CITY OF DALY CITY GENERAL PLAN UPDATE

DRAFT ENVIRONMENTAL IMPACT REPORT
SCH # 2012032024

VOLUME II OF II

OCTOBER 2012

Prepared by

DYETT & BHATIA
Urban and Regional Planners

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APPENDICES

Appendix A: NOP and Comment Letters

Appendix B: Traffic Consultation

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Appendix D: NWIC Records Search

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Appendix A: NOP and Comment Letters

Notice of Preparation

To: State Clearinghouse
PO Box 3044
Sacramento, CA 95812-3044
(Address)

From: City of Daly City
333 90th Street
Daly City, CA 94015
(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

City of Daly City will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Michael VanLonkhuysen at the address shown above. We will need the name for a contact person in your agency.

Project Title: City of Daly City General Plan and Coastal Element Update

Project Applicant, if any: _____

Date March 9, 2012

Signature _____

Title Senior Planner

Telephone (650) 991-8158

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

NOTICE OF PREPARATION (NOP)

Program Environmental Impact Report

City of Daly City General Plan and Coastal Element Update

Date: March 9, 2012

To: Responsible Agencies, Interested Parties, and Organizations

Subject: Notice of Preparation of a Program Environmental Impact Report for the City of Daly City General Plan and Coastal Element and Scheduling of a Scoping Meeting for Thursday, March 29, 2012

Location: City of Daly City, California

The City of Daly City has prepared an updated General Plan and Coastal Element (proposed Project) and has determined that a comprehensive Environmental Impact Report (EIR) will be necessary. In compliance with the California Environmental Quality Act (CEQA), the City of Daly City will be the lead agency and will prepare the EIR for the proposed Project. Attached are the project description, location maps, and preliminary identification of the potential environmental issues to be explored. The City of Daly City requests your input regarding the scope and content of environmental analysis that is relevant to your respective agency's statutory/regulatory responsibilities in order to ascertain potential environmental impacts of the proposed Project.

Your views and comments are welcomed, however, due to time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. The review period will extend to April 13, 2012. Please send your written response, with the name, address, phone number, and email address of your agency contact person, to the following address:

Michael VanLonkhuysen, Senior Planner
Department of Economic and Community Development
City of Daly City
333 90th Street
Daly City, CA 94015

A scoping meeting will be conducted at 4:00 p.m. on Thursday, March 29, 2012 to collect oral comments from agencies and the public. The meeting will occur in the Training Room located on the first floor of City Hall, located at 333 90th Street, Daly City, CA. If you have questions regarding this NOP or the scoping meeting, please contact Michel VanLonkhuysen at (650) 991-8158 or via email at mvanlonkhuysen@dalycity.org.

_____ _____

Michael VanLonkhuysen, Senior Planner
City of Daly City

Date

I. Project Information

Title:

City of Daly City General Plan and Coastal Element

Lead Agency Name and Address:

City of Daly City Planning Division
333 90th Street
Daly City, CA 94015

Contact Person and Information:

Michael VanLonkhuysen, Senior Planner
Phone: (650) 991-8158 (direct); (650) 991-8033 (office)
Email: mvanlonkhuysen@dalycity.org

2. Location and Regional Setting

Location

Daly City (population 101,123) is approximately eight miles south of downtown San Francisco, occupying approximately 7.6 square miles at the northernmost edge of San Mateo County and extends from the Pacific Ocean on the west to nearly reach the San Francisco Bay on the east. The City shares municipal boundaries with the City and County of San Francisco to the north, the City of Brisbane to the east, the Town of Colma and cities of South San Francisco and Pacifica to the south. Additionally, unincorporated County lands exist adjacent to the City, in the Broadmoor area located generally southeast of the City's Westlake neighborhood, and in the area of unincorporated Colma, located generally east of Junipero Serra Boulevard and adjacent to El Camino Real.

The City's transportation infrastructure includes State Highway 1 (Cabrillo Freeway), State Routes 35 (Skyline Freeway) and 82 (Mission Street), and Interstate 280 (Junipero Serra Freeway). The City is served by the Bay Area Rapid Transit (BART) system, which owns and operates the Daly City BART Station located in Daly City and the Colma BART Station located in unincorporated San Mateo County. Daly City is also served by the San Mateo County Transit District (SamTrans) and San Francisco Municipal Transportation Agency (SFMTA). Daly City is located nine miles from the San Francisco International Airport.

The regional setting is depicted in **Figure 1**. The Planning Area, depicted in **Figure 2**, consists of the existing city limits, as all land outside city limits falls within the jurisdiction of another city.

Figure 1: Regional Setting

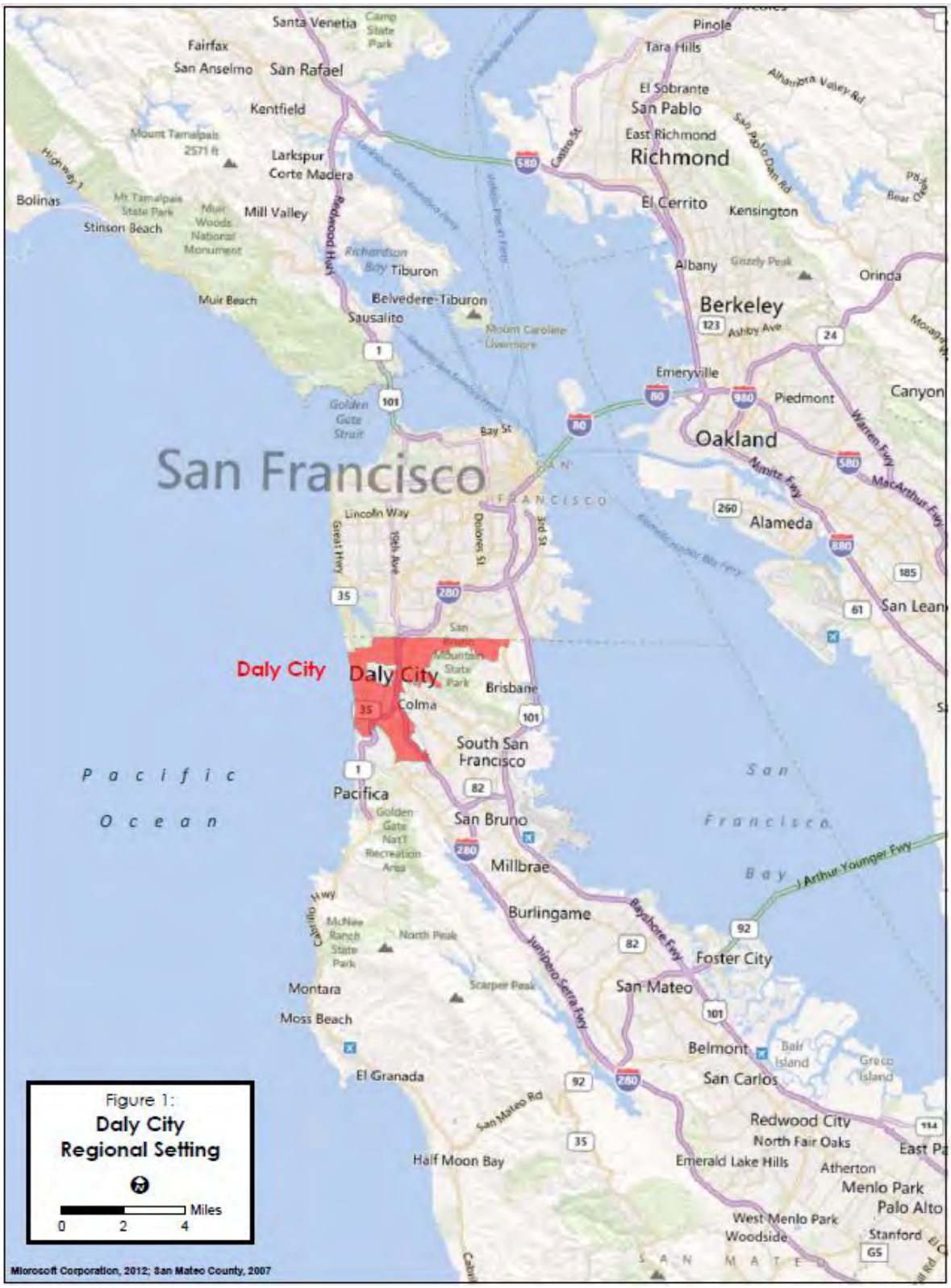
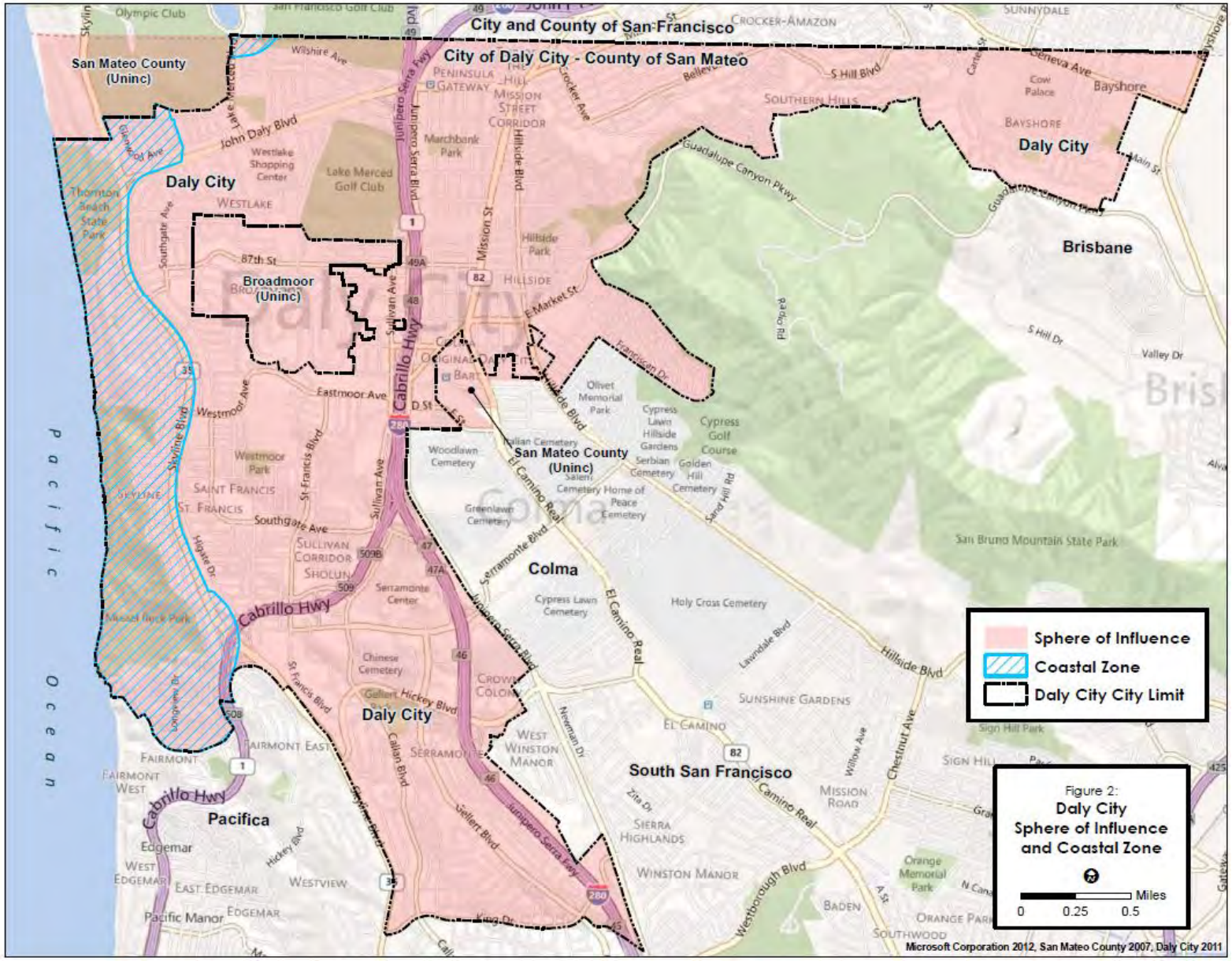


Figure 2: Regional Setting



3. Project Description

GENERAL PLAN OVERVIEW

The General Plan is a State-mandated long-term document that identifies how the City will develop by providing public policy relative to the distribution of future land uses, both public and private. The General Plan Update provides a completely new set of policies for all seven of the current General Plan elements (adoption dates): Land Use (1987), Housing (2004), Circulation (1987), Resource Management (combined Open Space and Conservation)(1989), Noise (1989), Safety (1994), and Coastal (1984). Like the existing General Plan, the General Plan Update will combine the Open Space and Conservation Elements as a single Resource Management Element.

In preparing the General Plan, the City has proceeded with the precept that change in Daly City is inevitable, that the City will evolve, and that this evolution reflects a positive process that should be embraced and thoughtfully planned. The General Plan identifies the following broad objectives:

1. To enable the community, speaking through the Planning Commission and City Council, to agree on long- and short-term policies related to each of the elements encompassed within the General Plan;

2. To establish a vision of the physical nature of Daly City in the future and set the tone for the corresponding land use policies required to advance this vision; and

3. To provide a basis for determining whether private development proposals and public projects are in harmony with the policies of the Plan.

As has been the case for many years, the incorporated area within the City limits is almost completely built out. According to a vacant land analysis completed as part of the Draft Housing Element, as few as 25 acres of privately-owned vacant or underutilized land remain in the City, scattered on smaller parcels throughout the incorporated limits. Geographical constraints and proximity to adjacent cities severely limit the City's ability to expand and annex new areas to accommodate the City's growing population which, according to the Association of Bay Area Governments, is expected to grow by approximately 20,000 residents within the planning period ending in the year 2030.

Working with a Steering Committee, the City has completed a working draft of the General Plan (see Public Visioning Process below). This Plan is available for review at www.dalycity.org/gp. The working draft of the Plan provides policies related to accommodating population growth within a fixed land resource. The draft Plan, for example, focuses significant policy toward accommodating increased density through the provision of developer incentives to create larger parcels, increased minimum lot sizes for parcels zoned for commercial and multifamily development, and parking reductions where appropriate. This working draft of the Plan may be modified as environmental review is completed, and then released for public review.

LOCAL COASTAL PROGRAM

The California Coastal Act requires every city and county lying partly or wholly within the Coastal Zone to prepare a Local Coastal Program (LCP). The LCP consists of a coastal land use plan or plans; zoning ordinances; zoning district maps; and other actions which taken together implement the Coastal Act provisions. The General Plan incorporates an update to the City's Coastal Element, which is intended to form a part of the LCP. The proposed EIR will cover the preparation of this element.

PROJECT BOUNDARIES

The project boundaries include the incorporated City limits identified in Figure 2 and areas identified within the City's existing Sphere of Influence (SOI) boundary. The area contained within the City limits is approximately 4,905 acres and, in combination with unincorporated areas contained within the SOI, the total project area is approximately 5,440 acres. The General Plan does not propose amendments to the City's existing SOI.

PUBLIC VISIONING PROCESS

Shortly after the City Council initiated the comprehensive update of the Daly City General Plan in 2006, the City developed a community-based visioning process to give all residents and business owners the opportunity to express their concerns about and aspirations for Daly City's future. This four-month process included three community workshops, an extensive community survey mailed to all postal customers, and focus group interviews. In all, over 1,850 people participated in the process.

During the process, residents and business owners provided a number of ideas that were used in developing the policies included in the General Plan. Examples of the ideas developed during the outreach process include:

1. Direction of future growth with more intense mixed-use infill developments along major transit corridors and other appropriate locations.

2. The revitalization of Mission Street to become an urban walkable mixed-use neighborhood that provides a positive and cohesive identity for the entire City.

3. The provision of a variety of housing types that include mixed-use housing, lofts, live-work, flats and other urban solutions.

4. A focus on revitalization opportunities in the Bayshore neighborhood to provide major job opportunities.

A complete summary of the visioning process, including the community survey is available as a separate document, Envision Daly City, available from the City.

4. Other Public Agencies Whose Approval is Required

CALIFORNIA COASTAL COMMISSION

Coastal Commission approval is required for adoption of the updated LCP, including relevant sections of the General Plan and Zoning Ordinance which may form a part of the LCP.

CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

The City of Daly City intends for the California Department of Housing and Community Development (HCD) to review the Housing Element update that forms a part of this proposed Project, in order to ensure the city's ongoing eligibility for various affordable housing programs. In developing the Housing Element, the City has worked closely with the Department of Housing and Community Development (HCD) to ensure that the element meets the statutory requirements. In May 2011, HCD found the element substantially in conformance with these requirements.

No other outside agency approvals are required for the proposed Project.

5. Environmental Impact Report

The EIR will fulfill CEQA requirements for environmental review of the updated General Plan and Coastal Element. All of these together are referred to as "the proposed Project." The EIR will provide a programmatic environmental assessment of the potential consequences of the proposed Project.

It will discuss how land uses and policies could potentially affect the environment, identify significant impacts, and recommend measures to mitigate those impacts. The EIR will also consider the potential environmental impacts of alternatives, including the "No Project Alternative" (business-as-usual under existing plans and ordinances), and identify an environmentally superior alternative.

Impact assessment will be conducted parallel to Plan preparation so that identified mitigation can be built into the General Plan and other documents. The environmental assessment will utilize the most current guidelines for CEQA and for each issue area, including global warming and greenhouse gases/climate change. The EIR will be prepared to take full advantage of CEQA streamlining and tiering opportunities for future projects, consistent with tiering and exemption provisions in CEQA. Community members can provide input at two different phases in the EIR process: in response to the Notice of Preparation (this notice), declaring that an EIR is going to be prepared, and to the Draft EIR itself. Additional public comment will be accepted during future public hearings before the Planning Commission and City Council when General Plan adoption is considered.

6. Potential Environmental Impacts to be Considered

Topics for analysis of the proposed Project and project alternatives that will be included in the EIR are:

- Aesthetics
- Air Quality
- Biological Resources
- Energy, Greenhouse Gases, and Climate Change
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Cultural, Historic, Archaeological, and Paleontological Resources
- Hydrology, Water Quality and Flooding
- Land Use and Housing
- Noise
- Public Utilities, Facilities and Services
- Transportation
- Cumulative Effects
- Growth-Inducing Effect

The City has determined that the following topics are not relevant to the EIR:

- Agriculture
- Mineral Resources

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

March 12, 2012

To: Reviewing Agencies

Re: Daly City General Plan and Coastal Element Update
SCH# 2012032024

Attached for your review and comment is the Notice of Preparation (NOP) for the Daly City General Plan and Coastal Element Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Michael VanLonkhuysen
Daly City
333 90th Street
Daly City, CA 94015

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2012032024
Project Title Daly City General Plan and Coastal Element Update
Lead Agency Daly City

Type NOP Notice of Preparation

Description The City of Daly City has prepared a comprehensive update of its General Plan, including Housing and Coastal Elements. The State of California requires every city to have a comprehensive General Plan, which identifies future needs in areas including land use, transportation, open space and conservation, public services, and environmental quality. Due to the unique nature of Daly City as a substantially built-out City, the General Plan provides an abundance of policies related to accommodating population growth within a fixed land resource. The General Plan, for example, focuses significant policy matter toward accommodating increased density through the provision of developer incentives to create larger parcels, increased minimum lot sizes for parcels zoned for commercial and multifamily development, and parking reductions where appropriate.

Lead Agency Contact

Name Michael VanLonkhuysen
Agency Daly City
Phone 650 991-8158 **Fax**
email
Address 333 90th Street
City Daly City **State** CA **Zip** 94015

Project Location

County San Mateo
City Daly City
Region
Cross Streets Pacific Ocean (w). San Francisco City Limit (n), Bayshore Blvd. (e), King Drive (s)
Lat / Long 37° 42' 20" N / 122° 27' 38" W
Parcel No. Multiple
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 1, 35, 82
Airports
Railways
Waterways Pacific Ocean
Schools Jeff ES, Jeff UHS...
Land Use Multiple

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

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Reviewing Agencies Resources Agency; California Coastal Commission; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 03/12/2012 ***Start of Review*** 03/12/2012 ***End of Review*** 04/10/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: San Mateo

SCH# 2012032024

esources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Nicole Wong
- [x] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [ ] Dept. of Conservation
  Elizabeth Carpenter
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Allen Robertson
- [ ] Central Valley Flood Protection Board
  James Herota
- [x] Office of Historic Preservation
  Ron Parsons
- [x] Dept of Parks & Recreation
  Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [x] Dept. of Water Resources Resources Agency
  Nadell Gayou

ish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [ ] Fish & Game Region 2
  Jeff Drongesen
- [x] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [ ] Fish & Game Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Bridgette Binning
  Dept. of Health/Drinking Water
- [ ] Delta Stewardship Council
  Kevan Samsam

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Michael Machado
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [x] Native American Heritage Comm.
  Debbie Treadway
- [ ] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [x] State Lands Commission
  Jennifer Deleong
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Philip Crimmins
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects
- [x] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Bruce de Terra
- [x] Caltrans, District 4
  Lisa Carboni
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [ ] Caltrans, District 7
  Dianna Watson
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [ ] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Phil Crader
  Division of Water Rights
- [x] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [x] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
- [ ] RWQCB 5F
  Central Valley Region (5)
  Fresno Branch Office
- [ ] RWQCB 5R
  Central Valley Region (5)
  Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
- [ ] RWQCB 6V
  Lahontan Region (6)
  Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

- [ ] _____
  Conservancy

Last Updated 2/29/2012

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

April 10, 2012

SMGen076
SCH# 2012032024

Mr. Michael VanLonkhuysen
City of Daly City - Planning Division
333 – 90th Street
Daly City, CA 94015

Dear Mr. VanLonkhuysen:

Daly City General Plan and Coastal Element Update – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the Daly City General Plan and Coastal Element Update. The following comments are based on the Notice of Preparation. As the lead agency, the City of Daly City (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with the Department to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

Vehicle Trip Reduction
The Department encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.

We also encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For

information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

Traffic Impact Study
Please include the information detailed below in the Traffic Impact Study (TIS) to ensure that project-related impacts to state roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's *"Guide for the Preparation of Traffic Impact Studies"* should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

The Traffic Study should include:

1. Site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State ROW should be clearly identified.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

5. The project's consistency with the San Mateo County Congestion Management Agency's Congestion Management Plan should be evaluated.

6. Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related

and/or cumulative traffic. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Encroachment Permit
Please be advised that work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating state ROW, must be submitted to the following address: Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Please forward at least one hard copy and one CD of the environmental document, along with the TIS including Technical Appendices, to the following address below as soon as they are available: Sandra Finegan, Associate Transportation Planner, Office of Transit and Community Planning, Mail Station 10D, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

GARY ARNOLD
for District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

July 3, 2012

SMGen076
SCH# 2012032024

Mr. Michael VanLonkhuysen
City of Daly City - Planning Division
333 – 90th Street
Daly City, CA 94015

Dear Mr. VanLonkhuysen:

Daly City General Plan and Coastal Element Update – Response to Comments for the Notice of Preparation

Thank you for continuing to include the California Department of Transportation (Caltrans) in the early stages of the environmental review process for the Daly City General Plan and Coastal Element Update. The following comments are based on your Response to Comments for the Notice of Preparation.

Proposed Study Intersections
Generally speaking, please study the intersections where the project will add traffic volume and have a significant impact to the state highway system (SHS).

We recommend you include the following intersections to the Traffic Study (TS):
1. Junipero Serra Boulevard/Washington Street
2. Junipero Serra Boulevard/San Pablo Road
3. Clarinada Avenue/State Route (SR) 1 southbound on/off ramps
4. Serramonte Boulevard/SR 1 northbound on/off ramps
5. Sullivan Avenue/Washington Street
6. John Daly Boulevard/SR 35.

Proposed Study Freeway Segments
Freeway segments are from one on-ramp or off-ramp to the next on-ramp or off-ramp and should be studied where the project will add traffic volume and has a potential to have a significant impact to the SHS. It is not necessary to include weaving and ramp merging/diverging analysis in the TS unless the project will have a potential to have a significant impact on these operations.

Please forward at least one hard copy and one CD of the environmental document, along with the TS including Technical Appendices, to the following address below as soon as they are available:

Sandra Finegan, Associate Transportation Planner, Office of Transit and Community Planning, Mail Station 10D, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

April 20, 2012

Michael Van Lonkhuysen
Senior Planner
Daly City Economic and Community Development

RE: EIR of Daly City 2030: Administrative Draft

Dear Mr. Van Lonkhuysen,

San Bruno Mountain Watch addresses these comments to you for your consideration during the Environmental Impact Review of Daly City's new General Plan, specifically during the review of the Resource Management Element.

