540	1559		1540	1534		1540	1531	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	490	444	62	305	473	84	84	627	196	336	874	220
RTOR Reduction (vph)	0	5	0	0	6	0	0	12	0	0	9	0
Lane Group Flow (vph)	490	501	0	305	551	0	84	811	0	336	1085	0
Confl. Peds. (#/hr)			23		35				14			31
Confl. Bikes (#/hr)									18			30
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	10.0	22.0		10.0	22.0		4.0	28.0		8.0	32.0	
Effective Green, g (s)	10.0	22.0		10.0	22.0		4.0	28.0		8.0	32.0	
Actuated g/C Ratio	0.10	0.22		0.10	0.22		0.04	0.28		0.08	0.32	
Clearance Time (s)	10.0	10.0		10.0	10.0		6.0	6.0		6.0	6.0	
Lane Grp Cap (vph)	154	346		154	342		61	429		123	489	
v/s Ratio Prot	c0.32	0.32		0.20	c0.35		0.05	0.53		c0.22	c0.71	
v/s Ratio Perm												
v/c Ratio	3.18	1.45		1.98	1.61		1.38	1.89		2.73	2.22	
Uniform Delay, d1	45.0	39.0		45.0	39.0		48.0	36.0		46.0	34.0	
Progression Factor	0.99	0.97		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	983.3	203.5		463.7	287.9		244.5	409.9		801.7	555.2	
Delay (s)	1027.8	241.4		508.7	326.9		292.5	445.9		847.7	589.2	
Level of Service	F	F		F	F		F	F		F	F	
Approach Delay (s)		628.3			391.2			431.7			650.0	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay		544.5							F			
HCM 2000 Volume to Capacity ratio		2.33										
Actuated Cycle Length (s)		100.0				Sum of lost time (s)		32.0				
Intersection Capacity Utilization		159.6%				ICU Level of Service		H				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Illinois St. & Humboldt St.

06/08/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	T	T
Traffic Volume (vph)	135	101	792	124	106	1053
Future Volume (vph)	135	101	792	124	106	1053
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	6.0	6.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	0.93	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1485		1621	1275	1540	1621
Flt Permitted	0.97		1.00	1.00	0.11	1.00
Satd. Flow (perm)	1485		1621	1275	185	1621
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	138	103	808	127	108	1074
RTOR Reduction (vph)	36	0	0	38	0	0
Lane Group Flow (vph)	205	0	808	89	108	1074
Confl. Peds. (#/hr)				20	20	
Confl. Bikes (#/hr)				23		
Turn Type	Prot		NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases				2	6	
Actuated Green, G (s)	20.0		35.0	35.0	35.0	35.0
Effective Green, g (s)	20.0		35.0	35.0	35.0	35.0
Actuated g/C Ratio	0.27		0.47	0.47	0.47	0.47
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Lane Grp Cap (vph)	396		756	595	86	756
v/s Ratio Prot	c0.14		0.50		c0.66	
v/s Ratio Perm				0.07	0.58	
v/c Ratio	0.52		1.07	0.15	1.26	1.42
Uniform Delay, d1	23.4		20.0	11.5	20.0	20.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8		52.7	0.5	180.6	197.0
Delay (s)	28.2		72.7	12.0	200.6	217.0
Level of Service	C		E	B	F	F
Approach Delay (s)	28.2		64.4		215.5	
Approach LOS	C		E		F	
Intersection Summary						
HCM 2000 Control Delay		136.5		HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio		1.02				
Actuated Cycle Length (s)		75.0		Sum of lost time (s)	16.0	
Intersection Capacity Utilization		86.8%		ICU Level of Service	E	
Analysis Period (min)		15				
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
4: Illinois St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T	T	R	T	T	R		T	T	T	T	T
Traffic Volume (vph)	245	559	8	162	395	116	0	562	114	97	858	285
Future Volume (vph)	245	559	8	162	395	116	0	562	114	97	858	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	5.0		7.0	5.0			9.0	9.0	9.0	9.0	9.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.98			1.00	0.93	1.00	1.00	0.90
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.97			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1540	1616		1540	1542			1621	1285	1540	1621	1242
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)	1540	1616		1540	1542			1621	1285	429	1621	1242
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	250	570	8	165	403	118	0	573	116	99	876	291
RTOR Reduction (vph)	0	1	0	0	11	0	0	0	56	0	0	60
Lane Group Flow (vph)	250	577	0	165	511	0	0	573	60	99	876	231
Confl. Peds. (#/hr)			10			18			12			26
Confl. Bikes (#/hr)						2			21			18
Turn Type	Prot	NA		Prot	NA			NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases									2	6		6
Actuated Green, G (s)	11.0	29.0		7.0	25.0			43.0	43.0	43.0	43.0	43.0
Effective Green, g (s)	11.0	29.0		7.0	25.0			43.0	43.0	43.0	43.0	43.0
Actuated g/C Ratio	0.11	0.29		0.07	0.25			0.43	0.43	0.43	0.43	0.43
Clearance Time (s)	7.0	5.0		7.0	5.0			9.0	9.0	9.0	9.0	9.0
Lane Grp Cap (vph)	169	468		107	385			697	552	184	697	534
v/s Ratio Prot	c0.16	c0.36		0.11	0.33			0.35			c0.54	
v/s Ratio Perm									0.05	0.23		0.19
v/c Ratio	1.48	1.23		1.54	1.33			0.82	0.11	0.54	1.26	0.43
Uniform Delay, d1	44.5	35.5		46.5	37.5			25.1	17.0	21.1	28.5	20.0
Progression Factor	1.07	0.90		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	218.6	106.9		284.9	163.7			10.5	0.4	10.8	127.1	2.5
Delay (s)	266.2	139.0		331.4	201.2			35.7	17.4	32.0	155.6	22.5
Level of Service	F	F		F	F			D	B	C	F	C
Approach Delay (s)		177.4			232.5			32.6			115.3	
Approach LOS		F			F			C			F	
Intersection Summary												
HCM 2000 Control Delay		136.9						HCM 2000 Level of Service	F			
HCM 2000 Volume to Capacity ratio		1.32										
Actuated Cycle Length (s)		100.0						Sum of lost time (s)	21.0			
Intersection Capacity Utilization		114.1%						ICU Level of Service	H			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	138	210	273	10	192	201	386	1125	10	18	7	682
Future Volume (vph)	138	210	273	10	192	201	386	1125	10	18	7	682
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.5	5.5			6.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00		0.97	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.97		1.00	0.97		1.00	1.00			1.00	0.97
Flpb, ped/bikes	0.98	1.00		0.98	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.92		1.00	0.92		1.00	1.00			1.00	0.96
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1478	2672		1478	1418		2929	3013			1510	2823
Flt Permitted	0.29	1.00		0.39	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)	447	2672		607	1418		2929	3013			1514	2823
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	139	212	276	10	194	203	390	1136	10	18	7	689
RTOR Reduction (vph)	0	195	0	0	37	0	0	1	0	0	0	39
Lane Group Flow (vph)	139	293	0	10	360	0	390	1145	0	0	25	897
Confl. Peds. (#/hr)	51		50	50		51			93			
Confl. Bikes (#/hr)			4			13			11			
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Prot	NA	custom		Prot	NA
Protected Phases		4			8		5	2			1	6
Permitted Phases	4			8						1		
Actuated Green, G (s)	29.5	29.5		29.5	29.5		17.2	29.6			4.2	30.8
Effective Green, g (s)	29.5	29.5		29.5	29.5		17.2	29.6			4.2	30.8
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.17	0.30			0.04	0.31
Clearance Time (s)	6.5	6.5		6.5	6.5		6.5	5.5			6.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	131	788		179	418		503	891			63	869
v/s Ratio Prot		0.11			0.25		0.13	c0.38				c0.32
v/s Ratio Perm	c0.31			0.02							0.02	
v/c Ratio	1.06	0.37		0.06	0.86		0.78	1.29			0.40	1.03
Uniform Delay, d1	35.2	27.9		25.3	33.3		39.6	35.2			46.7	34.6
Progression Factor	1.00	1.00		1.00	1.00		1.10	1.14			0.90	1.03
Incremental Delay, d2	95.9	0.3		0.1	16.3		6.9	136.5			4.1	39.2
Delay (s)	131.1	28.2		25.4	49.6		50.2	176.7			45.9	74.8
Level of Service	F	C		C	D		D	F			D	E
Approach Delay (s)		51.0			49.0			144.6				74.1
Approach LOS		D			D			F				E
Intersection Summary												
HCM 2000 Control Delay		97.8										F
HCM 2000 Volume to Capacity ratio		1.19										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			22.5				
Intersection Capacity Utilization		100.5%			ICU Level of Service			G				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
8: Third St. & 16th St.