We strongly recommend that you use all the means at your disposal to preserve the property adjacent to San Bruno Mountain and Hillside Park as open space. Maps showing the general location of this area. and a map showing county parcel lines and Assessor's Parcel Numbers (APNs) are attached as Appendix A. As the APN map shows, most of the parcels in this area are publicly owned; four of them are privately owned.

We think this area deserves to be preserved for a number of reasons.

1. **Environmentally sensitive habitat**. San Francisco lessingia (*Lessingia germanorum*) is a federally listed endangered species, originally listed in 1997. It grows on the dunes on this hillside, and is the only remaining population south of the Presidio. A map showing the distribution of the lessingia with an overlay of the parcels is attached as Appendix B. The dunes themselves are composed of sandy deposits of the Pleistocene Colma formation and were formed from 80,000 to 125,000 years ago. This tawny yellow sand is much older than the white sand of the dunes in western San Francisco. (USFWS RP). In addition to the Lessingia, other native dune plants grow here. A partial list of these plants is attached as Appendix C. This is a unique habitat in Daly City, and also on San Bruno Mountain, and worthy of preservation.
2. **Archaeological site**. There are sea shells scattered across a 65 by 120 foot area just below the reservoir , and this has been identified as an archaeological site - a shell mound. The site has been registered (P-41-002281) with the State of California Department of Parks and Recreation Resources Agency and the registration document attached as Appendix D. The area appears to cross both public and private land.
3. **Access to San Bruno Mountain trail system**. It may be possible to connect to the San Bruno Mountain State and County Park trails from this hillside, from Thiers Street, and possibly also from Hillside Park. There is currently no trail access into San Bruno Mountain Park from the surrounding neighborhoods and

there are a number of schools in the area, so a trail connection to the Park would be particularly valuable .

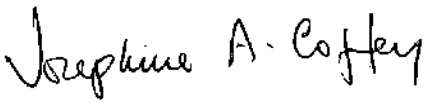
4. **Community service opportunity**. In addition to the native plants, there are also a number of invasive species. In the past, volunteer weeding parties have cut back the invasive plants, and this is an ongoing need. This provides an opportunity for community service for students in the surrounding schools and for adult volunteers.

In the Draft Resource Management Element, it is acknowledged that San Bruno Mountain provides "some of the greatest natural and archaeological resources in the city" and that it is "important that any remaining resources are carefully managed." (DRM p. 187) The San Bruno Mountain Dunes, immediately adjacent to the San Bruno Mountain State and County Park, is a striking example of an area that because of its singular geology, biological uniqueness and diversity, and pre-European historical remains, is eminently worthy of preservation.

We recommend that the City procure rights to the 4 privately owned parcels that would prevent development on them. Possible ways to do this include:

1. Re-zoning the properties on the hillside as Open Space (OS).
2. Exchanging publicly owned surplus property for the privately owned parcels.

San Bruno Mountain Watch will be happy to work with the Council and Staff of the City to achieve the goal of preserving this unique natural and historical habitat.



Josephine A. Coffey
for San Bruno Mountain Watch

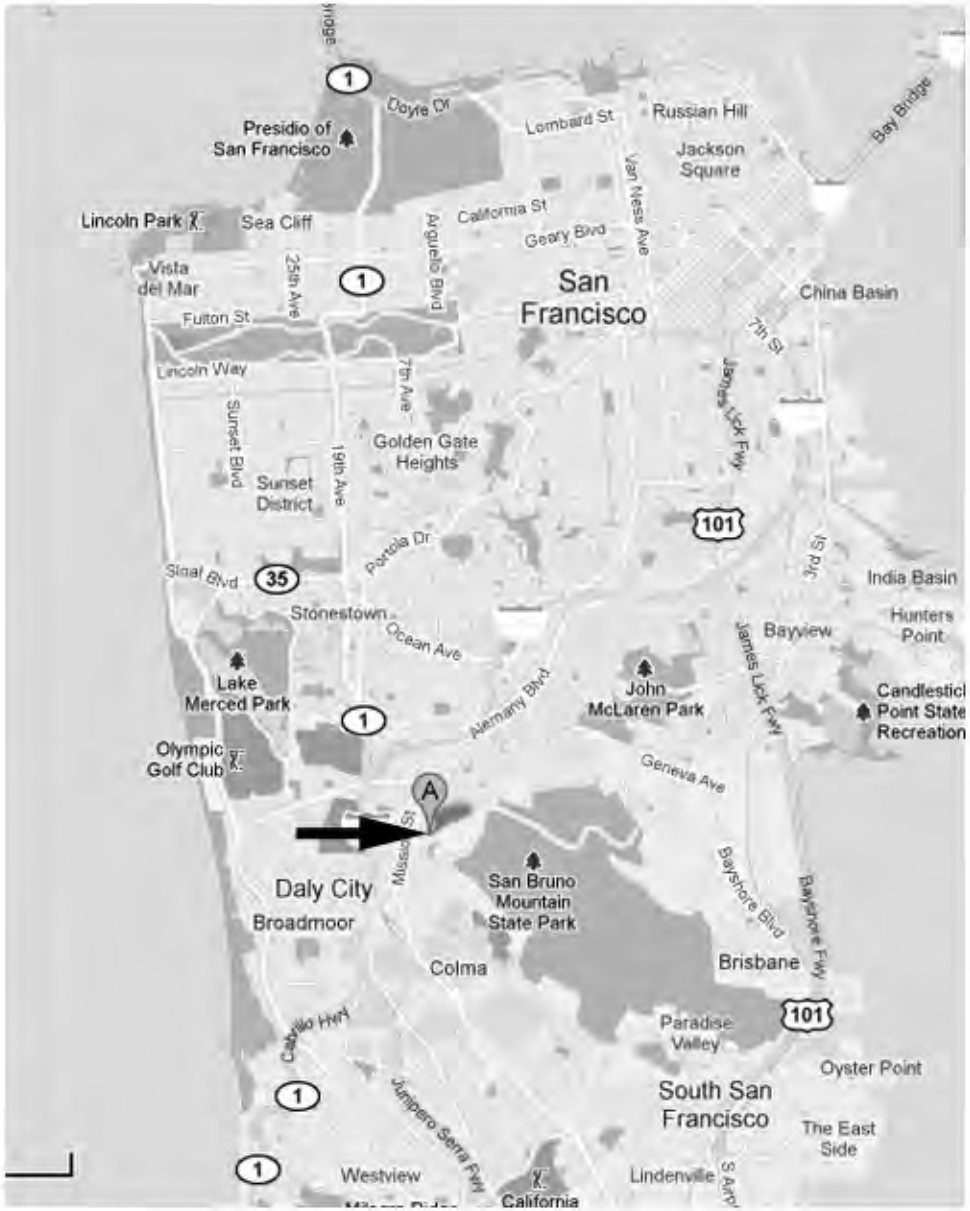
References

USFWS RP: U.S. Fish and Wildlife Service. 2003. Recovery Plan for Coastal Plants of the Northern San Francisco Peninsula. U.S. Fish and Wildlife Service, Portland, Oregon. xvi.+304 pages

DRM: The City of Daly City. 2011. Daly City 2030: Administrative Draft; Draft Resource Management Element.

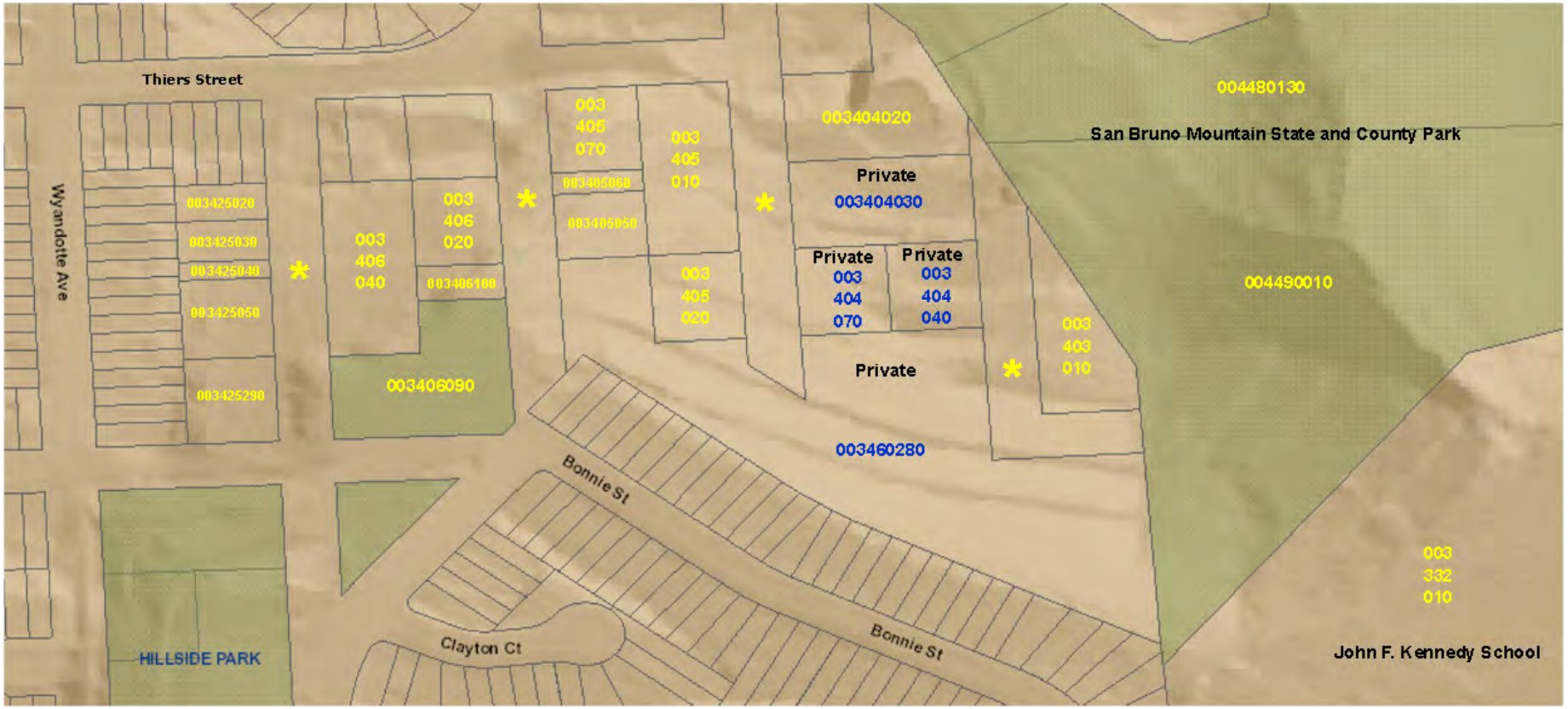
APPENDIX A

Daly City Dunes Birds Eye Views



San Bruno Mountain Dunes

Daly City, CA

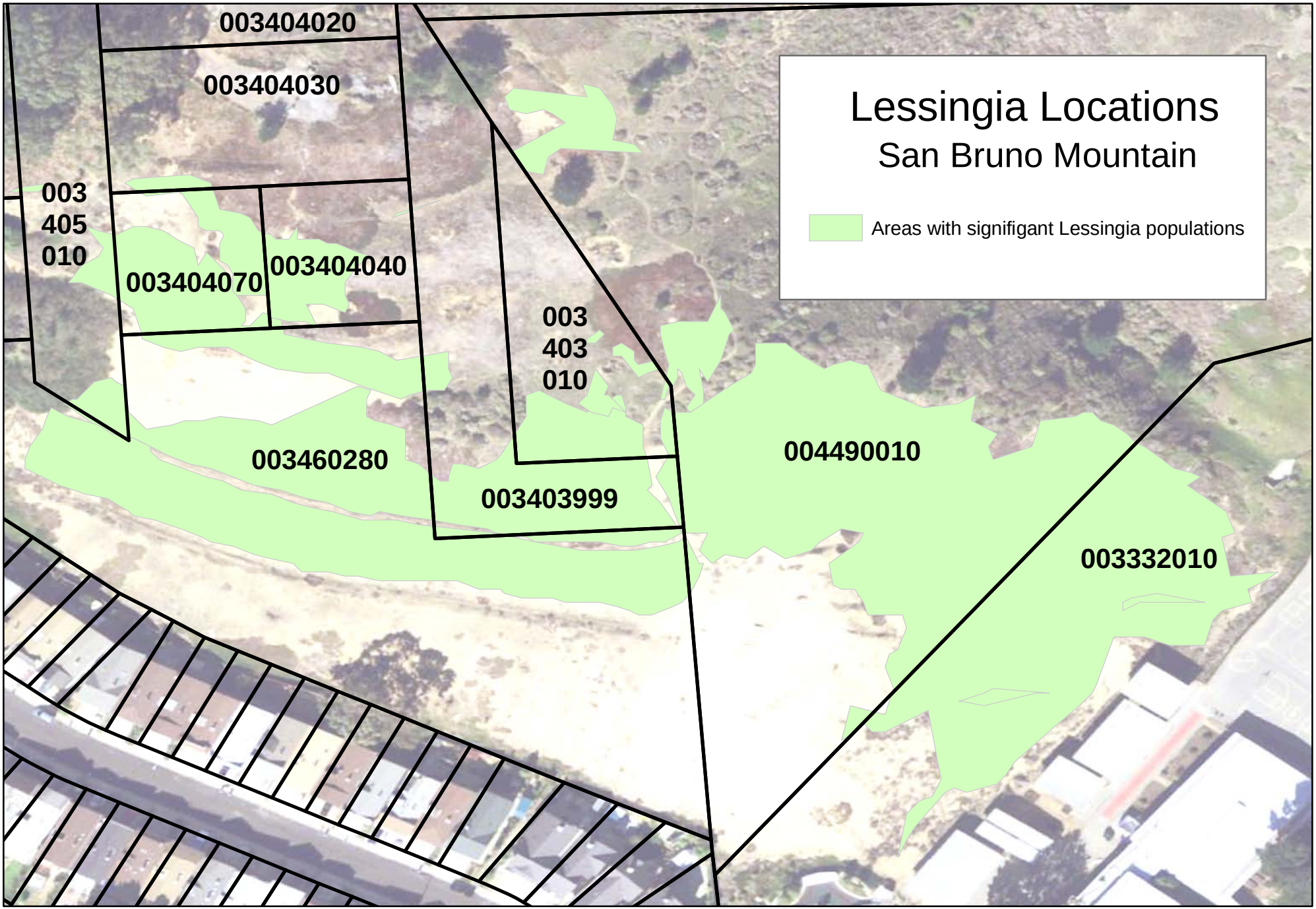


Parcel Map printed 1/25/12 from San Mateo County GIS System http://gis.co.sanmateo.ca.us/CountyGIS/. APNs added

Parcels numbered in yellow are publicly owned, by Daly City, or the school district, or the State and County. Parcels numbered in blue are privately owned.

* **indicates planned ('paper') streets.**

APPENDIX B



0 50 100 200 Feet

Data Collected by Joe Cannon and Lawrence Fernandez, 12/06/2011
Parcel Data and Image from San Mateo County GIS
Map crated on ArcGIS 9.3 by Christine Hansell 12/11/2011

APPENDIX C

Daly City Dunes - Partial Native Plant List
San Bruno Mountain Watch
January 23, 2012

information from:
Sue Smith (CNPS), 1993
Elizabeth McClintock, A Flora of the San Bruno Mountains, 1990
SBMW: Joe Cannon

scientific name	common name		family	
Achillea millefolium	common yarrow	perennial	Asteraceae	
Acaena pinnatifida var. californica	California acaena	perennial	Rosaceae	*Acaena californica*
Baccharis pilularis	coyote brush	perennial	Asteraceae	
Bromus carinatus	California brome	annual	Poaceae	
Camissonia micrantha	miniature suncup	annual	Onagraceae	
Camissonia strigulosa	sandysoil suncup	annual	Onagraceae	
Cardionema ramosissimum	sandmat	perennial	Caryophyllaceae	
Clarkia davyi	Davy's clarkia	annual	Onagraceae	
Clarkia rubicunda	clarkia	annual	Onagraceae	
Chorizanthe cuspidata var. cuspidata	San Franicisco spineflower	annual	Polygonaceae	endangered 1B.2
Conyza canadensis	horseweed	annual	Asteraceae	*Erigeron canadensis*
Cryptantha leiocarpa	coast cryptantha	annual	Boraginaceae	
Ericameria ericoides	California goldenbush	shrub	Asteraceae	
Eriogonum latifolium	coast buckwheat	perennial	Polygonaceae	
Eschscholzia californica	California poppy	annual,perennial	Papaveraceae	
Lessingia germanorum	San Francisco lessingia	annual	Asteraceae	endangered 1B.1
Lotus scoparius	common deerweed	perennial	Fabaceae	*Acmispon glaber*
Lupinus arboreus	coastal bush lupine	shrub	Fabaceae	
Lupinus bicolor	annual lupine	annual,perennial	Fabaceae	
Lupinus chamissonis	chamisso bush lupine	shrub	Fabaceae	
Marah fabaceus	coast wild cucumber	perennial	Cucurbitaceae	
Oenothera elata ssp. hookeri	Hooker's evening primrose	perennial	Onagraceae	
Phacelia californica	California phacelia	perennial	Hydrophyllaceae	
Phacelia distans	common phacelia	annual	Hydrophyllaceae	
Polygonum paronychia	dune knotweed	perennial	Polygonaceae	
Pseudognaphalium ramosissimum	pink everlasting	biennial	Asteraceae	*Gnaphalium ramosissimum*
Pteridium aquilinum	western brackenfern	fern	Dennstaedtiaceae	
Solidago spathulata	goldenrod	perennial	Asteraceae	
Rubus ursinus	California blackberry	vine, shrub	Rosaceae	
Salix lasiolepis	arroyo willow	tree, shrub	Salicaceae	

Top Invasives (in decreasing order of threat): fox-tail fescue (*Vulpia myuros*); ripgut brome (*Bromus diandrus*); iceplant (*Carpobrotus edulis*); Bermuda buttercup (*Oxalis pes-caprae*); hairy catsear (*Hypochaeris radicata*); smooth catsear (*Hypochaeris glabra*); redstemmed filaree (*Erodium cicutarium*); wild oat (*Avena fatua*); rabbitsfoot grass (*Polypogon monspeliensis*); bur clover (*Medicago polymorpha*); sweet alyssum (*Lobularia maritima*)

APPENDIX D

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-41-002281
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: Lessingia Site

P1. Other Identifier:

*P2. Location: ☑ Not for Publication ☐ Unrestricted *a. County: San Mateo

*USGS Quad(s): San Francisco South (1956; photorevised 1980)

c. Address:

d. UTM (NAD 83): Zone 10; 457842 mE 4172340 mN NAD83

e. Other Locational Data:

The site is located in Landgrant: Canada De Guadalupe La Visitacion. From the intersection of Guadalupe Canyon Parkway and Hillside Boulevard in Daly City, go north on Hillside Blvd 0.5 miles to Thiers Street. Turn right (east onto Thiers St.) and go 0.17 miles to the end of the road. From there go about 100 meters down the driveway to the site location. The site is downslope below the water storage facility.

*P3a. Description:

The site appears to be a possible shell midden deposit. It is situated on old dune deposits at the western end of San Bruno Mountain. The midden constituent is primarily oyster shell and the sandy soils in association are slightly darker that the surrounding soils. The deposit is mixed and there is also an historic-era component consisting of a scatter of saw-cut bone, ceramics, and amethyst glass. Partial maker's marks indicate a date of ca. 1910-30's. The site is about 40 x 20 m in size, and appears to be highly disturbed by modern modifications to the landform; mostly to create pads for residential structures and other developments.

The site was recorded under the auspices of:
San Bruno Mountain Watch, Brisbane, CA
Ken McIntire; Executive Director
David Schooley, Josephine Coffey, and Del Schembari; Board Members

*P3b. Resource Attributes: AH01 (Unknown historic), AP15 (Habitation debris)

*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☑ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

*P5b. Description of Photo:
Site overview looking west.

*P6. Date Constructed/Age & Sources:
☐ Historic ☐ Prehistoric ☑ Both

*P7. Owner and Address:
Unknown

*P8. Recorded by:
J. Berg, Far Western, 2727 Del Rio Place Suite A, Davis CA 95618

*P9. Date Recorded: 6/25/2011

*P10. Survey Type:
Site Specific Visit

*P11. Citation:

*Attachments: ☐ None ☑ Location Map ☑ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other:

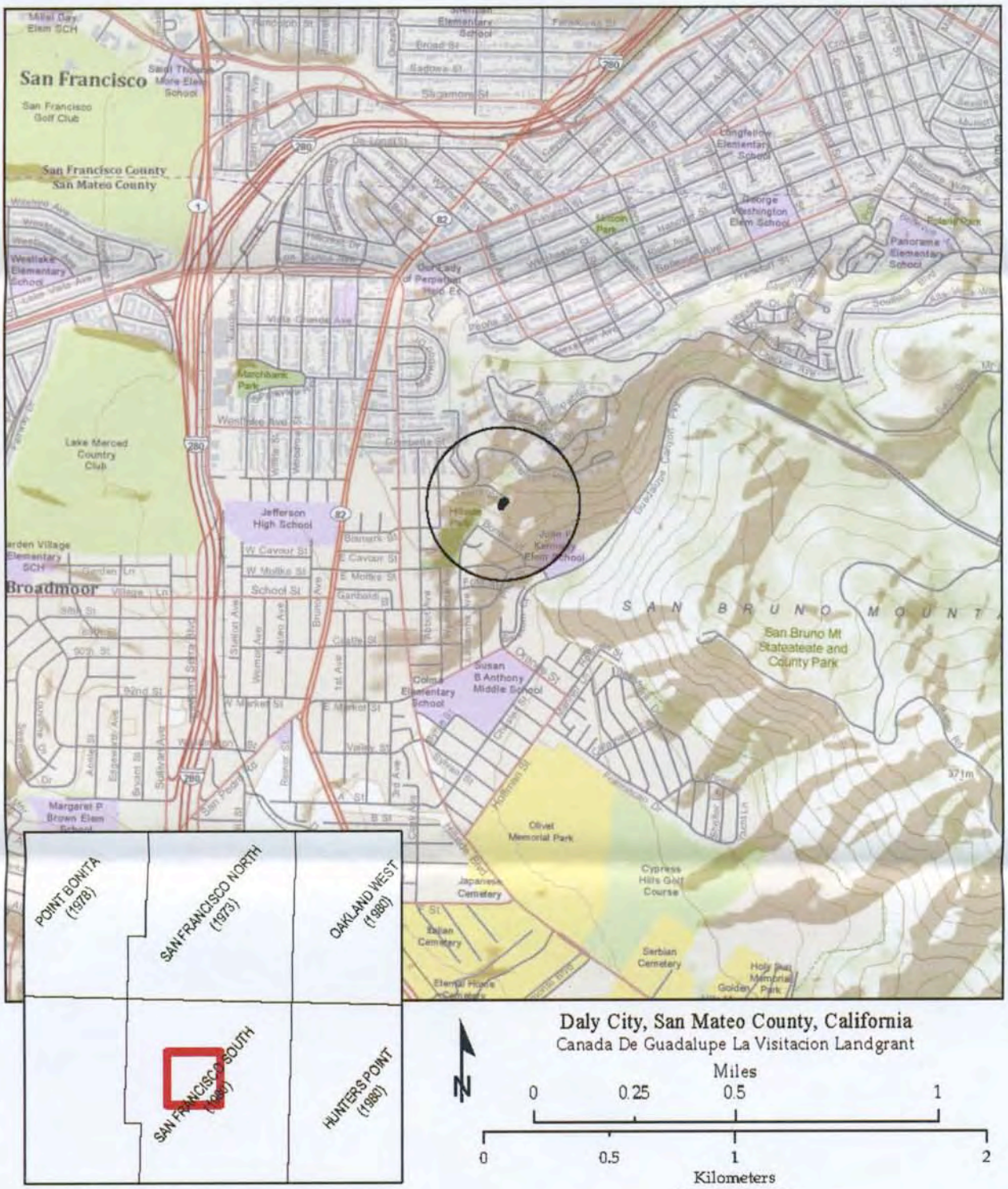
*Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-41-002281
HRI #
Trinomial

*Resource Name or #: Lessingia Site



Key to USGS 7.5' quads depicted

Daly City, San Mateo County, California
Canada De Guadalupe La Visitacion Landgrant