06/08/2018

Movement	SBR
Lane Configurations	↔
Traffic Volume (vph)	245
Future Volume (vph)	245
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.99
Adj. Flow (vph)	247
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	98
Confl. Bikes (#/hr)	10
Heavy Vehicles (%)	4%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔			↔			↔		
Traffic Volume (vph)	33	153	43	263	94	156	10	66	1100	73
Future Volume (vph)	33	153	43	263	94	156	10	66	1100	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0		6.0
Lane Util. Factor		1.00			1.00			0.95		1.00
Frpb, ped/bikes		0.98			0.96			1.00		1.00
Flpb, ped/bikes		1.00			0.98			1.00		1.00
Frt		0.97			0.96			1.00		1.00
Flt Protected		0.99			0.97			0.95		0.95
Satd. Flow (prot)		1331			1234			1525		1525
Flt Permitted		0.90			0.61			0.29		0.29
Satd. Flow (perm)		1204			767			459		459
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	161	45	277	99	164	11	69	1158	77
RTOR Reduction (vph)	0	8	0	0	16	0	0	4	0	0
Lane Group Flow (vph)	0	233	0	0	524	0	0	80	1208	85
Confl. Peds. (#/hr)	105		68	68		105			137	
Confl. Bikes (#/hr)			1			7			9	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)	5	5	5	5	5	5				
Turn Type	Perm	NA		Perm	NA	custom	Prot	NA	custom	Prot
Protected Phases		4			8		5	2		1
Permitted Phases	4			8		5			1	
Actuated Green, G (s)		25.0			25.0		14.0	40.0		14.0
Effective Green, g (s)		25.0			25.0		14.0	40.0		14.0
Actuated g/C Ratio		0.25			0.25		0.14	0.40		0.14
Clearance Time (s)		6.0			6.0		6.0	5.0		6.0
Vehicle Extension (s)		3.0			3.0		2.0	3.0		2.0
Lane Grp Cap (vph)		301			191		64	1196		64
v/s Ratio Prot								c0.40		
v/s Ratio Perm		0.19			c0.68		0.17			c0.19
v/c Ratio		0.77			2.74		1.25	1.01		1.33
Uniform Delay, d1		34.9			37.5		43.0	30.0		43.0
Progression Factor		1.00			1.00		1.01	0.99		0.95
Incremental Delay, d2		11.7			799.7		124.0	10.5		176.4
Delay (s)		46.5			837.2		167.2	40.3		217.3
Level of Service		D			F		F	D		F
Approach Delay (s)		46.5			837.2			48.2		
Approach LOS		D			F			D		
Intersection Summary										
HCM 2000 Control Delay		204.5			HCM 2000 Level of Service		F			
HCM 2000 Volume to Capacity ratio		1.59								
Actuated Cycle Length (s)		100.0			Sum of lost time (s)		20.0			
Intersection Capacity Utilization		116.7%			ICU Level of Service		H			
Analysis Period (min)		15								
c Critical Lane Group										