Miles: 0, 0.25, 0.5, 1
Kilometers: 0, 0.5, 1, 2
SCALE 1:24,000

ianp 7/4/2011 11:24:07 AM

*Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

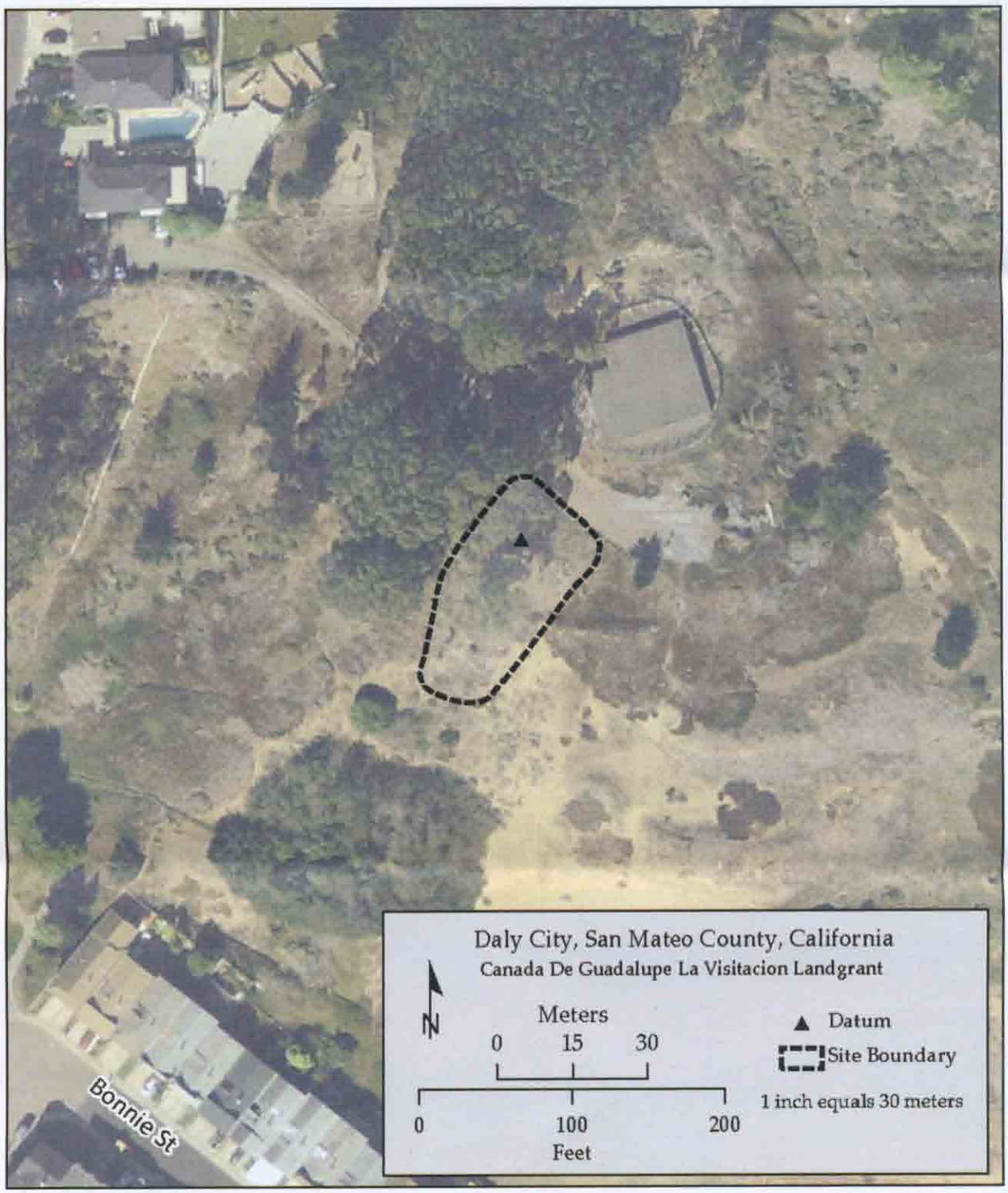
SKETCH MAP

Primary # P-41-002281
HRI #
Trinomial

*Resource Name or #: Lessingia Site

*Drawn by: I. Patrick

*Date: 7/1/2011



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*Required Information

Appendix B: Traffic Consultation

DYETT & BHATIA
Urban and Regional Planners

M E M O R A N D U M

To:	Sandra Finegan, Department of Transportation
From:	Melinda Hue, Dyett & Bhatia
Cc:	Lillian Tsang, Kittelson & Associates
Re:	Daly City General Plan and Coastal Element Update – Notice of Preparation
Date:	May 29, 2012

Dear Ms. Finegan,

Dyett & Bhatia, along with Kittelson & Associates, have been retained by the City of Daly City to assist in the preparation of the General Plan and Coastal Element Update EIR. We received Caltrans' comment letter in response to the Notice of Preparation (a copy of Caltrans' comment letter and a map is attached for reference) and Kittelson has followed up with Caltrans since then (copies of previous correspondence is attached.) We are submitting an updated scope of work in response to Caltrans' comments for Caltrans review and have included some clarifying questions.

Proposed Study Freeway Segments

1. I-280 at San Mateo/San Francisco County Line
2. US 101 at Oyster Point Blvd
3. I-280 at Hickey Blvd
4. US 101 at San Mateo/San Francisco County Line
5. SR 1 at SR 35
6. SR 35 at SR 1

Questions:

- Are these freeway segments sufficient or is Caltrans requesting that *every single freeway segment* within the Daly City city limits be studied? (See Caltrans' email dated 5/8/12.) Kittelson does not feel it is necessary to study every single freeway segment since the growth under the proposed General Plan will be minimal but we would like Caltrans to provide direction.

- Does the scope need to include weaving analysis? If so, at which interchanges?

- Does the scope of work need to include ramp merging/diverging analysis? If so, at which interchanges?

755 Sansome St, Suite 400 | T 415 956 4300
San Francisco, CA 94111 | F 415 956 7315
www.dyettandbhatia.com

Proposed Study Intersections

1. John Daly Blvd./Skyline Blvd.
2. John Daly Blvd./I-280 SB On-Ramp
3. John Daly Blvd./Junipero Serra Blvd.
4. John Daly Blvd./Mission St./Hillside Blvd.
5. Mission St./Hillcrest Dr.
6. Mission St./Westlake Ave.
7. Mission St./School St.
8. Mission St./E. Market St./San Pedro Rd.
9. Junipero Serra Blvd./D St.
10. Sullivan Ave./Pierce St.
11. Serramonte Blvd./I-280 NB On-Ramp
12. Serramonte Blvd./I-280 SB Off-Ramp
13. Hickey Blvd./Skyline Blvd.
14. Hickey Blvd./I-280 SB
15. Hickey Blvd./I-280 NB
16. Skyline Blvd./Westmoor Ave.

Questions:

- Are these study intersections sufficient or are there additional intersections that Caltrans recommends to be included in the scope of work?

We would appreciate any final comments that Caltrans may have on the updated scope of work. If you have any questions, please feel free to contact me at melinda@dyettandbhatia.com or 415.956.4300 ext. 35. We would appreciate a response from Caltrans by June 7, 2012. Thank you.

Best,

Melinda Hue
Dyett & Bhatia, Urban and Regional Planners
755 Sansome Street, Suite 400
San Francisco, CA 94111
Phone: 415.956.4300 x 35
Fax: 415.956.7316
Email: melinda@dyettandbhatia.com

Attachments:

1. Response to the NOP from Caltrans (4/10/12)
2. Map of Daly City
3. Caltrans Email (5/8/12)
4. Caltrans Email (5/16/12)

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

April 10, 2012

SMGen076
SCH# 2012032024

Mr. Michael VanLonkhuysen
City of Daly City - Planning Division
333 – 90th Street
Daly City, CA 94015

Dear Mr. VanLonkhuysen:

Daly City General Plan and Coastal Element Update – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the Daly City General Plan and Coastal Element Update. The following comments are based on the Notice of Preparation. As the lead agency, the City of Daly City (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with the Department to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

Vehicle Trip Reduction
The Department encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.

We also encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others. For

information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

Traffic Impact Study
Please include the information detailed below in the Traffic Impact Study (TIS) to ensure that project-related impacts to state roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's *"Guide for the Preparation of Traffic Impact Studies"* should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

The Traffic Study should include:

1. Site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State ROW should be clearly identified.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

5. The project's consistency with the San Mateo County Congestion Management Agency's Congestion Management Plan should be evaluated.

6. Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related

and/or cumulative traffic. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Encroachment Permit
Please be advised that work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating state ROW, must be submitted to the following address: Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Please forward at least one hard copy and one CD of the environmental document, along with the TIS including Technical Appendices, to the following address below as soon as they are available: Sandra Finegan, Associate Transportation Planner, Office of Transit and Community Planning, Mail Station 10D, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

GARY ARNOLD
for District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

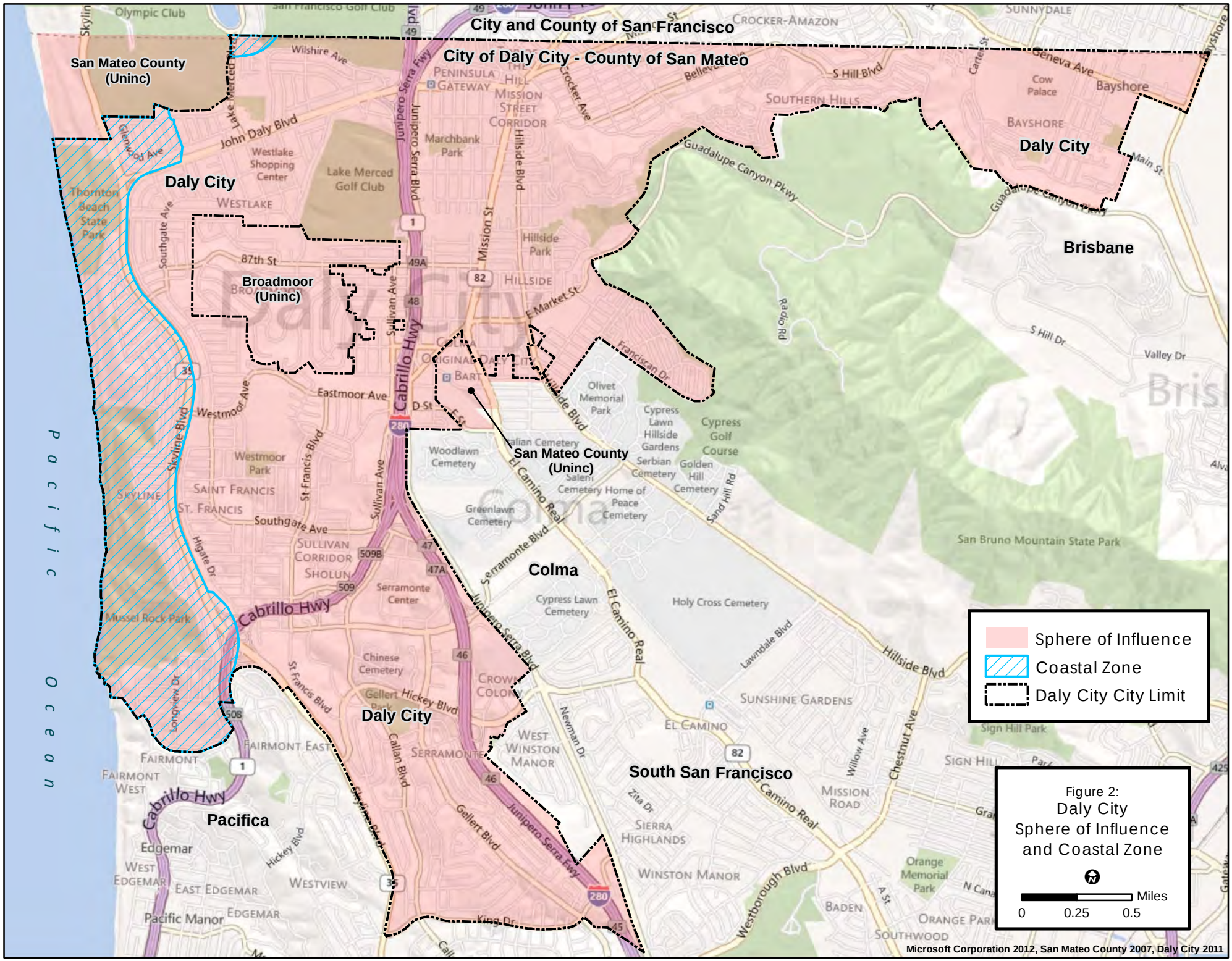

Figure 2:
Daly City
Sphere of Influence
and Coastal Zone

G:\Administration\GIS\ECD\General\Plan\EIR\NoP_DCSphere.mxd
Thursday, March 08, 2012 10:20:09 AM

Melinda Hue

From: Sandra Finegan <sandra_finegan@dot.ca.gov>
Sent: Tuesday, May 08, 2012 10:57 AM
To: Lillian Tsang
Subject: RE: Daly City General Plan Update EIR -

Hi Lillian,

As long as the study includes all the freeway segments between these boundaries I-280 (1-3) and US-101 (2-4) you scope of work is fine.

As we discussed previously, if you have further questions you could call Lance Hall, 510-286-6311 and/or katie Yim, 510-286-4578.

Sandra Finegan
Associate Transportation Planner
Local Development - Intergovernmental Review
Office of Transit and Community Planning
Caltrans - District 4
111 Grand Avenue, MS 10-D
Oakland, CA 94623
(510) 622-1644
(510) 286-5559 FAX

Lillian Tsang <ltsang@kittelson.com>

05/08/2012 10:38 AM

To <sandra_finegan@dot.ca.gov>
cc
Subject RE: Daly City General Plan Update EIR -

Sandra,

I just wanted to do a follow-up on the email I sent to you last month. Do you have a contact at the Traffic Dept whom I can speak with?

Thanks,
Lillian Tsang, PE
Senior Engineer
Kittelson & Associates, Inc.
Transportation Engineering / Planning
510.839.1742 Ext. 122 (direct)
408.840.3812 (cell)
Anchorage | Baltimore | Bend | Boise | Brisbane | Fort Lauderdale | Oakland | Orlando | Portland | Reston | Sacramento | Tucson
Streetwise Twitter Facebook

From: Lillian Tsang
Sent: Tuesday, April 24, 2012 4:04 PM
To: 'sandra_finegan@dot.ca.gov'

Subject: Daly City General Plan Update EIR -

Sandra,

For our scope, we were to analyze up to six freeway segments using HCM 2000. I have identified the following freeway segments that are within the City Limits to analyze. Can you please check with the Traffic Dept to see if these locations are okay? And whether they have any other traffic concerns?

Number	Location	Boundary
1	I-280	San Mateo/San Francisco County Line
2	US 101	South San Francisco - Oyster Point Blvd
3	I-280	Daly City - Hickey Blvd
4	US 101	San Mateo/San Francisco County Line

Thanks,

Lillian Tsang, PE
Senior Engineer
Kittelson & Associates, Inc.
Transportation Engineering / Planning
510.839.1742 Ext. 122 (direct)
408.840.3812 (cell)
Anchorage | Baltimore | Bend | Boise | Brisbane | Fort Lauderdale | Oakland | Orlando | Portland | Reston | Sacramento | Tucson
Streetwise Twitter Facebook

Melinda Hue

From: Sandra Finegan <sandra_finegan@dot.ca.gov>
Sent: Wednesday, May 16, 2012 4:38 PM
To: Lillian Tsang
Subject: Daly City General Plan Update

Hi Lillian,

Also, please include the freeway portion of State Route (SR) 1 at the SR-35 interchange area in the study.

Sandra Finegan
Associate Transportation Planner
Local Development - Intergovernmental Review
Office of Transit and Community Planning
Caltrans - District 4
111 Grand Avenue, MS 10-D
Oakland, CA 94623
(510) 622-1644
(510) 286-5559 FAX

Appendix C: Traffix Data

154540 - Daly City General Plan EIR
Existing AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Daly City

154540 - Daly City General Plan EIR
Existing AM Peak Hour

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 John Daly Blvd/Skyline Blvd													
Base	5	1083	321	133	719	2	7	6	7	244	12	178	2717
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	1083	321	133	719	2	7	6	7	244	12	178	2717
#2 Lake Merced Blvd/John Daly Blvd													
Base	15	134	153	381	175	58	138	366	54	131	243	350	2198
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	134	153	381	175	58	138	366	54	131	243	350	2198
#3 Park Plaza Drive/John Daly Blvd													
Base	136	64	225	29	46	171	125	899	45	188	666	8	2602
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	64	225	29	46	171	125	899	45	188	666	8	2602
#4 I-280 Ramp/John Daly Blvd													
Base	0	0	239	0	0	0	0	1202	376	338	944	0	3099
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	239	0	0	0	0	1202	376	338	944	0	3099
#5 Junipero Serra Blvd/John Daly Blvd													
Base	283	266	410	127	176	238	582	451	155	51	707	152	3598
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	283	266	410	127	176	238	582	451	155	51	707	152	3598
#6 Bart Exit/John Daly Blvd													
Base	0	0	1	21	6	121	0	1001	12	10	930	0	2102
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	21	6	121	0	1001	12	10	930	0	2102
#7 De Long Street/John Daly Blvd													
Base	0	0	0	36	0	134	529	364	7	10	593	127	1800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	36	0	134	529	364	7	10	593	127	1800
#8 John Daly Blvd/Mission St/Hillside Blvd													
Base	198	623	27	70	647	234	202	153	146	69	256	141	2766
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	198	623	27	70	647	234	202	153	146	69	256	141	2766
#9 Mission St/Hillcrest Dr													
Base	12	991	0	0	973	13	0	0	0	0	0	0	1989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	991	0	0	973	13	0	0	0	0	0	0	1989

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Mission St/Crocker Ave/Flournoy St													
Base	0	335	62	0	0	0	40	327	19	70	0	256	1109
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	335	62	0	0	0	40	327	19	70	0	256	1109
#11 Mission St/Templeton Ave													
Base	96	0	18	0	0	0	0	115	56	30	123	0	438
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	0	18	0	0	0	0	115	56	30	123	0	438
#12 Mission St/Westlake Ave													
Base	32	649	7	2	800	23	84	2	40	8	6	6	1659
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	649	7	2	800	23	84	2	40	8	6	6	1659
#13 Mission St/School St													
Base	177	590	0	0	786	110	143	0	180	0	0	42	2028
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	177	590	0	0	786	110	143	0	180	0	0	42	2028
#14 Mission St/Market St/San Pedro Rd													
Base	379	400	25	111	422	216	270	434	148	63	666	3	3137
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	379	400	25	111	422	216	270	434	148	63	666	3	3137
#15 El Camino Real/F Street													
Base	31	350	0	0	618	140	119	0	41	0	0	0	1299
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	350	0	0	618	140	119	0	41	0	0	0	1299
#16 Hillside Blvd/Chester St/A St													
Base	64	167	20	10	308	29	17	102	40	34	101	6	898
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	167	20	10	308	29	17	102	40	34	101	6	898
#17 Hillside Blvd/Market St													
Base	250	118	22	59	285	58	11	357	163	59	401	19	1802
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	250	118	22	59	285	58	11	357	163	59	401	19	1802
#18 Junipero Serra Blvd/North Garage													
Base	0	1296	3	6	461	0	0	0	0	0	0	0	1766
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1296	3	6	461	0	0	0	0	0	0	0	1766
#19 Junipero Serra Blvd/Westlake Ave													
Base	0	1118	299	92	329	0	0	0	0	163	0	157	2158
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1118	299	92	329	0	0	0	0	163	0	157	2158

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#20 Junipero Serra Blvd/School St/87th St													
Base	51	123	73	55	210	95	140	181	90	131	171	98	1418
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	123	73	55	210	95	140	181	90	131	171	98	1418
#21 Junipero Serra Blvd/Washington Street													
Base	50	846	37	148	295	13	229	289	119	11	81	513	2631
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	846	37	148	295	13	229	289	119	11	81	513	2631
#22 Junipero Serra Blvd/San Pedro Rd													
Base	196	446	330	25	347	45	432	280	27	369	268	34	2799
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	196	446	330	25	347	45	432	280	27	369	268	34	2799
#23 Junipero Serra Blvd/D Street													
Base	27	181	65	37	217	444	747	471	69	20	174	26	2478
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	181	65	37	217	444	747	471	69	20	174	26	2478
#24 Junipero Serra Blvd/Southgate Ave													
Base	123	251	0	0	319	98	176	0	281	0	0	0	1248
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	251	0	0	319	98	176	0	281	0	0	0	1248
#25 Junipero Serra Blvd/Colma Blvd													
Base	0	265	69	179	223	0	0	0	0	141	0	36	913
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	265	69	179	223	0	0	0	0	141	0	36	913
#26 Junipero Serra Blvd/Serramonte Blvd													
Base	63	248	152	90	192	28	143	594	191	63	200	13	1977
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	248	152	90	192	28	143	594	191	63	200	13	1977
#27 Sullivan Ave/Washington St													
Base	61	305	422	26	140	5	18	180	87	44	82	49	1419
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	305	422	26	140	5	18	180	87	44	82	49	1419
#28 Sullivan Ave/Pierce Street													
Base	96	220	0	0	322	3	6	0	136	391	49	5	1228
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	220	0	0	322	3	6	0	136	391	49	5	1228
#29 Sullivan Ave/San Pedro Rd/Eastmoor Ave													
Base	4	137	211	0	556	318	133	540	148	225	234	55	2561
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	137	211	0	556	318	133	540	148	225	234	55	2561

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#30 Sullivan Ave/I-280 On Ramp													
Base	59	197	54	508	284	100	10	12	0	0	0	0	1224
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	197	54	508	284	100	10	12	0	0	0	0	1224
#31 Sullivan Ave/Southgate Ave													
Base	0	0	0	150	0	123	169	391	0	0	206	243	1282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	150	0	123	169	391	0	0	206	243	1282
#32 Callan Blvd/Southgate Ave													
Base	271	0	51	0	0	0	0	348	211	38	191	0	1110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	271	0	51	0	0	0	0	348	211	38	191	0	1110
#33 St Francis Blvd/Southgate Ave													
Base	75	93	114	75	118	13	16	281	60	63	138	25	1071
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	93	114	75	118	13	16	281	60	63	138	25	1071
#34 I-280 NB On Ramp/Serramonte Blvd													
Base	0	0	0	0	0	0	341	794	0	0	233	2	1370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	341	794	0	0	233	2	1370
#35 I-280 SB Off Ramp/Serramonte Blvd													
Base	0	0	0	428	0	411	0	733	0	0	248	0	1820
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	428	0	411	0	733	0	0	248	0	1820
#36 Serramonte Blvd/Gellert Blvd													
Base	199	58	338	70	67	6	39	377	151	346	230	168	2049
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	199	58	338	70	67	6	39	377	151	346	230	168	2049
#37 Serramonte Blvd/Callan Blvd													
Base	126	204	76	118	151	77	90	266	74	57	65	48	1352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	126	204	76	118	151	77	90	266	74	57	65	48	1352
#38 Serramonte Blvd/Rt 1 Ramps													
Base	8	22	13	142	27	72	471	131	24	61	120	191	1282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	22	13	142	27	72	471	131	24	61	120	191	1282
#39 Serramonte Blvd/St Francis Blvd													
Base	0	6	9	355	2	23	1	273	1	0	76	134	880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	9	355	2	23	1	273	1	0	76	134	880

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#40 St Francis Blvd/Clarinada Ave													
Base	16	104	21	85	239	4	7	53	48	96	105	164	942
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	104	21	85	239	4	7	53	48	96	105	164	942
#41 St Francis Blvd/Eastmoor Ave													
Base	58	0	112	0	0	0	0	475	12	63	343	0	1063
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	58	0	112	0	0	0	0	475	12	63	343	0	1063
#42 Clarinada Ave/Rt 1 Ramps													
Base	351	0	327	0	0	0	0	55	78	44	57	0	912
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	351	0	327	0	0	0	0	55	78	44	57	0	912
#43 Clarinada Ave/Callan Blvd													
Base	66	236	0	0	116	33	87	0	116	0	0	0	654
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	66	236	0	0	116	33	87	0	116	0	0	0	654
#44 Hickey Blvd/Skyline Blvd													
Base	74	854	34	87	252	110	355	143	36	30	110	164	2249
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	74	854	34	87	252	110	355	143	36	30	110	164	2249
#45 Hickey Blvd/St Francis Blvd													
Base	8	0	4	34	1	32	7	598	4	9	300	6	1003
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	4	34	1	32	7	598	4	9	300	6	1003
#46 Hickey Blvd/Callan Blvd													
Base	95	218	43	61	147	43	99	464	71	23	223	61	1548
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	95	218	43	61	147	43	99	464	71	23	223	61	1548
#47 Hickey Blvd/I-280 SB Ramps													
Base	0	0	0	223	1	93	0	769	465	161	666	0	2378
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	223	1	93	0	769	465	161	666	0	2378
#48 Hickey Blvd/I-280 NB Ramps													
Base	360	25	202	69	131	113	89	454	375	83	333	25	2259
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	360	25	202	69	131	113	89	454	375	83	333	25	2259
#49 Skyline Blvd/Westmoor Ave													
Base	62	826	160	142	776	36	116	217	112	136	68	190	2841
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	826	160	142	776	36	116	217	112	136	68	190	2841

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#50 Geneva Ave/Carter St													
Base	188	0	132	0	0	0	0	769	277	99	525	0	1990
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	188	0	132	0	0	0	0	769	277	99	525	0	1990
#51 Geneva Ave/Schwerin St													
Base	16	16	62	14	45	101	105	809	31	39	324	30	1592
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	16	62	14	45	101	105	809	31	39	324	30	1592
#52 Geneva Ave/Bayshore Blvd													
Base	214	228	0	0	71	302	422	0	448	0	0	0	1685
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	214	228	0	0	71	302	422	0	448	0	0	0	1685
#53 Carter St/Martin St													
Base	7	193	56	18	339	1	4	1	17	95	1	29	761
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	193	56	18	339	1	4	1	17	95	1	29	761
#54 Guadalupe Canyon Pkwy/Carter St													
Base	0	0	0	195	0	176	159	221	0	0	91	46	888
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	176	159	221	0	0	91	46	888

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 John Daly Blvd/Skyline Blvd	B	14.4	0.572	B	14.4	0.572	+ 0.000 D/V
# 2 Lake Merced Blvd/John Daly Blv	C	33.6	0.558	C	33.6	0.558	+ 0.000 D/V
# 3 Park Plaza Drive/John Daly Blv	C	31.2	0.570	C	31.2	0.570	+ 0.000 D/V
# 4 I-280 Ramp/John Daly Blvd	A	5.5	0.495	A	5.5	0.495	+ 0.000 D/V
# 5 Junipero Serra Blvd/John Daly	C	24.5	0.649	C	24.5	0.649	+ 0.000 D/V
# 6 Bart Exit/John Daly Blvd	A	3.7	0.267	A	3.7	0.267	+ 0.000 D/V
# 7 De Long Street/John Daly Blvd	C	30.2	0.481	C	30.2	0.481	+ 0.000 D/V
# 8 John Daly Blvd/Mission St/Hill	C	33.1	0.726	C	33.1	0.726	+ 0.000 D/V
# 9 Mission St/Hillcrest Dr	A	0.7	0.208	A	0.7	0.208	+ 0.000 D/V
# 10 Mission St/Crocker Ave/Flourno	C	23.3	0.484	C	23.3	0.484	+ 0.000 D/V
# 11 Mission St/Templeton Ave	A	8.2	0.156	A	8.2	0.156	+ 0.000 V/C
# 12 Mission St/Westlake Ave	B	10.8	0.534	B	10.8	0.534	+ 0.000 D/V
# 13 Mission St/School St	C	21.1	0.510	C	21.1	0.510	+ 0.000 D/V
# 14 Mission St/Market St/San Pedro	D	43.0	0.777	D	43.0	0.777	+ 0.000 D/V
# 15 El Camino Real/F Street	B	10.5	0.274	B	10.5	0.274	+ 0.000 D/V
# 16 Hillside Blvd/Chester St/A St	B	10.2	0.282	B	10.2	0.282	+ 0.000 V/C
# 17 Hillside Blvd/Market St	C	28.8	0.560	C	28.8	0.560	+ 0.000 D/V
# 18 Junipero Serra Blvd/North Gara	A	0.6	0.431	A	0.6	0.431	+ 0.000 D/V
# 19 Junipero Serra Blvd/Westlake A	A	9.4	0.509	A	9.4	0.509	+ 0.000 D/V
# 20 Junipero Serra Blvd/School St/	C	27.1	0.532	C	27.1	0.532	+ 0.000 D/V
# 21 Junipero Serra Blvd/Washington	C	27.9	0.622	C	27.9	0.622	+ 0.000 D/V
# 22 Junipero Serra Blvd/San Pedro	C	30.2	0.683	C	30.2	0.683	+ 0.000 D/V
# 23 Junipero Serra Blvd/D Street	B	13.3	0.467	B	13.3	0.467	+ 0.000 D/V
# 24 Junipero Serra Blvd/Southgate	C	20.5	0.354	C	20.5	0.354	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Junipero Serra Blvd/Colma Blvd	B	17.2	0.177	B	17.2	0.177	+ 0.000 D/V
# 26 Junipero Serra Blvd/Serramonte	C	23.9	0.400	C	23.9	0.400	+ 0.000 D/V
# 27 Sullivan Ave/Washington St	B	16.1	0.306	B	16.1	0.306	+ 0.000 D/V
# 28 Sullivan Ave/Pierce Street	B	13.6	0.425	B	13.6	0.425	+ 0.000 D/V
# 29 Sullivan Ave/San Pedro Rd/East	C	31.0	0.583	C	31.0	0.583	+ 0.000 D/V
# 30 Sullivan Ave/I-280 On Ramp	B	11.1	0.298	B	11.1	0.298	+ 0.000 D/V
# 31 Sullivan Ave/Southgate Ave	B	16.0	0.370	B	16.0	0.370	+ 0.000 D/V
# 32 Callan Blvd/Southgate Ave	B	11.6	0.448	B	11.6	0.448	+ 0.000 V/C
# 33 St Francis Blvd/Southgate Ave	B	13.2	0.328	B	13.2	0.328	+ 0.000 D/V
# 34 I-280 NB On Ramp/Serramonte Bl	A	3.3	0.191	A	3.3	0.191	+ 0.000 D/V
# 35 I-280 SB Off Ramp/Serramonte B	A	8.0	0.383	A	8.0	0.383	+ 0.000 D/V
# 36 Serramonte Blvd/Gellert Blvd	C	31.1	0.375	C	31.1	0.375	+ 0.000 D/V
# 37 Serramonte Blvd/Callan Blvd	C	15.4	0.676	C	15.4	0.676	+ 0.000 V/C
# 38 Serramonte Blvd/Rt 1 Ramps	C	19.4	0.816	C	19.4	0.816	+ 0.000 V/C
# 39 Serramonte Blvd/St Francis Blv	B	12.5	0.578	B	12.5	0.578	+ 0.000 V/C
# 40 St Francis Blvd/Clarinada Ave	B	12.5	0.542	B	12.5	0.542	+ 0.000 V/C
# 41 St Francis Blvd/Eastmoor Ave	B	14.7	0.668	B	14.7	0.668	+ 0.000 V/C
# 42 Clarinada Ave/Rt 1 Ramps	B	11.9	0.559	B	11.9	0.559	+ 0.000 V/C
# 43 Clarinada Ave/Callan Blvd	A	9.0	0.182	A	9.0	0.182	+ 0.000 V/C
# 44 Hickey Blvd/Skyline Blvd	C	25.4	0.614	C	25.4	0.614	+ 0.000 D/V
# 45 Hickey Blvd/St Francis Blvd	C	15.9	0.094	C	15.9	0.094	+ 0.000 D/V
# 46 Hickey Blvd/Callan Blvd	C	22.1	0.335	C	22.1	0.335	+ 0.000 D/V
# 47 Hickey Blvd/I-280 SB Ramps	A	6.8	0.575	A	6.8	0.575	+ 0.000 D/V
# 48 Hickey Blvd/I-280 NB Ramps	B	18.1	0.531	B	18.1	0.531	+ 0.000 D/V
# 49 Skyline Blvd/Westmoor Ave	C	21.5	0.600	C	21.5	0.600	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Geneva Ave/Carter St	B	13.1	0.285	B	13.1	0.285	+ 0.000 D/V
# 51 Geneva Ave/Schwerin St	B	15.5	0.351	B	15.5	0.351	+ 0.000 D/V
# 52 Geneva Ave/Bayshore Blvd	C	21.3	0.359	C	21.3	0.359	+ 0.000 D/V
# 53 Carter St/Martin St	A	5.7	0.286	A	5.7	0.286	+ 0.000 D/V
# 54 Guadalupe Canyon Pkwy/Carter S	B	14.7	0.258	B	14.7	0.258	+ 0.000 D/V

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #1 John Daly Blvd/Skyline Blvd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 9 Average Delay (sec/veh): 14.4
Optimal Cycle: 61 Level Of Service: B

Street Name:	Skyline Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	10	10	6	10	10	4	4	4	4	4	4
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	5	1083	321	133	719	2	7	6	7	244	12	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1083	321	133	719	2	7	6	7	244	12	178
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1083	0	133	719	2	7	6	7	244	12	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1083	0	133	719	2	7	6	7	244	12	178
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1083	0	133	719	2	7	6	7	244	12	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.76	1.00	0.85	0.56	0.56	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00
Final Sat.:	1805	3610	1900	1805	3610	1615	1442	1900	1615	2046	101	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.07	0.20	0.00	0.00	0.00	0.00	0.12	0.12	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.52	0.00	0.13	0.50	0.50	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.02	0.57	0.00	0.57	0.40	0.00	0.02	0.02	0.02	0.57	0.57	0.53
Delay/Veh:	23.3	10.9	0.0	30.0	10.3	8.2	20.5	20.4	20.5	24.9	24.9	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	10.9	0.0	30.0	10.3	8.2	20.5	20.4	20.5	24.9	24.9	24.5
LOS by Move:	C	B	A	C	B	A	C	C	C	C	C	C
HCM2kAvgQ:	0	8	0	3	5	0	0	0	0	3	3	4

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #2 Lake Merced Blvd/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 12 Average Delay (sec/veh): 33.6
Optimal Cycle: 45 Level Of Service: C

Street Name:	Lake Merced Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	6	6	6	6	6	4	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	15	134	153	381	175	58	138	366	54	131	243	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	134	153	381	175	58	138	366	54	131	243	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	134	153	381	175	58	138	366	54	131	243	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	134	153	381	175	58	138	366	54	131	243	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	134	153	381	175	58	138	366	54	131	243	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.91	0.91	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.50	0.50	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	2611	865	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.09	0.11	0.07	0.07	0.08	0.10	0.03	0.04	0.07	0.22
Crit Moves:			****	****			****					****
Green/Cycle:	0.13	0.17	0.17	0.20	0.24	0.24	0.14	0.34	0.34	0.18	0.39	0.39
Volume/Cap:	0.06	0.22	0.56	0.56	0.28	0.28	0.56	0.30	0.10	0.20	0.17	0.56
Delay/Veh:	42.3	39.5	44.4	41.0	34.5	34.5	47.2	26.6	24.7	38.2	22.1	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	39.5	44.4	41.0	34.5	34.5	47.2	26.6	24.7	38.2	22.1	27.4
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	2	5	7	3	3	5	5	1	2	3	10

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #3 Park Plaza Drive/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 Average Delay (sec/veh): 31.2
Optimal Cycle: 46 Level Of Service: C

Street Name:	Park Plaza Drive						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	136	64	225	29	46	171	125	899	45	188	666	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	64	225	29	46	171	125	899	45	188	666	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	64	225	29	46	171	125	899	45	188	666	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	64	225	29	46	171	125	899	45	188	666	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	64	225	29	46	171	125	899	45	188	666	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.88	0.88	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.21	0.79	1.00	2.00	1.00	2.00	1.98	0.02
Final Sat.:	1805	1900	1615	1805	355	1321	1805	3610	1615	3502	3560	43
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.14	0.02	0.13	0.13	0.07	0.25	0.03	0.05	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.26	0.26	0.10	0.23	0.23	0.14	0.44	0.44	0.09	0.39	0.39
Volume/Cap:	0.57	0.13	0.54	0.16	0.57	0.57	0.48	0.57	0.06	0.57	0.48	0.48
Delay/Veh:	48.0	31.4	36.6	45.6	39.8	39.8	44.8	23.7	18.0	50.0	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	31.4	36.6	45.6	39.8	39.8	44.8	23.7	18.0	50.0	25.6	25.6
LOS by Move:	D	C	D	D	D	D	D	C	B	D	C	C
HCM2kAvgQ:	5	2	7	1	7	7	4	12	1	4	9	9

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #4 I-280 Ramp/John Daly Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 6 Average Delay (sec/veh): 5.5
Optimal Cycle: 46 Level Of Service: A

Street Name:	I-280 Ramps						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	6	0	0	0	0	10	10	6	0	0
Y+R:	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.6	3.6	3.5	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	239	0	0	0	0	1202	376	338	944	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	239	0	0	0	0	1202	376	338	944	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	239	0	0	0	0	1202	376	338	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	239	0	0	0	0	1202	376	338	944	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	239	0	0	0	0	1202	376	338	944	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	0.88	0.88	0.92	0.91	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.29	0.71	2.00	3.00	0.00
Final Sat.:	0	0	2842	0	0	0	0	3809	1191	3502	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.32	0.32	0.10	0.18	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.67	0.67	0.21	0.88	0.00
Volume/Cap:	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.47	0.47	0.47	0.21	0.00
Delay/Veh:	0.0	0.0	17.7	0.0	0.0	0.0	0.0	4.0	4.0	17.9	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	17.7	0.0	0.0	0.0	0.0	4.0	4.0	17.9	0.5	0.0
LOS by Move:	A	A	B	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	5	5	3	1	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #5 Junipero Serra Blvd/John Daly Blvd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	12	Average Delay (sec/veh):	24.5
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Junipero Serra Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	6	6	6	6	6	6	8	8	8	6	6	6
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.1	4.1	4.1
Lanes:	2 0	1	1 1	1 0	0 1	1	2 1	0 1	1	1 1	2 0	1
Volume Module:												
Base Vol:	283	266	410	127	176	238	582	451	155	51	707	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	266	410	127	176	238	582	451	155	51	707	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	266	410	127	176	238	582	451	155	51	707	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	266	410	127	176	238	582	451	155	51	707	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	266	410	127	176	238	582	451	155	51	707	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.91	0.91	0.88	0.91	0.91	0.91	0.91	0.85
Lanes:	2.00	1.18	1.82	1.00	0.85	1.15	2.28	1.72	1.00	1.00	3.00	1.00
Final Sat.:	3502	1937	2985	1805	1477	1997	3828	2966	1728	1724	5171	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.07	0.12	0.12	0.15	0.15	0.09	0.03	0.14	0.09
Crit Moves:		****			****		****				****	
Green/Cycle:	0.21	0.21	0.42	0.18	0.18	0.42	0.23	0.23	0.23	0.21	0.21	0.39
Volume/Cap:	0.38	0.65	0.33	0.38	0.65	0.29	0.65	0.65	0.38	0.14	0.65	0.24
Delay/Veh:	25.7	28.5	14.6	27.6	30.7	14.5	26.8	26.8	24.2	24.1	28.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	28.5	14.6	27.6	30.7	14.5	26.8	26.8	24.2	24.1	28.4	15.4
LOS by Move:	C	C	B	C	C	B	C	C	C	C	C	B
HCM2kAvgQ:	3	6	4	3	6	3	7	7	3	1	7	2

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #6 Bart Exit/John Daly Blvd

Cycle (sec):	55	Critical Vol./Cap.(X):	0.267
Loss Time (sec):	6	Average Delay (sec/veh):	3.7
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Bart Exit						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	6	4	4	4	0	6	6	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0
Lanes:	0 0	0	1	1 1	0 0	2	0 0	3 1	0	0 1	2 0	0
Volume Module:												
Base Vol:	0	0	1	21	6	121	0	1001	12	10	930	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	21	6	121	0	1001	12	10	930	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	21	6	121	0	1001	12	10	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	21	6	121	0	1001	12	10	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	21	6	121	0	1001	12	10	930	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.82	0.82	0.75	1.00	0.91	0.91	0.84	0.84	1.00
Lanes:	0.00	0.00	1.00	1.56	0.44	2.00	0.00	3.95	0.05	0.03	2.97	0.00
Final Sat.:	0	0	1644	2429	694	2842	0	6820	82	51	4762	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.04	0.00	0.15	0.15	0.20	0.20	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.16	0.16	0.16	0.16	0.00	0.73	0.73	0.73	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.05	0.05	0.27	0.00	0.20	0.20	0.27	0.27	0.00
Delay/Veh:	0.0	0.0	19.4	19.6	19.6	20.6	0.0	2.3	2.3	2.5	2.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	19.4	19.6	19.6	20.6	0.0	2.3	2.3	2.5	2.5	0.0
LOS by Move:	A	A	B	B	B	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	1	0	2	2	2	2	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #7 De Long Street/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 9 Average Delay (sec/veh): 30.2
Optimal Cycle: 54 Level Of Service: C

Street Name:	De Long Street						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	4	4	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0	0	0	0	0	0	1	0	0	1	2	0
Volume Module:												
Base Vol:	0	0	0	36	0	134	529	364	7	10	593	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	134	529	364	7	10	593	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	134	529	364	7	10	593	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	134	529	364	7	10	593	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	134	529	364	7	10	593	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.77	1.00	0.85	0.92	0.91	0.91	0.92	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.94	0.06	0.03	1.62	0.35
Final Sat.:	0	0	0	1471	0	1615	3502	5074	98	48	2853	611
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.08	0.15	0.07	0.07	0.21	0.21	0.21
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.31	0.19	0.19	0.55	0.43	0.43
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.48	0.48	0.37	0.37	0.37	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	38.9	0.0	42.4	30.8	39.0	39.0	13.9	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.9	0.0	42.4	30.8	39.0	39.0	13.9	22.7	22.7
LOS by Move:	A	A	A	D	A	D	C	D	D	B	C	C
HCM2kAvgQ:	0	0	0	1	0	5	8	4	4	7	9	9

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #8 John Daly Blvd/Mission St/Hillside Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): 33.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Mission St						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	2	0
Volume Module:												
Base Vol:	198	623	27	70	647	234	202	153	146	69	256	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	623	27	70	647	234	202	153	146	69	256	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	623	27	70	647	234	202	153	146	69	256	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	623	27	70	647	234	202	153	146	69	256	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	623	27	70	647	234	202	153	146	69	256	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.87	0.87	0.92	0.93	0.93	0.99	0.99	0.85
Lanes:	1.00	2.88	0.12	1.00	2.20	0.80	2.00	0.51	0.49	0.21	0.79	1.00
Final Sat.:	1805	4942	214	1805	3657	1323	3502	901	860	399	1482	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.04	0.18	0.18	0.06	0.17	0.17	0.17	0.17	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.29	0.29	0.10	0.24	0.24	0.23	0.23	0.23	0.24	0.24	0.24
Volume/Cap:	0.73	0.43	0.43	0.38	0.73	0.73	0.25	0.73	0.73	0.73	0.73	0.37
Delay/Veh:	45.8	26.0	26.0	39.0	33.5	33.5	28.2	38.2	38.2	37.4	37.4	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	26.0	26.0	39.0	33.5	33.5	28.2	38.2	38.2	37.4	37.4	29.2
LOS by Move:	D	C	C	D	C	C	C	D	D	D	D	C
HCM2kAvgQ:	7	6	6	2	10	10	2	9	9	10	10	4

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #9 Mission St/Hillcrest Dr

Cycle (sec): 115 Critical Vol./Cap.(X): 0.208
Loss Time (sec): 6 Average Delay (sec/veh): 0.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Mission St						Hillcrest Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	0	10	10	10	0	0	0	0	0	0
Y+R:	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	12	991	0	0	973	13	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	991	0	0	973	13	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	991	0	0	973	13	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	991	0	0	973	13	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	991	0	0	973	13	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.96	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5108	68	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.03	0.95	0.00	0.00	0.91	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.19	0.20	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	55.4	0.2	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	0.2	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	0	2	2	0	0	0	0	0	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #10 Mission St/Crocker Ave/Flournoy St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 9 Average Delay (sec/veh): 23.3
Optimal Cycle: 33 Level Of Service: C

Street Name:	Crocker St/Flournoy St						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	0	0	0	6	6	6	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 0	0 0	0	1 0	1 1	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	335	62	0	0	0	40	327	19	70	0	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	335	62	0	0	0	40	327	19	70	0	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	335	62	0	0	0	40	327	19	70	0	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	62	0	0	0	40	327	19	70	0	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	335	62	0	0	0	40	327	19	70	0	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	1.00	1.00	1.00	0.95	0.94	0.94	0.87	1.00	0.87
Lanes:	0.00	0.84	0.16	0.00	0.00	0.00	1.00	1.89	0.11	0.35	0.00	1.65
Final Sat.:	0	1570	290	0	0	0	1805	3384	197	586	0	2729
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.00	0.00	0.00	0.02	0.10	0.10	0.12	0.00	0.09
Crit Moves:		****						****		****		
Green/Cycle:	0.00	0.44	0.44	0.00	0.00	0.00	0.20	0.20	0.20	0.25	0.00	0.25
Volume/Cap:	0.00	0.48	0.48	0.00	0.00	0.00	0.11	0.48	0.48	0.48	0.00	0.38
Delay/Veh:	0.0	16.3	16.3	0.0	0.0	0.0	26.3	28.9	28.9	26.3	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	16.3	0.0	0.0	0.0	26.3	28.9	28.9	26.3	0.0	25.3
LOS by Move:	A	B	B	A	A	A	C	C	C	C	A	C
HCM2kAvgQ:	0	7	7	0	0	0	1	4	4	5	0	3

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #11 Mission St/Templeton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.156
Loss Time (sec): 0 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

Street Name:	Templeton Ave						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	96	0	18	0	0	0	0	115	56	30	123	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	0	18	0	0	0	0	115	56	30	123	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	0	18	0	0	0	0	115	56	30	123	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	0	18	0	0	0	0	115	56	30	123	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	0	18	0	0	0	0	115	56	30	123	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.00	0.16	0.00	1.00	0.00	0.00	1.35	0.65	0.39	1.61	0.00
Final Sat.:	615	0	115	0	707	0	0	992	518	271	1137	0
Capacity Analysis Module:												
Vol/Sat:	0.16	xxxx	0.16	xxxx	0.00	xxxx	xxxx	0.12	0.11	0.11	0.11	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	8.5	0.0	8.5	0.0	0.0	0.0	0.0	8.1	7.7	8.4	8.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	0.0	8.5	0.0	0.0	0.0	0.0	8.1	7.7	8.4	8.3	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.5			xxxxxx				8.0			8.3	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	8.5			xxxxxx				8.0			8.3	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #12 Mission St/Westlake Ave

Cycle (sec): 65 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 9 Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Mission St						Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	32	649	7	2	800	23	84	2	40	8	6	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	649	7	2	800	23	84	2	40	8	6	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	649	7	2	800	23	84	2	40	8	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	649	7	2	800	23	84	2	40	8	6	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	649	7	2	800	23	84	2	40	8	6	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.77	0.76	0.76	0.88	0.87	0.87
Lanes:	1.00	1.98	0.02	1.00	1.94	0.06	0.66	0.02	0.32	0.40	0.30	0.30
Final Sat.:	1805	3564	38	1805	3495	100	970	23	462	664	498	498
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.00	0.23	0.23	0.09	0.09	0.09	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.53	0.45	0.45	0.69	0.57	0.57	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.07	0.40	0.40	0.00	0.40	0.40	0.40	0.40	0.40	0.06	0.06	0.06
Delay/Veh:	7.3	12.0	12.0	3.6	7.9	7.9	22.8	22.8	22.8	20.3	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	12.0	12.0	3.6	7.9	7.9	22.8	22.8	22.8	20.3	20.3	20.3
LOS by Move:	A	B	B	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	0	5	5	3	3	3	0	0	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #13 Mission St/School St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 9 Average Delay (sec/veh): 21.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Mission St						School St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	6	6	6	15	15	15	6	15	15
Y+R:	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	177	590	0	0	786	110	143	0	180	0	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	590	0	0	786	110	143	0	180	0	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	590	0	0	786	110	143	0	180	0	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	590	0	0	786	110	143	0	180	0	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	590	0	0	786	110	143	0	180	0	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	0.87
Lanes:	1.00	2.00	0.00	0.00	1.75	0.25	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1805	3610	0	0	3110	435	1805	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.00	0.00	0.25	0.25	0.08	0.00	0.11	0.00	0.00	0.03
Crit Moves:	****				****		****					****
Green/Cycle:	0.15	0.54	0.00	0.00	0.39	0.39	0.18	0.00	0.35	0.00	0.00	0.18
Volume/Cap:	0.65	0.30	0.00	0.00	0.65	0.65	0.45	0.00	0.32	0.00	0.00	0.14
Delay/Veh:	39.3	10.8	0.0	0.0	22.3	22.3	32.3	0.0	20.3	0.0	0.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	10.8	0.0	0.0	22.3	22.3	32.3	0.0	20.3	0.0	0.0	29.8
LOS by Move:	D	B	A	A	C	C	C	A	C	A	A	C
HCM2kAvgQ:	6	4	0	0	11	11	4	0	4	0	0	1