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
9: Third St. & 20th St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↔	↔
Traffic Volume (vph)	499	28
Future Volume (vph)	499	28
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		6.0
Lane Util. Factor		0.95
Frpb, ped/bikes		0.98
Flpb, ped/bikes		1.00
Frt		0.99
Flt Protected		1.00
Satd. Flow (prot)		2958
Flt Permitted		1.00
Satd. Flow (perm)		2958
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	525	29
RTOR Reduction (vph)	4	0
Lane Group Flow (vph)	550	0
Confl. Peds. (#/hr)		114
Confl. Bikes (#/hr)		11
Heavy Vehicles (%)	3%	3%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	39.0	
Effective Green, g (s)	39.0	
Actuated g/C Ratio	0.39	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1153	
v/s Ratio Prot	0.19	
v/s Ratio Perm		
v/c Ratio	0.48	
Uniform Delay, d1	22.9	
Progression Factor	0.82	
Incremental Delay, d2	0.4	
Delay (s)	19.1	
Level of Service	B	
Approach Delay (s)	45.5	
Approach LOS	D	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
10: Third St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	56	326	77	341	212	237	1	833	684	0	837	47
Future Volume (vph)	56	326	77	341	212	237	1	833	684	0	837	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1200	1200	1200	1200	1200	1200
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.96			0.91			0.98	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.98			0.96			0.93			0.99	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1328			1237			1525			1739	
Flt Permitted		0.87			0.43			0.95			1.00	
Satd. Flow (perm)		1168			549			1456			1739	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	60	347	82	363	226	252	1	886	728	0	890	50
RTOR Reduction (vph)	0	7	0	0	15	0	0	84	0	0	4	0
Lane Group Flow (vph)	0	482	0	0	826	0	0	1531	0	0	936	0
Confl. Peds. (#/hr)	111		86	86		111		90			104	
Confl. Bikes (#/hr)			1			11		3			15	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5		5	5		5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2					
Actuated Green, G (s)		29.0			29.0			60.0			60.0	
Effective Green, g (s)		29.0			29.0			60.0			60.0	
Actuated g/C Ratio		0.29			0.29			0.60			0.60	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		338			159			873			1043	
v/s Ratio Prot											0.54	
v/s Ratio Perm		0.41			c1.51			c1.05				
v/c Ratio		1.43			5.20			1.75			0.90	
Uniform Delay, d1		35.5			35.5			20.0			17.3	
Progression Factor		1.00			0.71			1.37			1.09	
Incremental Delay, d2		208.0			1889.3			339.8			1.3	
Delay (s)		243.5			1914.6			367.3			20.2	
Level of Service		F			F			F			C	
Approach Delay (s)		243.5			1914.6			367.3			20.2	
Approach LOS		F			F			F			C	
Intersection Summary												
HCM 2000 Control Delay		602.7			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		3.01										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			15.0				
Intersection Capacity Utilization		177.1%			ICU Level of Service			H				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	135	347	76	280	236	181	1	25	1280	311	11	67
Future Volume (vph)	135	347	76	280	236	181	1	25	1280	311	11	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.5	5.5			5.5
Lane Util. Factor		1.00			1.00			1.00	0.95			1.00
Frpb, ped/bikes		0.99			0.98			1.00	0.99			1.00
Flpb, ped/bikes		1.00			0.99			1.00	1.00			1.00
Frt		0.98			0.96			1.00	0.97			1.00
Flt Protected		0.99			0.98			0.95	1.00			0.95
Satd. Flow (prot)		1343			1296			1525	2921			1525
Flt Permitted		0.74			0.46			0.48	1.00			0.24
Satd. Flow (perm)		1000			607			773	2921			384
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	155	399	87	322	271	208	1	29	1471	357	13	77
RTOR Reduction (vph)	0	5	0	0	12	0	0	0	22	0	0	0
Lane Group Flow (vph)	0	636	0	0	789	0	0	30	1806	0	0	90
Confl. Peds. (#/hr)	51		64	64		51			35			
Confl. Bikes (#/hr)			3			3			3			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA		custom	Prot
Protected Phases		4			8			5	2			1
Permitted Phases	4			8			5				1	
Actuated Green, G (s)		27.0			27.0			8.3	39.3			16.7
Effective Green, g (s)		27.0			27.0			8.3	39.3			16.7
Actuated g/C Ratio		0.27			0.27			0.08	0.39			0.17
Clearance Time (s)		6.0			6.0			5.5	5.5			5.5
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		270			163			64	1147			64
v/s Ratio Prot									c0.62			
v/s Ratio Perm		0.64			c1.30			0.04				c0.23
v/c Ratio		2.36			4.84			0.47	1.57			1.41
Uniform Delay, d1		36.5			36.5			43.7	30.4			41.6
Progression Factor		1.00			0.95			1.35	0.65			0.93
Incremental Delay, d2		621.2			1736.2			0.5	259.0			191.2
Delay (s)		657.7			1770.9			59.3	278.6			230.0
Level of Service		F			F			E	F			F
Approach Delay (s)		657.7			1770.9				275.1			
Approach LOS		F			F				F			
Intersection Summary												
HCM 2000 Control Delay		510.9			HCM 2000 Level of Service			F				
HCM 2000 Volume to Capacity ratio		2.73										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)				21.0			
Intersection Capacity Utilization		143.4%			ICU Level of Service				H			
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
11: Third St. & 23rd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1084	54
Future Volume (vph)	1084	54
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.5	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.99	
Flpb, ped/bikes	1.00	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	3000	
Flt Permitted	1.00	
Satd. Flow (perm)	3000	
Peak-hour factor, PHF	0.87	0.87
Adj. Flow (vph)	1246	62
RTOR Reduction (vph)	3	0
Lane Group Flow (vph)	1305	0
Confl. Peds. (#/hr)	51	
Confl. Bikes (#/hr)	6	
Heavy Vehicles (%)	3%	3%
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	47.7	
Effective Green, g (s)	47.7	
Actuated g/C Ratio	0.48	
Clearance Time (s)	5.5	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1431	
v/s Ratio Prot	0.43	
v/s Ratio Perm		
v/c Ratio	0.91	
Uniform Delay, d1	24.2	
Progression Factor	0.84	
Incremental Delay, d2	1.1	
Delay (s)	21.5	
Level of Service	C	
Approach Delay (s)	35.0	
Approach LOS	C	
Intersection Summary		