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #14 Mission St/Market St/San Pedro Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): 43.0
Optimal Cycle: 110 Level Of Service: D

Street Name:	Mission St/San Pedro Rd						Market St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	6	10	10	8	8	8	8	8	8
Y+R:	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 1	0 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	379	400	25	111	422	216	270	434	148	63	666	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	400	25	111	422	216	270	434	148	63	666	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	400	25	111	422	216	270	434	148	63	666	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	400	25	111	422	216	270	434	148	63	666	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	400	25	111	422	216	270	434	148	63	666	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.86	0.86	0.91	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	2.82	0.18	1.00	2.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1805	4838	302	1805	3282	1641	1730	2580	880	1798	3596	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.08	0.08	0.06	0.13	0.13	0.16	0.17	0.17	0.04	0.19	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.27	0.26	0.26	0.18	0.17	0.17	0.22	0.22	0.22	0.24	0.24	0.24
Volume/Cap:	0.78	0.32	0.32	0.35	0.78	0.80	0.72	0.78	0.78	0.15	0.78	0.01
Delay/Veh:	44.8	33.0	33.0	40.5	48.7	49.6	42.2	44.2	44.2	33.1	43.3	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	33.0	33.0	40.5	48.7	49.6	42.2	44.2	44.2	33.1	43.3	32.0
LOS by Move:	D	C	C	D	D	D	D	D	D	C	D	C
HCM2kAvgQ:	14	4	4	4	9	10	10	12	12	2	13	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #15 El Camino Real/F Street

Cycle (sec): 70 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 9 Average Delay (sec/veh): 10.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	El Camino Real						F Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	10	10	10	4	4	4	0	0	0
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	31	350	0	0	618	140	119	0	41	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	350	0	0	618	140	119	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	350	0	0	618	140	119	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	350	0	0	618	140	119	0	41	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	350	0	0	618	140	119	0	41	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.88	0.88	0.93	1.00	0.93	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.45	0.55	0.85	0.00	1.15	0.00	0.00	0.00
Final Sat.:	3502	5187	0	0	4111	931	1503	0	2021	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.15	0.15	0.08	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.09	0.60	0.00	0.00	0.51	0.51	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.10	0.11	0.00	0.00	0.29	0.29	0.29	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	29.7	6.0	0.0	0.0	9.8	9.8	20.5	0.0	19.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	6.0	0.0	0.0	9.8	9.8	20.5	0.0	19.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	3	3	3	0	1	0	0	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #16 Hillside Blvd/Chester St/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.282
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Hillside Blvd						Chester St/A St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	64	167	20	10	308	29	17	102	40	34	101	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	167	20	10	308	29	17	102	40	34	101	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	167	20	10	308	29	17	102	40	34	101	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	167	20	10	308	29	17	102	40	34	101	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	167	20	10	308	29	17	102	40	34	101	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	1.33	0.16	0.06	1.77	0.17	0.11	0.64	0.25	0.24	0.72	0.04
Final Sat.:	294	798	98	35	1104	105	66	396	155	144	427	25
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.20	0.28	0.28	0.28	0.26	0.26	0.26	0.24	0.24	0.24
Crit Moves:	****			****				****		****		
Delay/Veh:	10.3	9.9	9.7	10.5	10.3	10.2	10.1	10.1	10.1	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	9.9	9.7	10.5	10.3	10.2	10.1	10.1	10.1	10.2	10.2	10.2
LOS by Move:	B	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	10.0			10.3			10.1			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			10.3			10.1			10.2		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.3	0.2	0.2	0.4	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #17 Hillside Blvd/Market St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 9 Average Delay (sec/veh): 28.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Hillside Blvd						Market Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	8	8	8	8	8	8
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	250	118	22	59	285	58	11	357	163	59	401	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	118	22	59	285	58	11	357	163	59	401	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	118	22	59	285	58	11	357	163	59	401	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	118	22	59	285	58	11	357	163	59	401	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	118	22	59	285	58	11	357	163	59	401	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.97	0.97	0.97	0.37	0.91	0.91	0.29	0.94	0.94
Lanes:	1.00	1.00	1.00	0.15	0.71	0.14	1.00	1.37	0.63	1.00	1.91	0.09
Final Sat.:	1805	1900	1615	272	1312	267	707	2362	1078	547	3423	162
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.01	0.22	0.22	0.22	0.02	0.15	0.15	0.11	0.12	0.12
Crit Moves:	****			****				****				
Green/Cycle:	0.25	0.25	0.25	0.39	0.39	0.39	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.56	0.25	0.06	0.56	0.56	0.56	0.06	0.56	0.56	0.40	0.43	0.43
Delay/Veh:	32.8	29.0	27.3	23.7	23.7	23.7	25.8	30.6	30.6	30.1	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	29.0	27.3	23.7	23.7	23.7	25.8	30.6	30.6	30.1	29.0	29.0
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	3	1	10	10	10	0	7	7	2	6	6

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #18 Junipero Serra Blvd/North Garage

Cycle (sec): 120 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 6 Average Delay (sec/veh): 0.6
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Junipero Serra Bvld						North Garage					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	6	6	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	4.2	4.9	4.9	4.0	4.0	4.0	3.7	3.7	3.7
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1296	3	6	461	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1296	3	6	461	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1296	3	6	461	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1296	3	6	461	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1296	3	6	461	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.92	0.92	0.98	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.00	0.01	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	0	0	1	0	0	0	0	0	0	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #19 Junipero Serra Blvd/Westlake Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Junipero Serra Blvd						Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	4	10	0	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	3.5	4.9	4.0	4.0	4.0	4.0	3.5	3.5	3.5
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1118	299	92	329	0	0	0	0	163	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1118	299	92	329	0	0	0	0	163	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1118	299	92	329	0	0	0	0	163	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1118	299	92	329	0	0	0	0	163	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1118	299	92	329	0	0	0	0	163	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.19	0.05	0.09	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.61	0.61	0.10	0.71	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.51	0.30	0.51	0.13	0.00	0.00	0.00	0.00	0.47	0.00	0.51
Delay/Veh:	0.0	6.9	5.8	28.0	2.8	0.0	0.0	0.0	0.0	22.6	0.0	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.9	5.8	28.0	2.8	0.0	0.0	0.0	0.0	22.6	0.0	23.1
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	3	2	1	0	0	0	0	3	0	3

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #20 Junipero Serra Blvd/School St/87th St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 42 Level Of Service: C

Street Name:	Junipero Serra Blvd						School Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	3	6	6	3	6	6	5	5	5	5	5	5
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.0	4.0	4.0	3.6	3.6	3.6
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	51	123	73	55	210	95	140	181	90	131	171	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	123	73	55	210	95	140	181	90	131	171	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	123	73	55	210	95	140	181	90	131	171	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	123	73	55	210	95	140	181	90	131	171	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	123	73	55	210	95	140	181	90	131	171	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.98	0.98	0.85	0.98	0.98	0.85
Lanes:	1.00	1.26	0.74	1.00	1.38	0.62	0.44	0.56	1.00	0.43	0.57	1.00
Final Sat.:	1805	2139	1269	1805	2369	1072	811	1049	1615	807	1053	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.03	0.09	0.09	0.17	0.17	0.06	0.16	0.16	0.06
Crit Moves:	****				****			****			****	
Green/Cycle:	0.05	0.15	0.15	0.07	0.17	0.17	0.32	0.32	0.32	0.31	0.31	0.31
Volume/Cap:	0.53	0.39	0.39	0.42	0.53	0.53	0.53	0.53	0.17	0.53	0.53	0.20
Delay/Veh:	42.5	31.4	31.4	37.5	31.4	31.4	23.0	23.0	19.5	24.0	24.0	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	31.4	31.4	37.5	31.4	31.4	23.0	23.0	19.5	24.0	24.0	20.7
LOS by Move:	D	C	C	D	C	C	C	C	B	C	C	C
HCM2kAvgQ:	2	3	3	2	4	4	7	7	2	7	7	2

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #21 Junipero Serra Blvd/Washington Street

Cycle (sec): 85 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 9 Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						Washington Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	6	6	4	6	6	6	6	6	10	10	10
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	0	1 0	0 1	0	1 0	0 1	1 0	1
Volume Module:												
Base Vol:	50	846	37	148	295	13	229	289	119	11	81	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	846	37	148	295	13	229	289	119	11	81	513
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	846	37	148	295	13	229	289	119	11	81	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	846	37	148	295	13	229	289	119	11	81	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	846	37	148	295	13	229	289	119	11	81	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.99	0.99	0.91	0.91	0.91	0.94	0.94	1.00
Lanes:	1.00	2.87	0.13	1.00	0.96	0.04	0.72	0.91	0.37	0.24	1.76	1.00
Final Sat.:	1805	4940	216	1805	1809	80	1239	1563	644	429	3159	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.08	0.16	0.16	0.18	0.18	0.18	0.03	0.03	0.00
Crit Moves:		****		****			****			****		
Green/Cycle:	0.14	0.30	0.30	0.15	0.31	0.31	0.27	0.27	0.27	0.17	0.12	0.00
Volume/Cap:	0.20	0.56	0.56	0.56	0.52	0.52	0.68	0.68	0.68	0.15	0.22	0.00
Delay/Veh:	33.1	25.4	25.4	36.6	24.8	24.8	29.6	29.7	29.7	29.9	34.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	25.4	25.4	36.6	24.8	24.8	29.6	29.7	29.7	29.9	34.2	0.0
LOS by Move:	C	C	C	D	C	C	C	C	C	C	C	A
HCM2kAvgQ:	1	8	8	4	7	7	9	9	9	1	1	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #22 Junipero Serra Blvd/San Pedro Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						San Pedro Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	8	8	3	6	6	4	6	6	3	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	2	0 1	1 0	1	1 0	2	0 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	196	446	330	25	347	45	432	280	27	369	268	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	446	330	25	347	45	432	280	27	369	268	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	446	330	25	347	45	432	280	27	369	268	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	446	330	25	347	45	432	280	27	369	268	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	446	330	25	347	45	432	280	27	369	268	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.99	0.99	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	2.00	0.91	0.09	1.00	1.77	0.23
Final Sat.:	1805	3610	1615	1805	3141	407	3502	1710	165	1805	3149	400
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.20	0.01	0.11	0.11	0.12	0.16	0.16	0.20	0.09	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.29	0.29	0.04	0.17	0.17	0.31	0.24	0.24	0.29	0.22	0.22
Volume/Cap:	0.67	0.42	0.70	0.39	0.67	0.67	0.39	0.70	0.70	0.70	0.39	0.39
Delay/Veh:	39.1	24.4	31.1	44.1	36.1	36.1	23.1	34.5	34.5	30.6	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	24.4	31.1	44.1	36.1	36.1	23.1	34.5	34.5	30.6	28.9	28.9
LOS by Move:	D	C	C	D	D	D	C	C	C	C	C	C
HCM2kAvgQ:	6	5	9	1	6	6	5	9	9	10	4	4

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #23 Junipero Serra Blvd/D Street

Cycle (sec): 50 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 12 Average Delay (sec/veh): 13.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						D Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.0	4.0	4.0	3.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	27	181	65	37	217	444	747	471	69	20	174	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	181	65	37	217	444	747	471	69	20	174	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	181	65	37	217	444	747	471	69	20	174	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	181	65	37	217	444	747	471	69	20	174	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	181	65	37	217	444	747	471	69	20	174	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.92	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.84	1.16	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3221	2031	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.04	0.02	0.06	0.27	0.23	0.23	0.04	0.01	0.05	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.20	0.20	0.08	0.20	0.60	0.40	0.40	0.40	0.08	0.08	0.08
Volume/Cap:	0.19	0.25	0.20	0.26	0.30	0.46	0.58	0.58	0.11	0.13	0.58	0.19
Delay/Veh:	22.1	17.0	17.0	22.5	17.3	5.9	12.2	12.2	9.6	21.7	25.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	17.0	17.0	22.5	17.3	5.9	12.2	12.2	9.6	21.7	25.1	22.1
LOS by Move:	C	B	B	C	B	A	B	B	A	C	C	C
HCM2kAvgQ:	1	1	1	1	2	4	6	6	1	0	2	1

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #24 Junipero Serra Blvd/Southgate Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 6 Average Delay (sec/veh): 20.5
Optimal Cycle: 22 Level Of Service: C

Street Name:	Junipero Serra Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	0	0	0
Y+R:	4.0	5.3	5.3	4.3	4.3	4.3	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	123	251	0	0	319	98	176	0	281	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	251	0	0	319	98	176	0	281	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	251	0	0	319	98	176	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	251	0	0	319	98	176	0	281	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	251	0	0	319	98	176	0	281	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.00	0.00	0.09	0.06	0.10	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.19	0.44	0.00	0.00	0.25	0.25	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.35	0.11	0.00	0.00	0.35	0.24	0.20	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	32.1	14.7	0.0	0.0	28.0	27.3	13.0	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	14.7	0.0	0.0	28.0	27.3	13.0	0.0	14.4	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C	C	B	A	B	A	A	A
HCM2kAvgQ:	3	1	0	0	4	2	3	0	5	0	0	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #25 Junipero Serra Blvd/Colma Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.177
Loss Time (sec): 6 Average Delay (sec/veh): 17.2
Optimal Cycle: 18 Level Of Service: B

Street Name:	Junipero Serra Blvd						Colma Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	6	6	6	4	4	4
Y+R:	5.3	5.3	5.3	4.0	5.3	5.3	4.0	4.0	4.0	3.2	3.2	3.2
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	265	69	179	223	0	0	0	0	141	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	265	69	179	223	0	0	0	0	141	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	265	69	179	223	0	0	0	0	141	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	265	69	179	223	0	0	0	0	141	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	265	69	179	223	0	0	0	0	141	0	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.04	0.05	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.01
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.42	0.42	0.29	0.71	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.18	0.10	0.18	0.09	0.00	0.00	0.00	0.00	0.18	0.00	0.06
Delay/Veh:	0.0	16.6	16.1	24.0	4.2	0.0	0.0	0.0	0.0	28.0	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	16.1	24.0	4.2	0.0	0.0	0.0	0.0	28.0	0.0	27.2
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	2	1	2	1	0	0	0	0	2	0	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #26 Junipero Serra Blvd/Serramonte Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0	4.0	3.0	4.6	4.6
Lanes:	2 0	2	0 1	1 0	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	63	248	152	90	192	28	143	594	191	63	200	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	248	152	90	192	28	143	594	191	63	200	13
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	248	152	90	192	0	143	594	191	63	200	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	248	152	90	192	0	143	594	191	63	200	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	248	152	90	192	0	143	594	191	63	200	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	1.00	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1900	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.09	0.05	0.05	0.00	0.04	0.16	0.12	0.03	0.06	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.17	0.24	0.24	0.12	0.19	0.00	0.17	0.41	0.41	0.09	0.33	0.33
Volume/Cap:	0.11	0.29	0.40	0.40	0.28	0.00	0.25	0.40	0.29	0.40	0.17	0.02
Delay/Veh:	30.0	26.9	28.1	35.4	29.6	0.0	31.0	17.8	16.9	38.3	20.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	26.9	28.1	35.4	29.6	0.0	31.0	17.8	16.9	38.3	20.1	19.1
LOS by Move:	C	C	C	D	C	A	C	B	B	D	C	B
HCM2kAvgQ:	1	3	4	3	2	0	2	6	3	2	2	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #27 Sullivan Ave/Washington St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 12 Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Sullivan Ave						Washington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	7	7	3	7	7	7	6	6	4	6	6
Y+R:	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0
Lanes:	1 0	1	1 1	1 0	0	1 0	1 0	1	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	61	305	422	26	140	5	18	180	87	44	82	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	305	422	26	140	5	18	180	87	44	82	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	305	422	26	140	5	18	180	87	44	82	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	305	422	26	140	5	18	180	87	44	82	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	305	422	26	140	5	18	180	87	44	82	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	1.00	1.00	0.95	0.90	0.90	0.95	0.94	0.94
Lanes:	1.00	1.26	1.74	1.00	0.97	0.03	1.00	1.35	0.65	1.00	0.63	0.37
Final Sat.:	1805	2074	2870	1805	1825	65	1805	2314	1119	1805	1123	671
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.01	0.08	0.08	0.01	0.08	0.08	0.02	0.07	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.42	0.42	0.05	0.33	0.33	0.12	0.20	0.20	0.13	0.21	0.21
Volume/Cap:	0.24	0.35	0.35	0.29	0.23	0.23	0.09	0.40	0.40	0.19	0.35	0.35
Delay/Veh:	23.3	11.8	11.8	29.2	14.7	14.7	23.8	21.4	21.4	23.6	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	11.8	11.8	29.2	14.7	14.7	23.8	21.4	21.4	23.6	20.7	20.7
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	1	2	2	0	3	3	1	2	2

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #28 Sullivan Ave/Pierce Street

Cycle (sec): 45 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 9 Average Delay (sec/veh): 13.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Sullivan Ave						Pierce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permit+Prot			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	8	8	8	5	5	5	5	5	5
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	96	220	0	0	322	3	6	0	136	391	49	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	220	0	0	322	3	6	0	136	391	49	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	220	0	0	322	3	6	0	136	391	49	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	220	0	0	322	3	6	0	136	391	49	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	220	0	0	322	3	6	0	136	391	49	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.94	1.00	1.00	0.95	0.95	0.87	1.00	0.87	0.96	0.96	0.96
Lanes:	0.61	1.39	0.00	0.00	1.98	0.02	0.04	0.00	0.96	1.78	0.20	0.02
Final Sat.:	1047	2476	0	0	3573	33	70	0	1582	3240	357	36
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.00	0.09	0.09	0.09	0.00	0.09	0.12	0.14	0.14
Crit Moves:	****						****				****	
Green/Cycle:	0.36	0.36	0.00	0.00	0.18	0.18	0.17	0.00	0.17	0.27	0.27	0.27
Volume/Cap:	0.25	0.25	0.00	0.00	0.50	0.50	0.50	0.00	0.50	0.44	0.50	0.50
Delay/Veh:	0.1	10.3	0.0	0.0	17.3	17.3	18.4	0.0	18.4	13.8	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.1	10.3	0.0	0.0	17.3	17.3	18.4	0.0	18.4	13.8	14.2	14.2
LOS by Move:	A	B	A	A	B	B	B	A	B	B	B	B
HCM2kAvgQ:	2	2	0	0	3	3	3	0	3	3	4	4

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #29 Sullivan Ave/San Pedro Rd/Eastmoor Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): 31.0
Optimal Cycle: 47 Level Of Service: C

Street Name:	Sullivan Ave						San Pedro Rd/Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	8	8	8	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	1 0	1	1 0	2 0	0	1 0
Volume Module:												
Base Vol:	4	137	211	0	556	318	133	540	148	225	234	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	137	211	0	556	318	133	540	148	225	234	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	137	211	0	556	318	133	540	148	225	234	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	137	211	0	556	318	133	540	148	225	234	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	137	211	0	556	318	133	540	148	225	234	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	1.00	0.90	0.90	0.95	0.92	0.92	0.92	0.97	0.97
Lanes:	1.00	1.00	1.00	0.00	1.27	0.73	1.00	1.57	0.43	2.00	0.81	0.19
Final Sat.:	1805	1641	1641	0	2170	1241	1805	2743	752	3502	1495	351
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.13	0.00	0.26	0.26	0.07	0.20	0.20	0.06	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.47	0.47	0.00	0.41	0.41	0.14	0.32	0.32	0.10	0.29	0.29
Volume/Cap:	0.04	0.18	0.27	0.00	0.62	0.62	0.55	0.62	0.62	0.62	0.55	0.55
Delay/Veh:	49.4	17.0	17.9	0.0	26.2	26.2	47.0	32.9	32.9	50.4	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	17.0	17.9	0.0	26.2	26.2	47.0	32.9	32.9	50.4	34.3	34.3
LOS by Move:	D	B	B	A	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	3	5	0	13	13	5	11	11	5	9	9

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #30 Sullivan Ave/I-280 On Ramp

Cycle (sec): 55 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 9 Average Delay (sec/veh): 11.1
Optimal Cycle: 29 Level Of Service: B

Street Name:	Sullivan Ave						I-280 On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	6	8	8	6	6	6	0	0	0
Y+R:	3.5	4.2	4.2	4.0	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	2 0	0	1 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	59	197	54	508	284	100	10	12	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	197	54	508	284	100	10	12	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	197	54	508	284	100	10	12	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	197	54	508	284	100	10	12	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	197	54	508	284	100	10	12	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.96	0.96	0.89	0.89	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.74	0.26	0.91	1.09	0.00	0.00	0.00	0.00
Final Sat.:	1805	3610	1615	3502	1350	475	1529	1835	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.03	0.15	0.21	0.21	0.01	0.01	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.36	0.36	0.36	0.62	0.62	0.11	0.11	0.00	0.00	0.00	0.00
Volume/Cap:	0.30	0.15	0.09	0.40	0.34	0.34	0.06	0.06	0.00	0.00	0.00	0.00
Delay/Veh:	23.4	11.8	11.6	13.3	5.3	5.3	22.0	22.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	11.8	11.6	13.3	5.3	5.3	22.0	22.0	0.0	0.0	0.0	0.0
LOS by Move:	C	B	B	B	A	A	C	C	A	A	A	A
HCM2kAvgQ:	1	1	1	4	3	3	0	0	0	0	0	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #31 Sullivan Ave/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 6 Average Delay (sec/veh): 16.0
Optimal Cycle: 24 Level Of Service: B

Street Name:	Sullivan Ave						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	6	4	4	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	150	0	123	169	391	0	0	206	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	123	169	391	0	0	206	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	123	169	391	0	0	206	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	123	169	391	0	0	206	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	123	169	391	0	0	206	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.77	1.00	0.85	0.95	0.95	1.00	1.00	0.87	0.87
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1471	0	1615	1805	3610	0	0	1659	1659
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.08	0.09	0.11	0.00	0.00	0.12	0.15
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.25	0.65	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.28	0.37	0.17	0.00	0.00	0.31	0.37
Delay/Veh:	0.0	0.0	0.0	23.9	0.0	23.0	25.1	5.6	0.0	0.0	16.8	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.9	0.0	23.0	25.1	5.6	0.0	0.0	16.8	17.3
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	3	4	2	0	0	4	5

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #32 Callan Blvd/Southgate Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 0 Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

Street Name:	Callan Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	1	1 0	0 1	1	0 0
Volume Module:												
Base Vol:	271	0	51	0	0	0	0	348	211	38	191	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	0	51	0	0	0	0	348	211	38	191	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	0	51	0	0	0	0	348	211	38	191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	0	51	0	0	0	0	348	211	38	191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	0	51	0	0	0	0	348	211	38	191	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.25	0.75	0.33	1.67	0.00
Final Sat.:	1018	0	609	0	0	0	0	777	507	184	939	0
Capacity Analysis Module:												
Vol/Sat:	0.27	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	0.45	0.42	0.21	0.20	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	11.8	0.0	8.8	0.0	0.0	0.0	0.0	12.7	11.5	10.5	10.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	0.0	8.8	0.0	0.0	0.0	0.0	12.7	11.5	10.5	10.4	0.0
LOS by Move:	B	*	A	*	*	*	*	B	B	B	B	*
ApproachDel:	11.3			xxxxxx				12.3			10.4	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	11.3			xxxxxx				12.3			10.4	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.8	0.7	0.2	0.2	0.0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #33 St Francis Blvd/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 6 Average Delay (sec/veh): 13.2
Optimal Cycle: 21 Level Of Service: B

Street Name:	St Francis Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	75	93	114	75	118	13	16	281	60	63	138	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	93	114	75	118	13	16	281	60	63	138	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	93	114	75	118	13	16	281	60	63	138	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	93	114	75	118	13	16	281	60	63	138	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	93	114	75	118	13	16	281	60	63	138	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.92	0.92	0.54	0.99	0.99	0.64	0.97	0.97	0.49	0.98	0.98
Lanes:	1.00	0.45	0.55	1.00	0.90	0.10	1.00	0.82	0.18	1.00	0.85	0.15
Final Sat.:	1226	783	960	1032	1686	186	1216	1525	326	927	1572	285
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.07	0.07	0.07	0.01	0.18	0.18	0.07	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.17	0.33	0.33	0.20	0.19	0.19	0.02	0.33	0.33	0.12	0.16	0.16
Delay/Veh:	17.5	18.7	18.7	17.8	17.6	17.6	7.8	9.6	9.6	8.3	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	18.7	18.7	17.8	17.6	17.6	7.8	9.6	9.6	8.3	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	1	2	2	0	5	5	1	2	2

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #34 I-280 NB On Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.191
Loss Time (sec): 6 Average Delay (sec/veh): 3.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 NB On Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	6	10	10	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.9	3.9	4.1	4.1	4.1
Lanes:	0 0	0	0 0	0 0	0	0 0	2 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	341	794	0	0	233	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	341	794	0	0	233	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	341	794	0	0	233	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	341	794	0	0	233	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	341	794	0	0	233	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	0	0	0	3502	3610	0	0	3576	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.22	0.00	0.00	0.07	0.07
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.85	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.26	0.00	0.00	0.19	0.19
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.6	0.0	0.0	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.6	0.0	0.0	9.4	9.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	1	1	0	0	1	1

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #35 I-280 SB Off Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 6 Average Delay (sec/veh): 8.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 SB Off Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	6	6	6	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	3.7	3.7	3.7	3.6	3.6	3.6	4.6	4.6	4.6
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	428	0	411	0	733	0	0	248	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	428	0	411	0	733	0	0	248	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	428	0	411	0	733	0	0	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	428	0	411	0	733	0	0	248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	428	0	411	0	733	0	0	248	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3502	0	2842	0	3610	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.14	0.00	0.20	0.00	0.00	0.05	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.00	0.53	0.00	0.00	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.45	0.00	0.38	0.00	0.00	0.09	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	11.2	0.0	5.7	0.0	0.0	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	0.0	11.2	0.0	5.7	0.0	0.0	4.6	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	3	0	0	1	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #36 Serramonte Blvd/Gellert Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 12 Average Delay (sec/veh): 31.1
Optimal Cycle: 34 Level Of Service: C

Street Name:	Gellert Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.1	4.1	3.5	4.1	4.1
Lanes:	1 1	0	1 1	1 1	0	1 0	1 0	2	0 1	2 0	1	0 2
Volume Module:												
Base Vol:	199	58	338	70	67	6	39	377	151	346	230	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	58	338	70	67	6	39	377	151	346	230	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	58	338	70	67	6	39	377	151	346	230	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	58	338	70	67	6	39	377	151	346	230	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	58	338	70	67	6	39	377	151	346	230	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.92	0.92	0.92	0.95	0.95	0.85	0.92	1.00	0.75
Lanes:	1.55	0.45	2.00	1.47	1.40	0.13	1.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	2517	734	3250	2572	2461	220	1805	3610	1615	3502	1900	2842
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.10	0.03	0.03	0.03	0.02	0.10	0.09	0.10	0.12	0.06
Crit Moves:				****	****			****		****		
Green/Cycle:	0.28	0.28	0.28	0.07	0.07	0.07	0.13	0.28	0.28	0.26	0.42	0.49
Volume/Cap:	0.29	0.29	0.38	0.38	0.38	0.38	0.17	0.38	0.34	0.38	0.29	0.12
Delay/Veh:	31.3	31.3	32.2	49.3	49.3	49.3	43.4	32.2	32.1	33.4	21.5	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	32.2	49.3	49.3	49.3	43.4	32.2	32.1	33.4	21.5	15.3
LOS by Move:	C	C	C	D	D	D	D	C	C	C	C	B
HCM2kAvgQ:	4	4	5	2	2	2	1	5	4	5	5	2

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #37 Serramonte Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 0 Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	Callan Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	126	204	76	118	151	77	90	266	74	57	65	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	204	76	118	151	77	90	266	74	57	65	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	204	76	118	151	77	90	266	74	57	65	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	204	76	118	151	77	90	266	74	57	65	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	204	76	118	151	77	90	266	74	57	65	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	1.00	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.15	0.85
Final Sat.:	187	302	543	421	449	487	427	725	207	384	471	369
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.14	0.28	0.34	0.16	0.21	0.37	0.36	0.15	0.14	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	22.7	22.7	10.0	13.8	13.9	10.9	12.8	14.1	13.6	12.8	12.0	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	10.0	13.8	13.9	10.9	12.8	14.1	13.6	12.8	12.0	11.3
LOS by Move:	C	C	A	B	B	B	B	B	B	B	B	B
ApproachDel:	20.3			13.2			13.7			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.3			13.2			13.7			12.0		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.7	1.7	0.1	0.3	0.4	0.2	0.2	0.5	0.5	0.1	0.1	0.1

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #38 Serramonte Blvd/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 0 Average Delay (sec/veh): 19.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	Rt 1 Ramps						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	8	22	13	142	27	72	471	131	24	61	120	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	22	13	142	27	72	471	131	24	61	120	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	8	22	13	142	27	72	471	131	24	61	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	22	13	142	27	72	471	131	24	61	120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	8	22	13	142	27	72	471	131	24	61	120	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.51	0.30	0.84	0.16	1.00	1.00	0.85	0.15	0.67	1.33	1.00
Final Sat.:	90	248	146	406	77	565	577	534	98	323	656	552
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.35	0.35	0.13	0.82	0.25	0.25	0.19	0.18	0.00
Crit Moves:	****		****			****			****			
Delay/Veh:	10.5	10.5	10.5	13.3	13.3	9.5	30.1	10.0	10.0	11.5	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	13.3	13.3	9.5	30.1	10.0	10.0	11.5	11.2	0.0
LOS by Move:	B	B	B	B	B	A	D	B	B	B	B	*
ApproachDel:	10.5			12.2			25.1			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			12.2			25.1			11.3		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.1	3.4	0.3	0.3	0.2	0.2	0.0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #39 Serramonte Blvd/St Francis Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 0 Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	St Francis Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	6	9	355	2	23	1	273	1	0	76	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	6	9	355	2	23	1	273	1	0	76	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	6	9	355	2	23	1	273	1	0	76	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	9	355	2	23	1	273	1	0	76	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	6	9	355	2	23	1	273	1	0	76	134
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.40	0.60	0.93	0.01	0.06	0.00	0.99	0.01	0.00	0.36	0.64
Final Sat.:	0	234	351	615	3	40	2	648	2	0	246	433
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.03	0.03	0.58	0.58	0.58	0.42	0.42	0.42	xxxx	0.31	0.31
Crit Moves:		****		****				****				****
Delay/Veh:	0.0	8.5	8.5	14.6	14.6	14.6	11.7	11.7	11.7	0.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	8.5	14.6	14.6	14.6	11.7	11.7	11.7	0.0	10.0	10.0
LOS by Move:	*	A	A	B	B	B	B	B	B	*	A	A
ApproachDel:	8.5			14.6			11.7			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			14.6			11.7			10.0		
LOS by Appr:	A			B			B			A		
AllWayAvgQ:	0.0	0.0	0.0	1.2	1.2	1.2	0.6	0.6	0.6	0.4	0.4	0.4

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #40 St Francis Blvd/Clarinada Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 0 Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	St Francis Blvd						Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	104	21	85	239	4	7	53	48	96	105	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	104	21	85	239	4	7	53	48	96	105	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	104	21	85	239	4	7	53	48	96	105	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	104	21	85	239	4	7	53	48	96	105	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	104	21	85	239	4	7	53	48	96	105	164
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.74	0.15	0.26	0.73	0.01	0.06	0.50	0.44	0.26	0.29	0.45
Final Sat.:	67	436	88	165	464	8	38	291	263	177	194	303
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.52	0.52	0.52	0.18	0.18	0.18	0.54	0.54	0.54
Crit Moves:		****			****		****			****		
Delay/Veh:	10.1	10.1	10.1	13.4	13.4	13.4	9.5	9.5	9.5	13.4	13.4	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	13.4	13.4	13.4	9.5	9.5	9.5	13.4	13.4	13.4
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	10.1			13.4			9.5			13.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.1			13.4			9.5			13.4		
LOS by Appr:	B			B			A			B		
AllWayAvgQ:	0.3	0.3	0.3	0.9	0.9	0.9	0.2	0.2	0.2	1.0	1.0	1.0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #41 St Francis Blvd/Eastmoor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	St Francis Blvd							Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	58	0	112	0	0	0	0	475	12	63	343	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	58	0	112	0	0	0	0	475	12	63	343	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	58	0	112	0	0	0	0	475	12	63	343	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	58	0	112	0	0	0	0	475	12	63	343	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	58	0	112	0	0	0	0	475	12	63	343	0								
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.34	0.00	0.66	0.00	0.00	0.00	0.00	0.98	0.02	0.16	0.84	0.00								
Final Sat.:	203	0	392	0	0	0	0	711	18	110	597	0								
Capacity Analysis Module:																				
Vol/Sat:	0.29	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	0.67	0.67	0.57	0.57	xxxx								
Crit Moves:	****							****			****									
Delay/Veh:	10.4	0.0	10.4	0.0	0.0	0.0	0.0	16.6	16.6	14.2	14.2	0.0								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	10.4	0.0	10.4	0.0	0.0	0.0	0.0	16.6	16.6	14.2	14.2	0.0								
LOS by Move:	B	*	B	*	*	*	*	C	C	B	B	*								
ApproachDel:	10.4			xxxxxx				16.6			14.2									
Delay Adj:	1.00			xxxxx				1.00			1.00									
ApprAdjDel:	10.4			xxxxxx				16.6			14.2									
LOS by Appr:	B			*				C			B									
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	1.8	1.8	1.8	1.2	1.2	1.2								

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #42 Clarinada Ave/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Rt 1 Ramps							Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	351	0	327	0	0	0	0	55	78	44	57	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	351	0	327	0	0	0	0	55	78	44	57	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	351	0	327	0	0	0	0	55	78	44	57	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	351	0	327	0	0	0	0	55	78	44	57	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	351	0	327	0	0	0	0	55	78	44	57	0								
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00								
Final Sat.:	628	0	793	0	0	0	0	550	615	491	1051	0								
Capacity Analysis Module:																				
Vol/Sat:	0.56	xxxx	0.41	xxxx	xxxx	xxxx	xxxx	0.10	0.13	0.09	0.05	xxxx								
Crit Moves:	****								****	****										
Delay/Veh:	15.1	0.0	10.2	0.0	0.0	0.0	0.0	9.5	8.9	10.3	9.5	0.0								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	15.1	0.0	10.2	0.0	0.0	0.0	0.0	9.5	8.9	10.3	9.5	0.0								
LOS by Move:	C	*	B	*	*	*	*	A	A	B	A	*								
ApproachDel:	12.7			xxxxxx				9.2			9.8									
Delay Adj:	1.00			xxxxx				1.00			1.00									
ApprAdjDel:	12.7			xxxxxx				9.2			9.8									
LOS by Appr:	B			*				A			A									
AllWayAvgQ:	1.2	0.0	0.7	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0								

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #43 Clarinada Ave/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.182
Loss Time (sec): 0 Average Delay (sec/veh): 9.0
Optimal Cycle: 0 Level Of Service: A

Street Name:	Callan Blvd								Clarinada Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	66	236	0			0	116	33			87	0	116			0	0	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	66	236	0			0	116	33			87	0	116			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	66	236	0			0	116	33			87	0	116			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	66	236	0			0	116	33			87	0	116			0	0	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	66	236	0			0	116	33			87	0	116			0	0	0		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00			0.00	1.56	0.44			1.00	0.00	1.00			0.00	0.00	0.00		
Final Sat.:	594	1297	0			0	1029	303			569	0	701			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.18	xxxx			xxxx	0.11	0.11			0.15	xxxx	0.17			xxxx	xxxx	xxxx		
Crit Moves:		****					****						****							
Delay/Veh:	9.3	9.2	0.0			0.0	8.6	8.3			9.8	0.0	8.5			0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	9.3	9.2	0.0			0.0	8.6	8.3			9.8	0.0	8.5			0.0	0.0	0.0		
LOS by Move:	A	A	*			*	A	A			A	*	A			*	*	*		
ApproachDel:	9.3						8.5				9.0					xxxxxx				
Delay Adj:	1.00						1.00				1.00					xxxxx				
ApprAdjDel:	9.3						8.5				9.0					xxxxxx				
LOS by Appr:	A						A				A					*				
AllWayAvgQ:	0.1	0.2	0.0			0.0	0.1	0.1			0.2	0.0	0.2			0.0	0.0	0.0		

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #44 Hickey Blvd/Skyline Blvd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd								Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	8	8			4	8	8			6	6	6			4	4	4		
Y+R:	3.0	5.0	5.0			3.0	5.0	5.0			3.5	3.5	3.5			3.5	3.5	3.5		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	1	0	1
Volume Module:																				
Base Vol:	74	854	34			87	252	110			355	143	36			30	110	164		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	74	854	34			87	252	110			355	143	36			30	110	164		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	74	854	34			87	252	110			355	143	36			30	110	164		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	74	854	34			87	252	110			355	143	36			30	110	164		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	74	854	34			87	252	110			355	143	36			30	110	164		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.95	0.95	0.85			0.95	0.95	0.85			0.97	0.97	0.85			0.94	0.94	0.85		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			1.43	0.57	1.00			0.43	1.57	1.00		
Final Sat.:	1805	3610	1615			1805	3610	1615			2617	1054	1615			765	2805	1615		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.24	0.02			0.05	0.07	0.07			0.14	0.14	0.02			0.04	0.04	0.10		
Crit Moves:		****				****						****						****		
Green/Cycle:	0.15	0.39	0.39			0.08	0.31	0.31			0.22	0.22	0.22			0.17	0.17	0.17		
Volume/Cap:	0.27	0.61	0.05			0.61	0.23	0.22			0.61	0.61	0.10			0.24	0.24	0.61		
Delay/Veh:	30.3	20.6	15.5			43.5	20.6	20.7			29.5	29.5	25.0			29.2	29.2	35.2		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	30.3	20.6	15.5			43.5	20.6	20.7			29.5	29.5	25.0			29.2	29.2	35.2		
LOS by Move:	C	C	B			D	C	C			C	C	C			C	C	D		
HCM2kAvgQ:	2	10	1			3	2	2			6	6	1			2	2	5		

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #45 Hickey Blvd/St Francis Blvd

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[15.9]

Street Name:	St Francis Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 1 0 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	8	0	4	34	1	32	7	598	4	9	300	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	4	34	1	32	7	598	4	9	300	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	4	34	1	32	7	598	4	9	300	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	0	4	34	1	32	7	598	4	9	300	6
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	783	938	301	634	937	153	306	xxxx	xxxxx	602	xxxx	xxxxx
Potent Cap.:	288	266	701	368	267	872	1266	xxxx	xxxxx	985	xxxx	xxxxx
Move Cap.:	273	262	701	362	263	872	1266	xxxx	xxxxx	985	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.01	0.09	0.00	0.04	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	343	xxxxx	xxxx	498	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.5	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.9	xxxxx	xxxxx	13.3	xxxxx	7.9	xxxx	xxxxx	8.7	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	A	*	*	A	*	*
ApproachDel:	15.9			13.3			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #46 Hickey Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 9 Average Delay (sec/veh): 22.1
Optimal Cycle: 27 Level Of Service: C

Street Name:	Callan Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	2	2	2	6	6	6	6	6	6
Y+R:	3.6	3.6	3.6	4.6	4.6	4.6	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	95	218	43	61	147	43	99	464	71	23	223	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	218	43	61	147	43	99	464	71	23	223	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	218	43	61	147	43	99	464	71	23	223	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	218	43	61	147	43	99	464	71	23	223	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	218	43	61	147	43	99	464	71	23	223	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.98	0.98	0.49	0.97	0.97	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	0.84	0.16	1.00	0.77	0.23	1.00	1.73	0.27	1.00	1.57	0.43
Final Sat.:	1083	1547	305	931	1420	415	1805	3068	470	1805	2744	751
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.07	0.10	0.10	0.05	0.15	0.15	0.01	0.08	0.08
Crit Moves:		****						****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.21	0.44	0.44	0.06	0.29	0.29
Volume/Cap:	0.21	0.34	0.34	0.16	0.25	0.25	0.26	0.34	0.34	0.21	0.28	0.28
Delay/Veh:	19.3	20.5	20.5	18.8	19.6	19.6	33.2	18.6	18.6	45.7	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	20.5	20.5	18.8	19.6	19.6	33.2	18.6	18.6	45.7	27.8	27.8
LOS by Move:	B	C	C	B	B	B	C	B	B	D	C	C
HCM2kAvgQ:	2	5	5	1	4	4	3	6	6	1	4	4

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #47 Hickey Blvd/I-280 SB Ramps

Cycle (sec): 40 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 6 Average Delay (sec/veh): 6.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 SB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	4	4	4	8	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	1! 0	1	0 0	1	1 0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	223	1	93	0	769	465	161	666	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	223	1	93	0	769	465	161	666	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	223	1	93	0	769	465	161	666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	1	93	0	769	465	161	666	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	223	1	93	0	769	465	161	666	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.90	0.90	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.70	0.01	1.29	0.00	1.25	0.75	2.00	2.00	0.00
Final Sat.:	0	0	0	2766	10	2101	0	2121	1283	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.10	0.04	0.00	0.36	0.36	0.05	0.18	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.61	0.61	0.10	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.72	0.32	0.00	0.59	0.59	0.46	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	22.1	15.8	0.0	5.1	5.1	17.9	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.0	22.1	15.8	0.0	5.1	5.1	17.9	2.1	0.0
LOS by Move:	A	A	A	B	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	3	4	1	0	6	6	2	2	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #48 Hickey Blvd/I-280 NB Ramps

Cycle (sec): 50 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 12 Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	I-280 NB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.5	4.5	3.0	4.0	4.0
Lanes:	1 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	360	25	202	69	131	113	89	454	375	83	333	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	25	202	69	131	113	89	454	375	83	333	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	360	25	202	69	131	113	89	454	0	83	333	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	25	202	69	131	113	89	454	0	83	333	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	360	25	202	69	131	113	89	454	0	83	333	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.98	0.98	0.85	0.95	0.95	1.00	0.95	0.94	0.94
Lanes:	1.87	0.13	1.00	0.34	0.66	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	3393	236	1615	644	1223	1615	1805	3610	1900	1805	3324	250
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.13	0.11	0.11	0.07	0.05	0.13	0.00	0.05	0.10	0.10
Crit Moves:					****		****		****		****	
Green/Cycle:	0.24	0.24	0.24	0.20	0.20	0.20	0.09	0.24	0.00	0.09	0.23	0.23
Volume/Cap:	0.45	0.45	0.53	0.53	0.53	0.35	0.53	0.53	0.00	0.53	0.43	0.43
Delay/Veh:	16.7	16.7	18.1	19.3	19.3	17.8	25.0	17.3	0.0	25.3	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	18.1	19.3	19.3	17.8	25.0	17.3	0.0	25.3	16.8	16.8
LOS by Move:	B	B	B	B	B	B	C	B	A	C	B	B
HCM2kAvgQ:	3	3	4	4	4	2	2	4	0	2	3	3

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #49 Skyline Blvd/Westmoor Ave

Cycle (sec): 70 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd						Westmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.5	5.8	5.8	3.5	5.8	5.8	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	62	826	160	142	776	36	116	217	112	136	68	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	826	160	142	776	36	116	217	112	136	68	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	826	160	142	776	36	116	217	112	136	68	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	826	160	142	776	36	116	217	112	136	68	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	826	160	142	776	36	116	217	112	136	68	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.10	0.08	0.21	0.02	0.06	0.11	0.07	0.08	0.04	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.38	0.38	0.13	0.40	0.40	0.11	0.19	0.19	0.13	0.20	0.20
Volume/Cap:	0.32	0.60	0.26	0.60	0.53	0.06	0.58	0.60	0.36	0.60	0.18	0.58
Delay/Veh:	29.8	18.1	15.1	32.9	16.2	12.7	33.6	28.7	25.4	33.4	23.2	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	18.1	15.1	32.9	16.2	12.7	33.6	28.7	25.4	33.4	23.2	27.6
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	8	2	4	7	0	3	5	2	4	1	5

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #50 Geneva Ave/Carter St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 9 Average Delay (sec/veh): 13.1
Optimal Cycle: 53 Level Of Service: B

Street Name:	Carter St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	8	8	8	6	6	6	0	21	21	6	36	36
Y+R:	5.0	5.0	5.0	4.0	4.0	4.0	0.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	188	0	132	0	0	0	0	769	277	99	525	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	0	132	0	0	0	0	769	277	99	525	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	0	0	0	0	0	0	769	277	99	525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	0	0	0	0	0	0	769	277	99	525	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	0.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	197	0	0	0	0	0	0	807	291	99	551	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.47	0.53	1.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	2682	966	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.30	0.05	0.15	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.10	0.51	0.00
Volume/Cap:	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.73	0.57	0.28	0.00
Delay/Veh:	11.7	0.0	0.0	0.0	0.0	0.0	0.0	14.8	14.8	26.8	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	0.0	0.0	0.0	0.0	0.0	0.0	14.8	14.8	26.8	7.7	0.0
DesignQueue:	6	0	0	0	0	0	0	16	16	4	7	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #51 Geneva Ave/Schwerin St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 6 Average Delay (sec/veh): 15.5
Optimal Cycle: 33 Level Of Service: B

Street Name:	Schwerin St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	16	16	62	14	45	101	105	809	31	39	324	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	16	62	14	45	101	105	809	31	39	324	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	16	62	14	45	101	105	809	31	39	324	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	16	62	14	45	101	105	809	31	39	324	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	16	62	14	45	101	105	809	31	39	324	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.17	0.17	0.66	0.09	0.28	0.63	1.00	1.93	0.07	1.00	1.83	0.17
Final Sat.:	279	279	1080	148	477	1071	1805	3456	132	1805	3261	302
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.09	0.09	0.09	0.06	0.23	0.23	0.02	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.59	0.59	0.59	0.11	0.45	0.45
Volume/Cap:	0.24	0.24	0.24	0.39	0.39	0.39	0.15	0.39	0.39	0.21	0.22	0.22
Delay/Veh:	29.5	29.5	29.5	31.0	31.0	31.0	9.0	10.4	10.4	39.4	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	29.5	29.5	31.0	31.0	31.0	9.0	10.4	10.4	39.4	16.0	16.0
LOS by Move:	C	C	C	C	C	C	A	B	B	D	B	B
HCM2kAvgQ:	2	2	2	4	4	4	1	7	7	1	3	3

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #52 Geneva Ave/Bayshore Blvd

Cycle (sec): 95 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 9 Average Delay (sec/veh): 21.3
Optimal Cycle: 28 Level Of Service: C

Street Name:	Bayshore Blvd						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.6	4.6	4.6	4.0	4.0	4.0
Lanes:	2 0	2 0	0	1 0	2 0	2	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	214	228	0	0	71	302	422	0	448	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	228	0	0	71	302	422	0	448	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	228	0	0	71	302	422	0	448	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	228	0	0	71	302	422	0	448	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	228	0	0	71	302	422	0	448	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.95	0.75	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	1900	3610	2842	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.00	0.02	0.11	0.12	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green/Cycle:	0.17	0.47	0.00	0.00	0.30	0.30	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.36	0.14	0.00	0.00	0.07	0.36	0.27	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	35.2	14.5	0.0	0.0	24.0	26.6	17.1	0.0	17.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	14.5	0.0	0.0	24.0	26.6	17.1	0.0	17.9	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	B	A	B	A	A	A
HCM2kAvgQ:	3	2	0	0	1	4	4	0	5	0	0	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #53 Carter St/Martin St

Cycle (sec): 45 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 6 Average Delay (sec/veh): 5.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Carter St						Martin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	7	193	56	18	339	1	4	1	17	95	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	193	56	18	339	1	4	1	17	95	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	193	56	18	339	1	4	1	17	95	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	193	56	18	339	1	4	1	17	95	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	193	56	18	339	1	4	1	17	95	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	1.00	0.85	0.63	1.00	1.00	0.86	0.86	0.85	0.73	0.73	0.85
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.80	0.20	1.00	0.99	0.01	1.00
Final Sat.:	1015	1900	1615	1195	1894	6	1310	328	1615	1371	14	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.03	0.02	0.18	0.18	0.00	0.00	0.01	0.07	0.07	0.02
Crit Moves:					****						****	
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.01	0.16	0.06	0.02	0.29	0.29	0.01	0.01	0.04	0.29	0.29	0.07
Delay/Veh:	3.2	3.6	3.3	3.2	4.0	4.0	13.0	13.0	13.1	14.4	14.4	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	3.6	3.3	3.2	4.0	4.0	13.0	13.0	13.1	14.4	14.4	13.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	0	0	2	2	0	0	0	1	1	0

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

154540 - Daly City General Plan EIR
Existing AM Peak Hour

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

Intersection #54 Guadalupe Canyon Pkwy/Carter St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.258
Loss Time (sec): 9 Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Carter St						Guadalupe Canyon Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	195	0	176	159	221	0	0	91	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	176	159	221	0	0	91	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	176	159	221	0	0	91	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	176	159	221	0	0	91	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	176	159	221	0	0	91	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.11	0.09	0.06	0.00	0.00	0.03	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.32	0.47	0.00	0.00	0.15	0.15
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.28	0.28	0.13	0.00	0.00	0.16	0.19
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	13.8	16.9	9.8	0.0	0.0	24.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	13.8	16.9	9.8	0.0	0.0	24.0	24.3
LOS by Move:	A	A	A	B	A	B	B	A	A	A	C	C
HCM2kAvgQ:	0	0	0	1	0	3	3	1	0	0	1	1