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔			↔	↔			↔
Traffic Volume (vph)	199	56	101	7	395	7	7	89	1382	8	0	1195
Future Volume (vph)	199	56	101	7	395	7	7	89	1382	8	0	1195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			5.1	5.1			5.1
Lane Util. Factor		1.00			1.00			1.00	0.95			0.95
Frpb, ped/bikes		1.00			1.00			1.00	1.00			0.98
Flpb, ped/bikes		1.00			1.00			1.00	1.00			1.00
Frt		0.96			1.00			1.00	1.00			0.97
Flt Protected		0.97			1.00			0.95	1.00			1.00
Satd. Flow (prot)		1312			1599			1525	3046			2911
Flt Permitted		0.34			0.99			0.24	1.00			1.00
Satd. Flow (perm)		453			1588			380	3046			2911
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	229	64	116	8	454	8	8	102	1589	9	0	1374
RTOR Reduction (vph)	0	14	0	0	1	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	395	0	0	469	0	0	110	1598	0	0	1689
Confl. Peds. (#/hr)	5						5			10		
Confl. Bikes (#/hr)										4		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5									
Turn Type	Perm	NA		Perm	NA		custom	Prot	NA			NA
Protected Phases		4			8			5	2			6
Permitted Phases	4			8			5					
Actuated Green, G (s)		29.8			29.8			16.9	59.9			37.9
Effective Green, g (s)		29.8			29.8			16.9	59.9			37.9
Actuated g/C Ratio		0.30			0.30			0.17	0.60			0.38
Clearance Time (s)		5.2			5.2			5.1	5.1			5.1
Vehicle Extension (s)		3.0			3.0			3.0	3.0			3.0
Lane Grp Cap (vph)		134			473			64	1824			1103
v/s Ratio Prot								0.52				c0.58
v/s Ratio Perm		c0.87			0.30			c0.29				
v/c Ratio		2.95			0.99			1.72	0.88			1.53
Uniform Delay, d1		35.1			35.0			41.5	16.9			31.1
Progression Factor		1.00			1.00			1.14	1.29			1.59
Incremental Delay, d2		896.2			39.2			369.7	5.0			239.6
Delay (s)		931.3			74.1			417.2	26.8			289.0
Level of Service		F			E			F	C			F
Approach Delay (s)		931.3			74.1			51.9				289.0
Approach LOS		F			E			D				F
Intersection Summary												
HCM 2000 Control Delay			232.4							F		
HCM 2000 Volume to Capacity ratio			2.06									
Actuated Cycle Length (s)			100.0						15.4			
Intersection Capacity Utilization			116.9%						H			
Analysis Period (min)			15									
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
12: Third St. & 25th St.

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	293
Future Volume (vph)	293
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.87
Adj. Flow (vph)	337
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	19
Confl. Bikes (#/hr)	12
Heavy Vehicles (%)	3%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	853	641	254	31	700	20	207	543	35	4	10	523
Future Volume (vph)	853	641	254	31	700	20	207	543	35	4	10	523
Ideal Flow (vphpl)	1500	1500	1500	1500	1500	1500	1500	1500	1500	1900	1400	1400
Total Lost time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.96		1.00	1.00		1.00	0.99			1.00	0.91
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1170	2084		1165	1225		1170	2314			1092	1951
Flt Permitted	0.12	1.00		0.22	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	154	2084		269	1225		1170	2314			1149	1951
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	898	675	267	33	737	21	218	572	37	4	11	551
RTOR Reduction (vph)	0	42	0	0	1	0	0	4	0	0	0	122
Lane Group Flow (vph)	898	900	0	33	757	0	218	605	0	0	15	1154
Confl. Peds. (#/hr)	7		15	15		7			13			
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Parking (#/hr)		5	5									
Turn Type	pm+pt	NA		Perm	NA		Prot	NA		custom	Prot	NA
Protected Phases	7	4			8		5	2			1	6
Permitted Phases	4			8						1		
Actuated Green, G (s)	37.7	37.7		26.7	26.7		12.5	44.1			1.9	33.5
Effective Green, g (s)	37.7	37.7		26.7	26.7		12.5	44.1			1.9	33.5
Actuated g/C Ratio	0.38	0.38		0.27	0.27		0.12	0.44			0.02	0.34
Clearance Time (s)	5.3	5.3		5.3	5.3		5.5	5.5			5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	115	785		71	327		146	1020			21	653
v/s Ratio Prot	c0.44	0.43			0.62		c0.19	0.26				c0.59
v/s Ratio Perm	c2.48			0.12							0.01	
v/c Ratio	7.81	1.15		0.46	2.32		1.49	0.59			0.71	1.77
Uniform Delay, d1	28.9	31.1		30.7	36.6		43.8	21.2			48.8	33.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.14	0.94
Incremental Delay, d2	3081.8	80.7		4.7	601.6		254.5	2.5			68.8	351.0
Delay (s)	3110.7	111.9		35.4	638.3		298.2	23.7			124.6	382.4
Level of Service	F	F		D	F		F	C			F	F
Approach Delay (s)		1575.4			613.1			96.1				379.4
Approach LOS		F			F			F				F
Intersection Summary												
HCM 2000 Control Delay		832.4								F		
HCM 2000 Volume to Capacity ratio		4.48										
Actuated Cycle Length (s)		100.0								21.6		
Intersection Capacity Utilization		210.8%								H		
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