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Daly City

15454 Daly City General Plan EIR
Existing PM Peak Hour

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 John Daly Blvd/Skyline Blvd													
Base	10	1058	322	257	936	2	0	0	0	373	14	174	3146
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1058	322	257	936	2	0	0	0	373	14	174	3146
#2 Lake Merced Blvd/John Daly Blvd													
Base	48	208	158	449	322	120	150	507	82	319	534	784	3681
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	208	158	449	322	120	150	507	82	319	534	784	3681
#3 Park Plaza Drive/John Daly Blvd													
Base	133	38	274	42	82	202	61	1012	72	174	1281	27	3398
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	38	274	42	82	202	61	1012	72	174	1281	27	3398
#4 I-280 Ramp/John Daly Blvd													
Base	0	0	301	0	0	0	0	1157	332	481	1848	0	4119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	301	0	0	0	0	1157	332	481	1848	0	4119
#5 Junipero Serra Blvd/John Daly Blvd													
Base	748	218	400	311	395	936	469	467	222	140	949	199	5454
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	748	218	400	311	395	936	469	467	222	140	949	199	5454
#6 Bart Exit/John Daly Blvd													
Base	0	0	1	33	3	149	0	1207	35	6	1211	0	2645
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	33	3	149	0	1207	35	6	1211	0	2645
#7 De Long Street/John Daly Blvd													
Base	0	0	0	36	0	116	413	773	19	4	1089	73	2523
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	36	0	116	413	773	19	4	1089	73	2523
#8 John Daly Blvd/Mission St/Hillside Blvd													
Base	158	763	52	109	957	170	246	266	214	118	171	137	3361
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	158	763	52	109	957	170	246	266	214	118	171	137	3361
#9 Mission St/Hillcrest Dr													
Base	43	1058	0	0	1319	28	0	0	0	0	0	0	2448
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	1058	0	0	1319	28	0	0	0	0	0	0	2448

15454 Daly City General Plan EIR
Existing PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Mission St/Crocker Ave/Flournoy St													
Base	0	205	50	0	0	0	34	394	78	194	0	315	1270
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	205	50	0	0	0	34	394	78	194	0	315	1270
#11 Mission St/Templeton Ave													
Base	75	0	26	0	0	0	0	251	94	92	237	0	775
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	0	26	0	0	0	0	251	94	92	237	0	775
#12 Mission St/Westlake Ave													
Base	33	1058	9	14	947	22	118	4	53	0	14	10	2282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	1058	9	14	947	22	118	4	53	0	14	10	2282
#13 Mission St/School St													
Base	183	1011	0	0	880	149	249	0	175	0	0	77	2724
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	183	1011	0	0	880	149	249	0	175	0	0	77	2724
#14 Mission St/Market St/San Pedro Rd													
Base	432	1134	60	168	502	289	303	444	68	97	535	3	4035
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	432	1134	60	168	502	289	303	444	68	97	535	3	4035
#15 El Camino Real/F Street													
Base	63	992	0	0	715	90	142	0	55	0	0	0	2057
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	992	0	0	715	90	142	0	55	0	0	0	2057
#16 Hillside Blvd/Chester St/A St													
Base	57	388	28	11	224	31	16	63	38	17	55	23	951
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	388	28	11	224	31	16	63	38	17	55	23	951
#17 Hillside Blvd/Market St													
Base	234	210	67	35	218	71	39	301	177	62	388	8	1810
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	234	210	67	35	218	71	39	301	177	62	388	8	1810
#18 Junipero Serra Blvd/North Garage													
Base	0	1650	25	51	622	0	0	0	0	5	0	34	2387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1650	25	51	622	0	0	0	0	5	0	34	2387
#19 Junipero Serra Blvd/Westlake Ave													
Base	0	1281	334	172	446	0	0	0	0	161	0	163	2557
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1281	334	172	446	0	0	0	0	161	0	163	2557

15454 Daly City General Plan EIR
Existing PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#20 Junipero Serra Blvd/School St/87th St													
Base	96	259	149	123	315	128	126	204	102	130	190	104	1926
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	259	149	123	315	128	126	204	102	130	190	104	1926
#21 Junipero Serra Blvd/Washington Street													
Base	102	1075	41	229	549	30	169	407	196	19	147	325	3289
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	1075	41	229	549	30	169	407	196	19	147	325	3289
#22 Junipero Serra Blvd/San Pedro Rd													
Base	241	810	320	47	593	59	281	214	29	338	254	91	3277
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	241	810	320	47	593	59	281	214	29	338	254	91	3277
#23 Junipero Serra Blvd/D Street													
Base	134	616	57	34	367	510	643	222	128	57	280	43	3091
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	616	57	34	367	510	643	222	128	57	280	43	3091
#24 Junipero Serra Blvd/Southgate Ave													
Base	173	704	0	0	544	192	259	0	179	0	0	0	2051
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	173	704	0	0	544	192	259	0	179	0	0	0	2051
#25 Junipero Serra Blvd/Colma Blvd													
Base	0	412	543	274	296	0	0	0	0	495	0	345	2365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	412	543	274	296	0	0	0	0	495	0	345	2365
#26 Junipero Serra Blvd/Serramonte Blvd													
Base	112	449	107	73	528	122	328	465	241	130	325	64	2944
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	112	449	107	73	528	122	328	465	241	130	325	64	2944
#27 Sullivan Ave/Washington St													
Base	63	430	633	54	230	9	23	137	112	153	134	65	2043
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	430	633	54	230	9	23	137	112	153	134	65	2043
#28 Sullivan Ave/Pierce Street													
Base	115	257	0	0	517	7	14	0	139	491	53	4	1597
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	257	0	0	517	7	14	0	139	491	53	4	1597
#29 Sullivan Ave/San Pedro Rd/Eastmoor Ave													
Base	5	236	222	0	698	384	146	325	54	219	255	88	2632
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	236	222	0	698	384	146	325	54	219	255	88	2632

15454 Daly City General Plan EIR
Existing PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#30 Sullivan Ave/I-280 On Ramp													
Base	52	261	87	574	341	103	46	60	2	0	0	0	1526
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	261	87	574	341	103	46	60	2	0	0	0	1526
#31 Sullivan Ave/Southgate Ave													
Base	0	0	0	246	0	154	156	402	0	0	437	199	1594
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	246	0	154	156	402	0	0	437	199	1594
#32 Callan Blvd/Southgate Ave													
Base	257	0	86	0	0	0	0	331	291	88	391	0	1444
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	257	0	86	0	0	0	0	331	291	88	391	0	1444
#33 St Francis Blvd/Southgate Ave													
Base	92	120	76	59	73	21	12	201	42	57	225	76	1054
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	92	120	76	59	73	21	12	201	42	57	225	76	1054
#34 I-280 NB On Ramp/Serramonte Blvd													
Base	0	0	0	0	0	0	662	992	0	0	580	2	2236
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	662	992	0	0	580	2	2236
#35 I-280 SB Off Ramp/Serramonte Blvd													
Base	0	0	0	493	0	500	0	1204	0	0	248	0	2445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	493	0	500	0	1204	0	0	248	0	2445
#36 Serramonte Blvd/Gellert Blvd													
Base	325	161	372	375	240	43	60	515	164	445	263	304	3267
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	325	161	372	375	240	43	60	515	164	445	263	304	3267
#37 Serramonte Blvd/Callan Blvd													
Base	136	192	114	120	246	112	76	267	87	141	201	181	1873
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	136	192	114	120	246	112	76	267	87	141	201	181	1873
#38 Serramonte Blvd/Rt 1 Ramps													
Base	14	29	27	216	10	63	213	141	25	61	198	144	1141
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	29	27	216	10	63	213	141	25	61	198	144	1141
#39 Serramonte Blvd/St Francis Blvd													
Base	0	5	5	219	5	29	4	138	2	8	82	151	648
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	219	5	29	4	138	2	8	82	151	648

15454 Daly City General Plan EIR
Existing PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#40 St Francis Blvd/Clarinada Ave													
Base	22	111	24	57	135	5	4	38	35	87	178	293	989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	111	24	57	135	5	4	38	35	87	178	293	989
#41 St Francis Blvd/Eastmoor Ave													
Base	43	0	93	0	0	0	0	314	21	123	395	0	989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	0	93	0	0	0	0	314	21	123	395	0	989
#42 Clarinada Ave/Rt 1 Ramps													
Base	475	0	218	0	0	0	0	50	63	155	95	0	1056
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	475	0	218	0	0	0	0	50	63	155	95	0	1056
#43 Clarinada Ave/Callan Blvd													
Base	197	164	0	0	208	56	73	0	174	0	0	0	872
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	197	164	0	0	208	56	73	0	174	0	0	0	872
#44 Hickey Blvd/Skyline Blvd													
Base	174	598	40	392	761	1015	334	399	255	111	453	141	4673
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	174	598	40	392	761	1015	334	399	255	111	453	141	4673
#45 Hickey Blvd/St Francis Blvd													
Base	4	0	4	22	1	24	21	567	5	6	720	31	1405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	4	22	1	24	21	567	5	6	720	31	1405
#46 Hickey Blvd/Callan Blvd													
Base	77	168	22	46	236	121	107	412	96	62	569	73	1989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	77	168	22	46	236	121	107	412	96	62	569	73	1989
#47 Hickey Blvd/I-280 SB Ramps													
Base	0	0	0	470	0	523	0	628	522	349	1151	0	3643
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	470	0	523	0	628	522	349	1151	0	3643
#48 Hickey Blvd/I-280 NB Ramps													
Base	623	93	276	57	97	106	188	709	192	174	790	53	3358
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	623	93	276	57	97	106	188	709	192	174	790	53	3358
#49 Skyline Blvd/Westmoor Ave													
Base	239	997	253	265	1022	116	44	61	41	149	135	124	3446
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	239	997	253	265	1022	116	44	61	41	149	135	124	3446

15454 Daly City General Plan EIR
Existing PM Peak Hour

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#50 Geneva Ave/Carter St													
Base	277	0	70	0	0	0	0	575	195	151	812	0	2080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	277	0	70	0	0	0	0	575	195	151	812	0	2080
#51 Geneva Ave/Schwerin St													
Base	15	16	38	24	41	129	119	393	29	57	824	42	1727
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	16	38	24	41	129	119	393	29	57	824	42	1727
#52 Geneva Ave/Bayshore Blvd													
Base	499	426	0	0	173	663	290	0	210	0	0	0	2261
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	499	426	0	0	173	663	290	0	210	0	0	0	2261
#53 Carter St/Martin St													
Base	14	343	84	25	216	1	2	2	2	69	1	22	781
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	343	84	25	216	1	2	2	2	69	1	22	781
#54 Guadalupe Canyon Pkwy/Carter St													
Base	0	0	0	45	0	133	196	68	0	0	288	237	967
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	45	0	133	196	68	0	0	288	237	967

15454 Daly City General Plan EIR
Existing PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 John Daly Blvd/Skyline Blvd	B	16.2	0.637	B	16.2	0.637	+ 0.000 D/V
# 2 Lake Merced Blvd/John Daly Blv	D	40.5	0.887	D	40.5	0.887	+ 0.000 D/V
# 3 Park Plaza Drive/John Daly Blv	C	29.9	0.716	C	29.9	0.716	+ 0.000 D/V
# 4 I-280 Ramp/John Daly Blvd	A	5.3	0.493	A	5.3	0.493	+ 0.000 D/V
# 5 Junipero Serra Blvd/John Daly	E	59.3	1.054	E	59.3	1.054	+ 0.000 D/V
# 6 Bart Exit/John Daly Blvd	A	4.0	0.338	A	4.0	0.338	+ 0.000 D/V
# 7 De Long Street/John Daly Blvd	C	29.8	0.596	C	29.8	0.596	+ 0.000 D/V
# 8 John Daly Blvd/Mission St/Hill	D	37.6	0.849	D	37.6	0.849	+ 0.000 D/V
# 9 Mission St/Hillcrest Dr	A	1.4	0.319	A	1.4	0.319	+ 0.000 D/V
# 10 Mission St/Crocker Ave/Flourno	C	23.4	0.541	C	23.4	0.541	+ 0.000 D/V
# 11 Mission St/Templeton Ave	A	9.3	0.249	A	9.3	0.249	+ 0.000 V/C
# 12 Mission St/Westlake Ave	B	11.6	0.611	B	11.6	0.611	+ 0.000 D/V
# 13 Mission St/School St	C	22.9	0.651	C	22.9	0.651	+ 0.000 D/V
# 14 Mission St/Market St/San Pedro	D	42.0	0.809	D	42.0	0.809	+ 0.000 D/V
# 15 El Camino Real/F Street	B	10.9	0.313	B	10.9	0.313	+ 0.000 D/V
# 16 Hillside Blvd/Chester St/A St	B	10.3	0.369	B	10.3	0.369	+ 0.000 V/C
# 17 Hillside Blvd/Market St	D	35.0	0.615	D	35.0	0.615	+ 0.000 D/V
# 18 Junipero Serra Blvd/North Gara	A	2.9	0.611	A	2.9	0.611	+ 0.000 D/V
# 19 Junipero Serra Blvd/Westlake A	B	10.9	0.612	B	10.9	0.612	+ 0.000 D/V
# 20 Junipero Serra Blvd/School St/	C	30.2	0.631	C	30.2	0.631	+ 0.000 D/V
# 21 Junipero Serra Blvd/Washington	C	33.8	0.774	C	33.8	0.774	+ 0.000 D/V
# 22 Junipero Serra Blvd/San Pedro	C	30.2	0.738	C	30.2	0.738	+ 0.000 D/V
# 23 Junipero Serra Blvd/D Street	B	15.8	0.645	B	15.8	0.645	+ 0.000 D/V
# 24 Junipero Serra Blvd/Southgate	C	21.8	0.413	C	21.8	0.413	+ 0.000 D/V

15454 Daly City General Plan EIR
Existing PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Junipero Serra Blvd/Colma Blvd	C	25.1	0.588	C	25.1	0.588	+ 0.000 D/V
# 26 Junipero Serra Blvd/Serramonte	C	26.2	0.465	C	26.2	0.465	+ 0.000 D/V
# 27 Sullivan Ave/Washington St	B	17.5	0.460	B	17.5	0.460	+ 0.000 D/V
# 28 Sullivan Ave/Pierce Street	B	15.7	0.791	B	15.7	0.791	+ 0.000 D/V
# 29 Sullivan Ave/San Pedro Rd/East	C	25.6	0.689	C	25.6	0.689	+ 0.000 D/V
# 30 Sullivan Ave/I-280 On Ramp	B	14.8	0.340	B	14.8	0.340	+ 0.000 D/V
# 31 Sullivan Ave/Southgate Ave	B	17.5	0.475	B	17.5	0.475	+ 0.000 D/V
# 32 Callan Blvd/Southgate Ave	B	13.8	0.544	B	13.8	0.544	+ 0.000 V/C
# 33 St Francis Blvd/Southgate Ave	B	12.8	0.296	B	12.8	0.296	+ 0.000 D/V
# 34 I-280 NB On Ramp/Serramonte Bl	A	4.8	0.412	A	4.8	0.412	+ 0.000 D/V
# 35 I-280 SB Off Ramp/Serramonte B	A	8.7	0.599	A	8.7	0.599	+ 0.000 D/V
# 36 Serramonte Blvd/Gellert Blvd	D	35.5	0.590	D	35.5	0.590	+ 0.000 D/V
# 37 Serramonte Blvd/Callan Blvd	C	23.9	0.827	C	23.9	0.827	+ 0.000 V/C
# 38 Serramonte Blvd/Rt 1 Ramps	B	12.2	0.445	B	12.2	0.445	+ 0.000 V/C
# 39 Serramonte Blvd/St Francis Blv	A	9.6	0.359	A	9.6	0.359	+ 0.000 V/C
# 40 St Francis Blvd/Clarinada Ave	C	15.6	0.746	C	15.6	0.746	+ 0.000 V/C
# 41 St Francis Blvd/Eastmoor Ave	B	14.2	0.686	B	14.2	0.686	+ 0.000 V/C
# 42 Clarinada Ave/Rt 1 Ramps	C	18.8	0.808	C	18.8	0.808	+ 0.000 V/C
# 43 Clarinada Ave/Callan Blvd	B	10.2	0.354	B	10.2	0.354	+ 0.000 V/C
# 44 Hickey Blvd/Skyline Blvd	F	95.6	1.225	F	95.6	1.225	+ 0.000 D/V
# 45 Hickey Blvd/St Francis Blvd	C	21.0	0.128	C	21.0	0.128	+ 0.000 D/V
# 46 Hickey Blvd/Callan Blvd	C	24.6	0.482	C	24.6	0.482	+ 0.000 D/V
# 47 Hickey Blvd/I-280 SB Ramps	B	11.8	0.755	B	11.8	0.755	+ 0.000 D/V
# 48 Hickey Blvd/I-280 NB Ramps	C	24.5	0.814	C	24.5	0.814	+ 0.000 D/V
# 49 Skyline Blvd/Westmoor Ave	C	21.7	0.649	C	21.7	0.649	+ 0.000 D/V

15454 Daly City General Plan EIR
Existing PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Geneva Ave/Carter St	B	12.3	0.431	B	12.3	0.431	+ 0.000 D/V
# 51 Geneva Ave/Schwerin St	B	18.5	0.502	B	18.5	0.502	+ 0.000 D/V
# 52 Geneva Ave/Bayshore Blvd	C	20.7	0.510	C	20.7	0.510	+ 0.000 D/V
# 53 Carter St/Martin St	A	4.4	0.267	A	4.4	0.267	+ 0.000 D/V
# 54 Guadalupe Canyon Pkwy/Carter S	C	20.4	0.378	C	20.4	0.378	+ 0.000 D/V

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #1 John Daly Blvd/Skyline Blvd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 9 Average Delay (sec/veh): 16.2
Optimal Cycle: 61 Level Of Service: B

Street Name:	Skyline Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	10	10	6	10	10	4	4	4	4	4	4
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	10	1058	322	257	936	2	0	0	0	373	14	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1058	322	257	936	2	0	0	0	373	14	174
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1058	0	257	936	2	0	0	0	373	14	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1058	0	257	936	2	0	0	0	373	14	174
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1058	0	257	936	2	0	0	0	373	14	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	1.00	1.00	1.00	0.90	0.90	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.93	0.07	1.00
Final Sat.:	1805	3610	1900	1805	3610	1615	1900	1900	1900	3296	124	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.00	0.14	0.26	0.00	0.00	0.00	0.00	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.46	0.00	0.22	0.55	0.55	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.04	0.64	0.00	0.64	0.47	0.00	0.00	0.00	0.00	0.64	0.64	0.61
Delay/Veh:	24.7	14.2	0.0	26.2	9.0	6.5	0.0	0.0	0.0	27.0	27.0	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	14.2	0.0	26.2	9.0	6.5	0.0	0.0	0.0	27.0	27.0	28.3
LOS by Move:	C	B	A	C	A	A	A	A	A	C	C	C
HCM2kAvgQ:	0	9	0	6	6	0	0	0	0	5	5	4

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #2 Lake Merced Blvd/John Daly Blvd

Cycle (sec): 115 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 12 Average Delay (sec/veh): 40.5
Optimal Cycle: 111 Level Of Service: D

Street Name:	Lake Merced Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	6	6	6	6	6	4	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	48	208	158	449	322	120	150	507	82	319	534	784
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	208	158	449	322	120	150	507	82	319	534	784
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	208	158	449	322	120	150	507	82	319	534	784
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	208	158	449	322	120	150	507	82	319	534	784
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	208	158	449	322	120	150	507	82	319	534	784
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.91	0.91	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.46	0.54	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	2522	940	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.10	0.13	0.13	0.13	0.08	0.14	0.05	0.09	0.15	0.49
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.11	0.11	0.14	0.20	0.20	0.09	0.39	0.39	0.25	0.55	0.55
Volume/Cap:	0.49	0.52	0.89	0.89	0.64	0.64	0.89	0.36	0.13	0.36	0.27	0.89
Delay/Veh:	56.6	49.6	87.9	65.4	44.1	44.1	90.4	25.2	22.7	35.6	13.9	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	49.6	87.9	65.4	44.1	44.1	90.4	25.2	22.7	35.6	13.9	33.7
LOS by Move:	E	D	F	E	D	D	F	C	C	D	B	C
HCM2kAvgQ:	2	4	8	11	8	8	8	7	2	5	5	28

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #3 Park Plaza Drive/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): 29.9
Optimal Cycle: 63 Level Of Service: C

Street Name:	Park Plaza Drive						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	133	38	274	42	82	202	61	1012	72	174	1281	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	38	274	42	82	202	61	1012	72	174	1281	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	38	274	42	82	202	61	1012	72	174	1281	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	38	274	42	82	202	61	1012	72	174	1281	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	38	274	42	82	202	61	1012	72	174	1281	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.89	0.89	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.29	0.71	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1805	1900	1615	1805	490	1207	1805	3610	1615	3502	3525	74
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.17	0.02	0.17	0.17	0.03	0.28	0.04	0.05	0.36	0.36
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.25	0.25	0.08	0.23	0.23	0.05	0.47	0.47	0.09	0.50	0.50
Volume/Cap:	0.72	0.08	0.67	0.29	0.72	0.72	0.62	0.60	0.10	0.55	0.72	0.72
Delay/Veh:	61.1	31.4	41.4	48.6	45.5	45.5	62.4	22.4	16.4	49.8	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	31.4	41.4	48.6	45.5	45.5	62.4	22.4	16.4	49.8	22.8	22.8
LOS by Move:	E	C	D	D	D	D	E	C	B	D	C	C
HCM2kAvgQ:	6	1	9	2	10	10	3	14	1	4	19	19

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #4 I-280 Ramp/John Daly Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 6 Average Delay (sec/veh): 5.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 Ramps						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	6	0	0	0	0	10	10	6	0	0
Y+R:	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.6	3.6	3.5	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	301	0	0	0	0	1157	332	481	1848	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	301	0	0	0	0	1157	332	481	1848	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	301	0	0	0	0	1157	332	481	1848	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	301	0	0	0	0	1157	332	481	1848	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	301	0	0	0	0	1157	332	481	1848	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	0.88	0.88	0.92	0.91	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.33	0.67	2.00	3.00	0.00
Final Sat.:	0	0	2842	0	0	0	0	3897	1118	3502	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.30	0.30	0.14	0.36	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.60	0.60	0.28	0.88	0.00
Volume/Cap:	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.49	0.49	0.49	0.40	0.00
Delay/Veh:	0.0	0.0	14.9	0.0	0.0	0.0	0.0	5.8	5.8	15.5	0.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	14.9	0.0	0.0	0.0	0.0	5.8	5.8	15.5	0.6	0.0
LOS by Move:	A	A	B	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	3	0	0	0	0	5	5	4	2	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #5 Junipero Serra Blvd/John Daly Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 12 Average Delay (sec/veh): 59.3
Optimal Cycle: 180 Level Of Service: E

Street Name:	Junipero Serra Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	6	6	6	6	6	6	8	8	8	6	6	6
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.1	4.1	4.1
Lanes:	2	0	1	1	1	1	0	0	1	1	2	1	0	1	1	1	0	1
Volume Module:												
Base Vol:	748	218	400	311	395	936	469	467	222	140	949	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	748	218	400	311	395	936	469	467	222	140	949	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	748	218	400	311	395	936	469	467	222	140	949	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	748	218	400	311	395	936	469	467	222	140	949	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	748	218	400	311	395	936	469	467	222	140	949	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.95	0.90	0.90	0.88	0.90	0.90	0.90	0.90	0.85
Lanes:	2.00	1.06	1.94	1.00	0.59	1.41	2.03	1.97	1.00	1.00	3.00	1.00
Final Sat.:	3502	1725	3165	1805	1009	2392	3390	3376	1718	1719	5156	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.13	0.13	0.17	0.39	0.39	0.14	0.14	0.13	0.08	0.18	0.12
Crit Moves:	****				****			****			****	
Green/Cycle:	0.20	0.20	0.38	0.37	0.37	0.50	0.13	0.13	0.13	0.17	0.17	0.55
Volume/Cap:	1.05	0.62	0.33	0.46	1.05	0.78	1.05	1.05	0.98	0.47	1.05	0.23
Delay/Veh:	88.7	37.6	22.3	24.4	72.2	22.7	85.9	85.9	65.8	37.2	84.6	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.7	37.6	22.3	24.4	72.2	22.7	85.9	85.9	65.8	37.2	84.6	11.9
LOS by Move:	F	D	C	C	E	C	F	F	E	D	F	B
HCM2kAvgQ:	19	7	5	7	30	18	13	13	12	5	17	3