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HCM Signalized Intersection Capacity Analysis
13: Third St. & Cesar Chavez

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	689
Future Volume (vph)	689
Ideal Flow (vphpl)	1400
Total Lost time (s)	
Lane Util. Factor	
Flpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	725
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	26
Confl. Bikes (#/hr)	7
Heavy Vehicles (%)	6%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Unsignalized Intersection Capacity Analysis
14: Indiana St. & 23rd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	404	7	3	296	34	39	112	25	135	9	46
Future Volume (vph)	14	404	7	3	296	34	39	112	25	135	9	46
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	15	444	8	3	325	37	43	123	27	148	10	51
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	467	365	193	209								
Volume Left (vph)	15	3	43	148								
Volume Right (vph)	8	37	27	51								
Hadj (s)	0.03	-0.03	-0.01	0.03								
Departure Headway (s)	6.2	6.4	7.1	7.1								
Degree Utilization, x	0.80	0.64	0.38	0.41								
Capacity (veh/h)	561	529	443	448								
Control Delay (s)	29.8	20.1	14.5	15.0								
Approach Delay (s)	29.8	20.1	14.5	15.0								
Approach LOS	D	C	B	C								
Intersection Summary												
Delay			22.1									
Level of Service			C									
Intersection Capacity Utilization			69.2%				ICU Level of Service			C		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
101: Third St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	68	122	316	7	141	60	75	1504	25	31	657	49
Future Volume (vph)	68	122	316	7	141	60	75	1504	25	31	657	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.99			1.00			0.98	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.92			0.96			1.00			0.99	
Flt Protected		0.99			1.00			1.00			1.00	
Satd. Flow (prot)		1241			1320			2995			2923	
Flt Permitted		0.86			0.96			0.85			0.76	
Satd. Flow (perm)		1075			1274			2565			2216	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	71	127	329	7	147	62	78	1567	26	32	684	51
RTOR Reduction (vph)	0	60	0	0	15	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	467	0	0	202	0	0	1670	0	0	762	0
Confl. Peds. (#/hr)	22		12	12		22			71			92
Confl. Bikes (#/hr)			3						8			11
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		25.0			25.0			60.0			60.0	
Effective Green, g (s)		25.0			25.0			60.0			60.0	
Actuated g/C Ratio		0.25			0.25			0.60			0.60	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		268			318			1539			1329	
v/s Ratio Prot												
v/s Ratio Perm		c0.43			0.16			c0.65			0.34	
v/c Ratio		1.74			0.64			1.08			0.57	
Uniform Delay, d1		37.5			33.4			20.0			12.2	
Progression Factor		1.00			1.00			0.77			0.59	
Incremental Delay, d2		349.2			4.1			45.2			1.8	
Delay (s)		386.7			37.6			60.5			8.9	
Level of Service		F			D			E			A	
Approach Delay (s)		386.7			37.6			60.5			8.9	
Approach LOS		F			D			E			A	
Intersection Summary												
HCM 2000 Control Delay		100.6										
HCM 2000 Volume to Capacity ratio		1.25										
Actuated Cycle Length (s)		100.0						13.0				
Intersection Capacity Utilization		143.4%						H				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations			↔			↔				↔		
Traffic Volume (vph)	2	20	8	16	4	4	55	1	0	1554	13	125
Future Volume (vph)	2	20	8	16	4	4	55	1	0	1554	13	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0			6.0				5.0		
Lane Util. Factor			1.00			1.00				0.95		
Frpb, ped/bikes			0.98			0.98				1.00		
Flpb, ped/bikes			0.99			1.00				1.00		
Frt			0.95			0.88				1.00		
Flt Protected			0.98			1.00				1.00		
Satd. Flow (prot)			1268			1192				3010		
Flt Permitted			0.84			0.99				0.95		
Satd. Flow (perm)			1096			1178				2874		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2	22	9	17	4	4	59	1	0	1671	14	134
RTOR Reduction (vph)	0	0	14	0	0	43	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	36	0	0	24	0	0	0	1686	0	0
Confl. Peds. (#/hr)			13		31	31		13			69	
Confl. Bikes (#/hr)											11	
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	2%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)		5	5	5	5	5	5					
Turn Type	Perm	Perm	NA		Perm	NA		Perm		NA		Perm
Protected Phases			4			8				2		
Permitted Phases	4	4						2				6
Actuated Green, G (s)			17.0			17.0				68.0		
Effective Green, g (s)			17.0			17.0				68.0		
Actuated g/C Ratio			0.17			0.17				0.68		
Clearance Time (s)			6.0			6.0				5.0		
Vehicle Extension (s)			3.0			3.0				0.2		
Lane Grp Cap (vph)			186			200				1954		
v/s Ratio Prot												
v/s Ratio Perm			c0.03			0.02				0.59		
v/c Ratio			0.19			0.12				0.86		
Uniform Delay, d1			35.6			35.2				12.4		
Progression Factor			1.00			1.00				1.16		
Incremental Delay, d2			0.5			0.3				1.7		
Delay (s)			36.1			35.4				16.0		
Level of Service			D			D				B		
Approach Delay (s)			36.1			35.4				16.0		
Approach LOS			D			D				B		
Intersection Summary												
HCM 2000 Control Delay			22.0									
HCM 2000 Volume to Capacity ratio			0.82							C		
Actuated Cycle Length (s)			100.0							13.0		
Intersection Capacity Utilization			110.7%							H		
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

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HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

	↓	↙
Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	840	13
Future Volume (vph)	840	13
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	0.99	
Satd. Flow (prot)	2984	
Flt Permitted	0.52	
Satd. Flow (perm)	1547	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	903	14
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	1050	0
Confl. Peds. (#/hr)		79
Confl. Bikes (#/hr)		12
Heavy Vehicles (%)	4%	4%
Bus Blockages (#/hr)	0	5
Parking (#/hr)		
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	68.0	
Effective Green, g (s)	68.0	
Actuated g/C Ratio	0.68	
Clearance Time (s)	5.0	
Vehicle Extension (s)	0.2	
Lane Grp Cap (vph)	1051	
v/s Ratio Prot		
v/s Ratio Perm	c0.68	
v/c Ratio	1.40dl	
Uniform Delay, d1	16.0	
Progression Factor	0.71	
Incremental Delay, d2	18.6	
Delay (s)	30.0	
Level of Service	C	
Approach Delay (s)	30.0	
Approach LOS	C	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
102: Third St. & 19th St.

06/08/2018

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
103: Third St. & 24th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	2	1	41	13	4	4	0	1626	7	0	1493	9
Future Volume (vph)	2	1	41	13	4	4	0	1626	7	0	1493	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.87			0.97			1.00			1.00	
Flt Protected		1.00			0.97			1.00			1.00	
Satd. Flow (prot)		1199			1315			3046			3043	
Flt Permitted		0.99			0.79			1.00			1.00	
Satd. Flow (perm)		1185			1065			3046			3043	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	2	1	48	15	5	5	0	1913	8	0	1756	11
RTOR Reduction (vph)	0	44	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	20	0	0	1921	0	0	1767	0
Confl. Peds. (#/hr)	4		5	5		4	34		14	14		34
Confl. Bikes (#/hr)									4			12
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Parking (#/hr)	5	5	5	5	5	5						
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)		7.9			7.9			54.8			54.8	
Effective Green, g (s)		7.9			7.9			54.8			54.8	
Actuated g/C Ratio		0.08			0.08			0.55			0.55	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		93			84			1669			1667	
v/s Ratio Prot								c0.63			0.58	
v/s Ratio Perm	0.01				c0.02							
v/c Ratio	0.07				0.24			1.15			1.06	
Uniform Delay, d1	42.7				43.2			22.6			22.6	
Progression Factor	1.00				1.15			1.03			1.00	
Incremental Delay, d2	0.3				1.3			68.6			28.5	
Delay (s)	43.0				51.2			91.7			51.2	
Level of Service	D				D			F			D	
Approach Delay (s)	43.0				51.2			91.7			51.2	
Approach LOS	D				D			F			D	
Intersection Summary												
HCM 2000 Control Delay		71.8										
HCM 2000 Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		100.0						15.0				
Intersection Capacity Utilization		67.6%						C				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

Synchro 9 Report
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HCM Signalized Intersection Capacity Analysis
104: Third St. & 26th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	8	0	13	0	0	1	0	1482	0	0	1130	19
Future Volume (vph)	8	0	13	0	0	1	0	1482	0	0	1130	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.98			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.92			0.86			1.00			1.00	
Flt Protected		0.98			1.00			1.00			1.00	
Satd. Flow (prot)		1426			1383			3079			3069	
Flt Permitted		0.88			1.00			1.00			1.00	
Satd. Flow (perm)		1273			1383			3079			3069	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	9	0	15	0	0	1	0	1684	0	0	1284	22
RTOR Reduction (vph)	0	23	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	0	0	0	0	0	1684	0	0	1306	0
Confl. Peds. (#/hr)	1		12	12		1			10			12
Confl. Bikes (#/hr)									2			5
Parking (#/hr)	5		5									
Turn Type	Perm	NA			NA			NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4				8							
Actuated Green, G (s)		6.2			6.2			82.8			82.8	
Effective Green, g (s)		6.2			6.2			82.8			82.8	
Actuated g/C Ratio		0.06			0.06			0.83			0.83	
Clearance Time (s)		6.0			6.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			0.2			0.2	
Lane Grp Cap (vph)		78			85			2549			2541	
v/s Ratio Prot					0.00			c0.55			0.43	
v/s Ratio Perm		c0.00										
v/c Ratio	0.02				0.00			0.66			0.51	
Uniform Delay, d1	44.0				44.0			3.3			2.6	
Progression Factor	1.00				1.00			1.34			3.05	
Incremental Delay, d2	0.1				0.0			0.1			0.1	
Delay (s)	44.1				44.0			4.5			7.9	
Level of Service	D				D			A			A	
Approach Delay (s)	44.1				44.0			4.5			7.9	
Approach LOS	D				D			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.3										
HCM 2000 Volume to Capacity ratio		0.64										
Actuated Cycle Length (s)		100.0						15.0				
Intersection Capacity Utilization		65.3%						C				
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

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HCM Unsignalized Intersection Capacity Analysis
105: Tennessee St. & 18th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↔			↔			↔			↔
Sign Control			Stop			Stop			Stop			Stop
Traffic Volume (vph)	1	12	496	44	9	256	10	47	14	12	4	102
Future Volume (vph)	1	12	496	44	9	256	10	47	14	12	4	102
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	12	511	45	9	264	10	48	14	12	4	105
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	568	283	74	120								
Volume Left (vph)	12	9	48	4								
Volume Right (vph)	45	10	12	11								
Hadj (s)	0.04	0.07	0.12	0.04								
Departure Headway (s)	5.0	5.4	6.5	6.3								
Degree Utilization, x	0.79	0.42	0.13	0.21								
Capacity (veh/h)	703	632	486	515								
Control Delay (s)	24.1	12.3	10.5	10.9								
Approach Delay (s)	24.1	12.3	10.5	10.9								
Approach LOS	C	B	B	B								

Intersection Summary

Delay	18.4											
Level of Service	C											
Intersection Capacity Utilization	57.5%	ICU Level of Service B										
Analysis Period (min)	15											

Movement	SBR
Lane Configurations	↔
Sign Control	
Traffic Volume (vph)	11
Future Volume (vph)	11
Peak Hour Factor	0.97
Hourly flow rate (vph)	11
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔			↔			↔
Traffic Volume (veh/h)	3	22	12	3	3	10	2	5	57	9	9
Future Volume (Veh/h)	3	22	12	3	3	10	2	5	57	9	9
Sign Control		Stop			Stop			Free			Free
Grade		0%			0%			0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	25	13	3	3	11	0	6	64	10	10
Pedestrians		18			14			24			12
Lane Width (ft)		11.0			11.0			11.0			11.0
Walking Speed (ft/s)		4.0			4.0			4.0			4.0
Percent Blockage		1			1			2			1
Right turn flare (veh)											
Median type								None			None
Median storage (veh)											
Upstream signal (ft)											
pX, platoon unblocked							0.00				
vC, conflicting volume	316	310	214	336	307	95	0	192		88	
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	316	310	214	336	307	95	0	192		88	
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2		4.2	
tC, 2 stage (s)											
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3		2.3	
p0 queue free %	99	96	98	99	99	99	0	100		99	
cM capacity (veh/h)	589	577	790	548	579	932	0	1339		1467	

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	41	17	80	184
Volume Left	3	3	6	10
Volume Right	13	11	10	4
cSH	632	757	1339	1467
Volume to Capacity	0.06	0.02	0.00	0.01
Queue Length 95th (ft)	5	2	0	1
Control Delay (s)	11.1	9.9	0.6	0.5
Lane LOS	B	A	A	A
Approach Delay (s)	11.1	9.9	0.6	0.5
Approach LOS	B	A		

Intersection Summary

Average Delay	2.3											
Intersection Capacity Utilization	27.8%	ICU Level of Service A										
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
106: Tennessee St. & 19th St.

06/08/2018

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	4
Future Volume (Veh/h)	4
Sign Control	
Grade	
Peak Hour Factor	0.89
Hourly flow rate (vph)	4
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis
107: Tennessee St. & 20th St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations			↕			↕			↕			
Sign Control			Stop			Stop			Stop			
Traffic Volume (vph)	9	13	139	14	24	147	31	25	21	34	5	54
Future Volume (vph)	9	13	139	14	24	147	31	25	21	34	5	54
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	14	153	15	26	162	34	27	23	37	0	59
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	182	222	87	181								
Volume Left (vph)	14	26	27	59								
Volume Right (vph)	15	34	37	43								
Hadj (s)	0.02	-0.02	-0.14	-0.03								
Departure Headway (s)	4.9	4.8	5.0	5.0								
Degree Utilization, x	0.25	0.30	0.12	0.25								
Capacity (veh/h)	682	700	643	661								
Control Delay (s)	9.5	9.9	8.7	9.7								
Approach Delay (s)	9.5	9.9	8.7	9.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.6									
Level of Service			A									
Intersection Capacity Utilization			38.1%									
Analysis Period (min)			15									

Movement	SBT	SBR
Lane Configurations	↕	
Sign Control	Stop	
Traffic Volume (vph)	72	39
Future Volume (vph)	72	39
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	79	43
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations			↔				↔			↔		
Traffic Volume (veh/h)	3	34	338	27	5	3	201	26	3	6	9	2
Future Volume (Veh/h)	3	34	338	27	5	3	201	26	3	6	9	2
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	39	384	31	0	3	228	30	3	7	10	0
Pedestrians			29				48			92		
Lane Width (ft)			11.0				11.0			11.0		
Walking Speed (ft/s)			4.0				4.0			4.0		
Percent Blockage			2				4			7		
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)							272					
pX, platoon unblocked	0.00				0.00							0.00
vC, conflicting volume	0	330			0	507			890	906	540	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	330			0	507			890	906	540	0
tC, single (s)	0.0	4.1			0.0	4.1			7.1	6.5	6.2	0.0
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	0.0
p0 queue free %	0	97			0	100			98	97	98	0
cM capacity (veh/h)	0	1151			0	974			193	232	482	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	454	261	20	118								
Volume Left	39	3	3	73								
Volume Right	31	30	10	40								
cSH	1151	974	301	274								
Volume to Capacity	0.03	0.00	0.07	0.43								
Queue Length 95th (ft)	3	0	5	51								
Control Delay (s)	1.0	0.1	17.8	27.7								
Lane LOS	A	A	C	D								
Approach Delay (s)	1.0	0.1	17.8	27.7								
Approach LOS			C	D								
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			60.7%				ICU Level of Service			B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
108: Tennessee St. & 22nd St.

06/08/2018

Movement	SBL	SBT	SBR
Lane Configurations		↔	
Traffic Volume (veh/h)	64	4	35
Future Volume (Veh/h)	64	4	35
Sign Control		Stop	
Grade		0%	
Peak Hour Factor	0.88	0.88	0.88
Hourly flow rate (vph)	73	5	40
Pedestrians		72	
Lane Width (ft)		11.0	
Walking Speed (ft/s)		4.0	
Percent Blockage		6	
Right turn flare (veh)			
Median type			
Median storage (veh)			
Upstream signal (ft)			
pX, platoon unblocked			
vC, conflicting volume	860	906	344
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	860	906	344
tC, single (s)	7.1	6.5	6.2
tC, 2 stage (s)			
tF (s)	3.5	4.0	3.3
p0 queue free %	65	98	94
cM capacity (veh/h)	211	232	642
Direction, Lane #			

HCM Signalized Intersection Capacity Analysis
109: Minnesota St. & 18th St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	20	231	109	7	145	11	71	27	11	7	45	37
Future Volume (vph)	20	231	109	7	145	11	71	27	11	7	45	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			1.00			0.99			0.97	
Flpb, ped/bikes		1.00			1.00			0.97			0.99	
Frt		0.96			0.99			0.99			0.94	
Flt Protected		1.00			1.00			0.97			1.00	
Satd. Flow (prot)		1454			1373			1277			1262	
Flt Permitted		0.98			0.98			0.75			0.98	
Satd. Flow (perm)		1427			1349			995			1238	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	22	248	117	8	156	12	76	29	12	8	48	40
RTOR Reduction (vph)	0	22	0	0	4	0	0	6	0	0	29	0
Lane Group Flow (vph)	0	365	0	0	172	0	0	111	0	0	67	0
Confl. Peds. (#/hr)			34	34			47		44	44		47
Confl. Bikes (#/hr)			2					11				13
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	5	5	5	0	0	0	0	0	0	0	0	0
Parking (#/hr)				5	5	5	5	5	5	5	5	5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)		30.0			30.0			20.0			20.0	
Effective Green, g (s)		30.0			30.0			20.0			20.0	
Actuated g/C Ratio		0.43			0.43			0.29			0.29	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Lane Grp Cap (vph)		611			578			284			353	
v/s Ratio Prot												
v/s Ratio Perm		c0.26			0.13			c0.11			0.05	
v/c Ratio		0.60			0.30			0.39			0.19	
Uniform Delay, d1		15.4			13.1			20.1			18.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.3			1.3			4.0			1.2	
Delay (s)		19.6			14.4			24.1			20.1	
Level of Service		B			B			C			C	
Approach Delay (s)		19.6			14.4			24.1			20.1	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM 2000 Control Delay		19.2			HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio		0.48										
Actuated Cycle Length (s)		70.0			Sum of lost time (s)						16.0	
Intersection Capacity Utilization		57.0%			ICU Level of Service						B	
Analysis Period (min)		15										
c Critical Lane Group												

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

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HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔				↔			↔			
Traffic Volume (veh/h)	17	330	8	1	5	228	13	4	11	5	1	63
Future Volume (Veh/h)	17	330	8	1	5	228	13	4	11	5	1	63
Sign Control		Free				Free			Stop			
Grade		0%				0%			0%			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	20	393	10	0	6	271	15	5	13	6	0	75
Pedestrians		22				28			107			
Lane Width (ft)		11.0				11.0			11.0			
Walking Speed (ft/s)		4.0				4.0			4.0			
Percent Blockage		2				2			8			
Right turn flare (veh)												
Median type		None				None						
Median storage (veh)												
Upstream signal (ft)						550						
pX, platoon unblocked				0.00							0.00	
vC, conflicting volume	333			0	510			923	890	533	0	816
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	333			0	510			923	890	533	0	816
tC, single (s)	4.1			0.0	4.1			7.1	6.5	6.2	0.0	7.1
tC, 2 stage (s)												
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	0.0	3.5
p0 queue free %	98			0	99			97	95	99	0	68
cM capacity (veh/h)	1177			0	964			177	243	490	0	236
Direction, Lane #												
Volume Total	423	292		24	146							
Volume Left	20	6		5	75							
Volume Right	10	15		6	60							
cSH	1177	964		255	322							
Volume to Capacity	0.02	0.01		0.09	0.45							
Queue Length 95th (ft)	1	0		8	57							
Control Delay (s)	0.6	0.2		20.6	25.2							
Lane LOS	A	A		C	D							
Approach Delay (s)	0.6	0.2		20.6	25.2							
Approach LOS				C	D							
Intersection Summary												
Average Delay		5.1										
Intersection Capacity Utilization		51.1%				ICU Level of Service					A	
Analysis Period (min)		15										

Potrero Power Plant EIR 02/06/2018 Existing + Project + Pier 70 PM Peak

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HCM Unsignalized Intersection Capacity Analysis
110: Minnesota St. & 22nd St.

06/08/2018

Movement	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (veh/h)	9	50
Future Volume (Veh/h)	9	50
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.84	0.84
Hourly flow rate (vph)	11	60
Pedestrians	47	
Lane Width (ft)	11.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	4	
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	888	348
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	888	348
tC, single (s)	6.5	6.2
tF (s)	4.0	3.3
p0 queue free %	95	91
cM capacity (veh/h)	244	657
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis
111: Indiana St. & 22nd St.

06/08/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Sign Control	Stop			Stop			Stop			Stop		Stop
Traffic Volume (vph)	11	245	87	40	240	3	30	63	86	28	57	34
Future Volume (vph)	11	245	87	40	240	3	30	63	86	28	57	34
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	12	275	98	45	270	3	34	71	97	31	64	38
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	385	318	202	133								
Volume Left (vph)	12	45	34	31								
Volume Right (vph)	98	3	97	38								
Hadj (s)	-0.08	0.09	-0.19	-0.06								
Departure Headway (s)	5.4	5.7	6.0	6.2								
Degree Utilization, x	0.58	0.50	0.33	0.23								
Capacity (veh/h)	628	595	532	483								
Control Delay (s)	15.6	14.3	11.9	11.1								
Approach Delay (s)	15.6	14.3	11.9	11.1								
Approach LOS	C	B	B	B								
Intersection Summary												
Delay		13.9										
Level of Service		B										
Intersection Capacity Utilization		57.0%			ICU Level of Service				B			
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis
112: Pennsylvania St. & 22nd St.

06/08/2018

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control		Stop			Stop			Stop			Stop									
Traffic Volume (vph)	7	225	55	221	70	42	87	200	116	28	163	5								
Future Volume (vph)	7	225	55	221	70	42	87	200	116	28	163	5								
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85								
Hourly flow rate (vph)	8	265	65	260	82	49	102	235	136	33	192	6								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	338	391	473	231																
Volume Left (vph)	8	260	102	33																
Volume Right (vph)	65	49	136	6																
Hadj (s)	-0.08	0.09	-0.10	0.05																
Departure Headway (s)	8.1	8.1	7.8	8.7																
Degree Utilization, x	0.76	0.88	1.03	0.56																
Capacity (veh/h)	422	436	473	381																
Control Delay (s)	33.0	46.3	76.8	22.4																
Approach Delay (s)	33.0	46.3	76.8	22.4																
Approach LOS	D	E	F	C																
Intersection Summary																				
Delay	49.4																			
Level of Service	E																			
Intersection Capacity Utilization	89.3%			ICU Level of Service			E													
Analysis Period (min)	15																			