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #6 Bart Exit/John Daly Blvd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 6 Average Delay (sec/veh): 4.0
Optimal Cycle: 21 Level Of Service: A

Street Name:	Bart Exit						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	6	4	4	4	0	6	6	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0
Lanes:	0	0	0	0	1	1	1	0	0	2	0	0	3	1	0	0	1	2	0	0
Volume Module:												
Base Vol:	0	0	1	33	3	149	0	1207	35	6	1211	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	33	3	149	0	1207	35	6	1211	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	33	3	149	0	1207	35	6	1211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	33	3	149	0	1207	35	6	1211	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	33	3	149	0	1207	35	6	1211	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.79	0.79	0.75	1.00	0.91	0.91	0.85	0.85	1.00
Lanes:	0.00	0.00	1.00	1.83	0.17	2.00	0.00	3.89	0.11	0.01	2.99	0.00
Final Sat.:	0	0	1644	2755	250	2842	0	6694	194	24	4816	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.05	0.00	0.18	0.18	0.25	0.25	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.16	0.16	0.16	0.16	0.00	0.74	0.74	0.74	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.08	0.08	0.34	0.00	0.24	0.24	0.34	0.34	0.00
Delay/Veh:	0.0	0.0	21.4	21.7	21.7	23.0	0.0	2.4	2.4	2.7	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	21.4	21.7	21.7	23.0	0.0	2.4	2.4	2.7	2.7	0.0
LOS by Move:	A	A	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	2	0	2	2	3	3	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #7 De Long Street/John Daly Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 9 Average Delay (sec/veh): 29.8
Optimal Cycle: 54 Level Of Service: C

Street Name:	De Long Street						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	4	4	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	0	0 0	0 1	0	0 1	2 0	2	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	0	0	0	36	0	116	413	773	19	4	1089	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	116	413	773	19	4	1089	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	116	413	773	19	4	1089	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	116	413	773	19	4	1089	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	0	116	413	773	19	4	1089	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.75	1.00	0.85	0.92	0.91	0.91	0.94	0.94	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	2.93	0.07	0.01	1.87	0.12
Final Sat.:	0	0	0	1429	0	1615	3502	5042	124	12	3341	224
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.07	0.12	0.15	0.15	0.33	0.33	0.33
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.21	0.26	0.26	0.55	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.60	0.55	0.60	0.60	0.60	0.55	0.55
Delay/Veh:	0.0	0.0	0.0	48.2	0.0	54.9	42.9	39.8	39.8	18.8	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.2	0.0	54.9	42.9	39.8	39.8	18.8	15.2	15.2
LOS by Move:	A	A	A	D	A	D	D	D	D	B	B	B
HCM2kAvgQ:	0	0	0	1	0	5	7	10	10	15	14	14

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #8 John Daly Blvd/Mission St/Hillside Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 12 Average Delay (sec/veh): 37.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Mission St						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	158	763	52	109	957	170	246	266	214	118	171	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	763	52	109	957	170	246	266	214	118	171	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	763	52	109	957	170	246	266	214	118	171	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	763	52	109	957	170	246	266	214	118	171	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	763	52	109	957	170	246	266	214	118	171	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.92	0.93	0.93	0.98	0.98	0.85
Lanes:	1.00	2.81	0.19	1.00	2.55	0.45	2.00	0.55	0.45	0.41	0.59	1.00
Final Sat.:	1805	4807	328	1805	4303	764	3502	982	790	760	1102	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.06	0.22	0.22	0.07	0.27	0.27	0.16	0.16	0.08
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.26	0.26	0.10	0.26	0.26	0.32	0.32	0.32	0.18	0.18	0.18
Volume/Cap:	0.85	0.60	0.60	0.60	0.85	0.85	0.22	0.85	0.85	0.85	0.85	0.46
Delay/Veh:	68.6	29.7	29.7	44.2	36.9	36.9	22.6	40.2	40.2	53.4	53.4	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	29.7	29.7	44.2	36.9	36.9	22.6	40.2	40.2	53.4	53.4	34.0
LOS by Move:	E	C	C	D	D	D	C	D	D	D	D	C
HCM2kAvgQ:	7	8	8	4	14	14	3	15	15	11	11	4

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #9 Mission St/Hillcrest Dr

Cycle (sec): 55 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 6 Average Delay (sec/veh): 1.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Mission St						Hillcrest Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	0	10	10	10	0	0	0	0	0	0
Y+R:	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	43	1058	0	0	1319	28	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1058	0	0	1319	28	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1058	0	0	1319	28	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1058	0	0	1319	28	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1058	0	0	1319	28	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5064	107	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.07	0.89	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.32	0.23	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	25.5	0.4	0.0	0.0	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	0.4	0.0	0.0	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	0	2	2	0	0	0	0	0	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #10 Mission St/Crocker Ave/Flournoy St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 9 Average Delay (sec/veh): 23.4
Optimal Cycle: 36 Level Of Service: C

Street Name:	Crocker St/Flournoy St						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	0	0	0	6	6	6	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	1 0	0	0 0	0 0	1	0 1	1 0	0	0 1!	0 1
Volume Module:												
Base Vol:	0	205	50	0	0	0	34	394	78	194	0	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	50	0	0	0	34	394	78	194	0	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	205	50	0	0	0	34	394	78	194	0	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	205	50	0	0	0	34	394	78	194	0	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	205	50	0	0	0	34	394	78	194	0	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	1.00	1.00	1.00	0.95	0.93	0.93	0.89	1.00	0.89
Lanes:	0.00	0.80	0.20	0.00	0.00	0.00	1.00	1.67	0.33	0.55	0.00	1.45
Final Sat.:	0	1488	363	0	0	0	1805	2938	582	933	0	2448
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.00	0.00	0.02	0.13	0.13	0.21	0.00	0.13
Crit Moves:		****							****	****		
Green/Cycle:	0.00	0.25	0.25	0.00	0.00	0.00	0.25	0.25	0.25	0.38	0.00	0.38
Volume/Cap:	0.00	0.54	0.54	0.00	0.00	0.00	0.08	0.54	0.54	0.54	0.00	0.33
Delay/Veh:	0.0	27.0	27.0	0.0	0.0	0.0	23.1	26.8	26.8	19.8	0.0	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.0	27.0	0.0	0.0	0.0	23.1	26.8	26.8	19.8	0.0	17.5
LOS by Move:	A	C	C	A	A	A	C	C	C	B	A	B
HCM2kAvgQ:	0	6	6	0	0	0	1	6	6	7	0	4

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #11 Mission St/Templeton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.249
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

Street Name:	Templeton Ave							Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	75	0	26	0	0	0	0	251	94	92	237	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	0	26	0	0	0	0	251	94	92	237	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	0	26	0	0	0	0	251	94	92	237	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	0	26	0	0	0	0	251	94	92	237	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	0	26	0	0	0	0	251	94	92	237	0
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.00	0.26	0.00	1.00	0.00	0.00	1.46	0.54	0.56	1.44	0.00
Final Sat.:	470	0	163	0	597	0	0	1038	409	370	988	0
Capacity Analysis Module:																				
Vol/Sat:	0.16	xxxx	0.16	xxxx	0.00	xxxx	xxxx	0.24	0.23	0.25	0.24	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	9.2	0.0	9.2	0.0	0.0	0.0	0.0	9.2	8.8	9.8	9.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	0.0	9.2	0.0	0.0	0.0	0.0	9.2	8.8	9.8	9.4	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	9.2			xxxxxx			9.1			9.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	9.2			xxxxxx			9.1			9.5		
LOS by Appr:	A			*			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #12 Mission St/Westlake Ave

Cycle (sec): 65 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 9 Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Mission St							Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	33	1058	9	14	947	22	118	4	53	0	14	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1058	9	14	947	22	118	4	53	0	14	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1058	9	14	947	22	118	4	53	0	14	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1058	9	14	947	22	118	4	53	0	14	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1058	9	14	947	22	118	4	53	0	14	10
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.75	0.75	0.75	1.00	0.94	0.94
Lanes:	1.00	1.98	0.02	1.00	1.95	0.05	0.68	0.02	0.30	0.00	0.58	0.42
Final Sat.:	1805	3576	30	1805	3517	82	962	33	432	0	1046	747
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.30	0.30	0.01	0.27	0.27	0.12	0.12	0.12	0.00	0.01	0.01
Crit Moves:		****		****				****				
Green/Cycle:	0.68	0.55	0.55	0.57	0.49	0.49	0.23	0.23	0.23	0.00	0.23	0.23
Volume/Cap:	0.07	0.53	0.53	0.04	0.55	0.55	0.53	0.53	0.53	0.00	0.06	0.06
Delay/Veh:	4.9	9.4	9.4	6.4	11.9	11.9	23.7	23.7	23.7	0.0	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.9	9.4	9.4	6.4	11.9	11.9	23.7	23.7	23.7	0.0	19.6	19.6
LOS by Move:	A	A	A	A	B	B	C	C	C	A	B	B
HCM2kAvgQ:	0	8	8	0	8	8	4	4	4	0	0	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #13 Mission St/School St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 9 Average Delay (sec/veh): 22.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Mission St						School St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	6	6	6	15	15	15	6	15	15
Y+R:	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	183	1011	0	0	880	149	249	0	175	0	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1011	0	0	880	149	249	0	175	0	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1011	0	0	880	149	249	0	175	0	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1011	0	0	880	149	249	0	175	0	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1011	0	0	880	149	249	0	175	0	0	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	0.87
Lanes:	1.00	2.00	0.00	0.00	1.71	0.29	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1805	3610	0	0	3019	511	1805	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.00	0.00	0.29	0.29	0.14	0.00	0.11	0.00	0.00	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.51	0.00	0.00	0.38	0.38	0.19	0.00	0.38	0.00	0.00	0.19
Volume/Cap:	0.77	0.55	0.00	0.00	0.77	0.77	0.74	0.00	0.29	0.00	0.00	0.25
Delay/Veh:	47.4	13.5	0.0	0.0	24.4	24.4	38.8	0.0	17.8	0.0	0.0	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	13.5	0.0	0.0	24.4	24.4	38.8	0.0	17.8	0.0	0.0	28.1
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	C
HCM2kAvgQ:	6	9	0	0	13	13	8	0	3	0	0	2

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #14 Mission St/Market St/San Pedro Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 Average Delay (sec/veh): 42.0
Optimal Cycle: 110 Level Of Service: D

Street Name:	Mission St/San Pedro Rd									Market St		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	6	10	10	8	8	8	8	8	8
Y+R:	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 1	0 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	432	1134	60	168	502	289	303	444	68	97	535	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	1134	60	168	502	289	303	444	68	97	535	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	1134	60	168	502	289	303	444	68	97	535	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	1134	60	168	502	289	303	444	68	97	535	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	432	1134	60	168	502	289	303	444	68	97	535	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.86	0.86	0.92	0.92	0.92	0.94	0.94	0.85
Lanes:	1.00	2.85	0.15	1.00	2.00	1.00	1.12	1.63	0.25	1.00	2.00	1.00
Final Sat.:	1805	4892	259	1805	3268	1634	1953	2862	438	1791	3581	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.23	0.09	0.15	0.18	0.16	0.16	0.16	0.05	0.15	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.30	0.30	0.30	0.22	0.22	0.22	0.19	0.26	0.26	0.12	0.18	0.18
Volume/Cap:	0.81	0.78	0.78	0.43	0.70	0.81	0.81	0.61	0.61	0.45	0.81	0.01
Delay/Veh:	44.8	38.2	38.2	37.8	41.7	45.9	47.5	36.8	36.8	45.2	49.3	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	38.2	38.2	37.8	41.7	45.9	47.5	36.8	36.8	45.2	49.3	36.6
LOS by Move:	D	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	16	15	15	5	10	12	11	9	9	4	11	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #15 El Camino Real/F Street

Cycle (sec): 70 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 9 Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	El Camino Real						F Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	10	10	10	4	4	4	0	0	0
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	63	992	0	0	715	90	142	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	992	0	0	715	90	142	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	992	0	0	715	90	142	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	992	0	0	715	90	142	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	992	0	0	715	90	142	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.89	0.89	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.66	0.34	0.84	0.00	1.16	0.00	0.00	0.00
Final Sat.:	3502	5187	0	0	4529	570	1472	0	2041	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.00	0.00	0.16	0.16	0.10	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.09	0.57	0.00	0.00	0.49	0.49	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.21	0.33	0.00	0.00	0.32	0.32	0.32	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	30.1	7.9	0.0	0.0	11.0	11.0	19.4	0.0	17.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	7.9	0.0	0.0	11.0	11.0	19.4	0.0	17.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	1	4	0	0	4	4	3	0	1	0	0	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #16 Hillside Blvd/Chester St/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 0 Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

Street Name:	Hillside Blvd						Chester St/A St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	57	388	28	11	224	31	16	63	38	17	55	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	388	28	11	224	31	16	63	38	17	55	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	388	28	11	224	31	16	63	38	17	55	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	388	28	11	224	31	16	63	38	17	55	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	388	28	11	224	31	16	63	38	17	55	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	1.64	0.12	0.08	1.69	0.23	0.14	0.54	0.32	0.18	0.58	0.24
Final Sat.:	154	1072	79	51	1055	149	83	325	196	106	342	143
Capacity Analysis Module:												
Vol/Sat:	0.37	0.36	0.36	0.22	0.21	0.21	0.19	0.19	0.19	0.16	0.16	0.16
Crit Moves:	****			****				****			****	
Delay/Veh:	11.3	11.0	10.8	9.8	9.7	9.5	9.7	9.7	9.7	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.0	10.8	9.8	9.7	9.5	9.7	9.7	9.7	9.6	9.6	9.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	11.0			9.7			9.7			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			9.7			9.7			9.6		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #17 Hillside Blvd/Market St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 9 Average Delay (sec/veh): 35.0
Optimal Cycle: 95 Level Of Service: D

Street Name:	Hillside Blvd						Market Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	8	8	8	8	8	8
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	234	210	67	35	218	71	39	301	177	62	388	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	210	67	35	218	71	39	301	177	62	388	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	210	67	35	218	71	39	301	177	62	388	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	210	67	35	218	71	39	301	177	62	388	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	210	67	35	218	71	39	301	177	62	388	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.97	0.97	0.97	0.95	0.90	0.90	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	0.11	0.67	0.22	1.00	1.26	0.74	1.00	1.96	0.04
Final Sat.:	1805	1900	1615	198	1234	402	1805	2148	1263	1805	3526	73
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.04	0.18	0.18	0.18	0.02	0.14	0.14	0.03	0.11	0.11
Crit Moves:	****				****			****			****	
Green/Cycle:	0.21	0.19	0.19	0.31	0.29	0.29	0.23	0.23	0.23	0.18	0.18	0.18
Volume/Cap:	0.61	0.58	0.22	0.58	0.61	0.61	0.09	0.61	0.61	0.19	0.61	0.61
Delay/Veh:	37.0	37.2	32.7	29.2	31.5	31.5	29.0	34.4	34.4	33.4	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.2	32.7	29.2	31.5	31.5	29.0	34.4	34.4	33.4	37.8	37.8
LOS by Move:	D	D	C	C	C	C	C	C	C	C	D	D
HCM2kAvgQ:	7	6	2	9	9	9	1	7	7	2	7	7

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #18 Junipero Serra Blvd/North Garage

Cycle (sec): 95 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 6 Average Delay (sec/veh): 2.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Junipero Serra Bvld						North Garage					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	6	6	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	4.2	4.9	4.9	4.0	4.0	4.0	3.7	3.7	3.7
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1650	25	51	622	0	0	0	0	5	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	25	51	622	0	0	0	0	5	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1650	25	51	622	0	0	0	0	5	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1650	25	51	622	0	0	0	0	5	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1650	25	51	622	0	0	0	0	5	0	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.02	0.03	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.83	0.83	0.91	0.88	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Volume/Cap:	0.00	0.55	0.02	0.18	0.19	0.00	0.00	0.00	0.00	0.05	0.00	0.40
Delay/Veh:	0.0	2.7	1.4	2.1	0.8	0.0	0.0	0.0	0.0	43.0	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.7	1.4	2.1	0.8	0.0	0.0	0.0	0.0	43.0	0.0	46.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	0	0	1	0	0	0	0	0	0	1

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #19 Junipero Serra Blvd/Westlake Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	4	10	0	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	3.5	4.9	4.0	4.0	4.0	4.0	3.5	3.5	3.5
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1281	334	172	446	0	0	0	0	161	0	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1281	334	172	446	0	0	0	0	161	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	334	172	446	0	0	0	0	161	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	334	172	446	0	0	0	0	161	0	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	334	172	446	0	0	0	0	161	0	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.21	0.10	0.12	0.00	0.00	0.00	0.00	0.09	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.58	0.16	0.74	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.61	0.36	0.61	0.17	0.00	0.00	0.00	0.00	0.54	0.00	0.61
Delay/Veh:	0.0	8.8	6.9	27.6	2.4	0.0	0.0	0.0	0.0	25.0	0.0	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	6.9	27.6	2.4	0.0	0.0	0.0	0.0	25.0	0.0	27.4
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	4	4	1	0	0	0	0	4	0	4

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #20 Junipero Serra Blvd/School St/87th St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 49 Level Of Service: C

Street Name:	Junipero Serra Blvd						School Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	3	6	6	3	6	6	5	5	5	5	5	5
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.0	4.0	4.0	3.6	3.6	3.6
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	96	259	149	123	315	128	126	204	102	130	190	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	259	149	123	315	128	126	204	102	130	190	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	259	149	123	315	128	126	204	102	130	190	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	259	149	123	315	128	126	204	102	130	190	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	259	149	123	315	128	126	204	102	130	190	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.98	0.98	0.85	0.98	0.98	0.85
Lanes:	1.00	1.27	0.73	1.00	1.42	0.58	0.38	0.62	1.00	0.41	0.59	1.00
Final Sat.:	1805	2166	1246	1805	2457	998	712	1152	1615	756	1106	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.07	0.13	0.13	0.18	0.18	0.06	0.17	0.17	0.06
Crit Moves:		****		****				****			****	
Green/Cycle:	0.09	0.19	0.19	0.11	0.21	0.21	0.28	0.28	0.28	0.27	0.27	0.27
Volume/Cap:	0.61	0.63	0.63	0.63	0.61	0.61	0.63	0.63	0.23	0.63	0.63	0.24
Delay/Veh:	42.0	31.9	31.9	40.7	30.1	30.1	27.7	27.7	22.4	28.2	28.2	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	31.9	31.9	40.7	30.1	30.1	27.7	27.7	22.4	28.2	28.2	22.9
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	6	6	4	6	6	8	8	2	8	8	2

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #21 Junipero Serra Blvd/Washington Street

Cycle (sec): 95 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 9 Average Delay (sec/veh): 33.8
Optimal Cycle: 83 Level Of Service: C

Street Name:	Junipero Serra Blvd						Washington Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	6	6	4	6	6	6	6	6	10	10	10
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	0	1 0	0 1	0	1 0	0 1	1 0	1
Volume Module:												
Base Vol:	102	1075	41	229	549	30	169	407	196	19	147	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1075	41	229	549	30	169	407	196	19	147	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	102	1075	41	229	549	30	169	407	196	19	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1075	41	229	549	30	169	407	196	19	147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	102	1075	41	229	549	30	169	407	196	19	147	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.99	0.99	0.90	0.90	0.90	0.94	0.94	1.00
Lanes:	1.00	2.89	0.11	1.00	0.95	0.05	0.44	1.05	0.51	0.23	1.77	1.00
Final Sat.:	1805	4966	189	1805	1787	98	752	1811	872	411	3178	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.13	0.31	0.31	0.22	0.22	0.22	0.05	0.05	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.08	0.31	0.31	0.18	0.42	0.42	0.28	0.28	0.28	0.13	0.11	0.00
Volume/Cap:	0.74	0.69	0.69	0.69	0.74	0.74	0.80	0.80	0.80	0.35	0.44	0.00
Delay/Veh:	61.3	30.1	30.1	42.6	26.9	26.9	36.6	36.7	36.7	38.1	40.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	30.1	30.1	42.6	26.9	26.9	36.6	36.7	36.7	38.1	40.7	0.0
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	A
HCM2kAvgQ:	5	12	12	8	15	15	13	13	13	3	3	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #22 Junipero Serra Blvd/San Pedro Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						San Pedro Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	8	8	3	6	6	4	6	6	3	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	2	0 1	1 0	1	1 0	2	0	0 1	1	0 1	0
Volume Module:												
Base Vol:	241	810	320	47	593	59	281	214	29	338	254	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	810	320	47	593	59	281	214	29	338	254	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	810	320	47	593	59	281	214	29	338	254	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	810	320	47	593	59	281	214	29	338	254	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	810	320	47	593	59	281	214	29	338	254	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.92	0.98	0.98	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.82	0.18	2.00	0.88	0.12	1.00	1.47	0.53
Final Sat.:	1805	3610	1615	1805	3241	322	3502	1643	223	1805	2551	914
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.20	0.03	0.18	0.18	0.08	0.13	0.13	0.19	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.37	0.37	0.06	0.25	0.25	0.19	0.18	0.18	0.25	0.24	0.24
Volume/Cap:	0.74	0.61	0.53	0.45	0.74	0.74	0.42	0.74	0.74	0.74	0.42	0.42
Delay/Veh:	41.5	22.5	22.0	41.7	32.7	32.7	30.6	41.7	41.7	35.4	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	22.5	22.0	41.7	32.7	32.7	30.6	41.7	41.7	35.4	27.7	27.7
LOS by Move:	D	C	C	D	C	C	C	D	D	D	C	C
HCM2kAvgQ:	8	10	7	2	10	10	4	8	8	10	4	4

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #23 Junipero Serra Blvd/D Street

Cycle (sec): 40 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 12 Average Delay (sec/veh): 15.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						D Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.0	4.0	4.0	3.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	616	57	34	367	510	643	222	128	57	280	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	616	57	34	367	510	643	222	128	57	280	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	616	57	34	367	510	643	222	128	57	280	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	616	57	34	367	510	643	222	128	57	280	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	616	57	34	367	510	643	222	128	57	280	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.92	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3480	1740	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.04	0.02	0.10	0.32	0.18	0.13	0.08	0.03	0.08	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.25	0.25	0.10	0.25	0.50	0.25	0.25	0.25	0.10	0.10	0.10
Volume/Cap:	0.74	0.68	0.14	0.19	0.41	0.64	0.75	0.52	0.32	0.31	0.75	0.26
Delay/Veh:	32.7	15.7	11.8	17.0	12.8	9.1	16.7	13.3	12.8	17.5	25.6	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	15.7	11.8	17.0	12.8	9.1	16.7	13.3	12.8	17.5	25.6	17.3
LOS by Move:	C	B	B	B	B	A	B	B	B	B	C	B
HCM2kAvgQ:	4	5	1	1	2	6	6	3	2	1	4	1

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #24 Junipero Serra Blvd/Southgate Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 6 Average Delay (sec/veh): 21.8
Optimal Cycle: 24 Level Of Service: C

Street Name:	Junipero Serra Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	0	0	0
Y+R:	4.0	5.3	5.3	4.3	4.3	4.3	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	173	704	0	0	544	192	259	0	179	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	704	0	0	544	192	259	0	179	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	704	0	0	544	192	259	0	179	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	704	0	0	544	192	259	0	179	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	704	0	0	544	192	259	0	179	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.00	0.00	0.15	0.12	0.14	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.23	0.60	0.00	0.00	0.37	0.37	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.41	0.23	0.00	0.00	0.41	0.33	0.41	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	36.5	10.3	0.0	0.0	26.3	25.5	27.8	0.0	26.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	10.3	0.0	0.0	26.3	25.5	27.8	0.0	26.6	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	5	4	0	0	7	5	7	0	4	0	0	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #25 Junipero Serra Blvd/Colma Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 6 Average Delay (sec/veh): 25.1
Optimal Cycle: 32 Level Of Service: C

Street Name:	Junipero Serra Blvd						Colma Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	6	6	6	4	4	4
Y+R:	5.3	5.3	5.3	4.0	5.3	5.3	4.0	4.0	4.0	3.2	3.2	3.2
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	412	543	274	296	0	0	0	0	495	0	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	543	274	296	0	0	0	0	495	0	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	543	274	296	0	0	0	0	495	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	412	543	274	296	0	0	0	0	495	0	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	412	543	274	296	0	0	0	0	495	0	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.34	0.08	0.08	0.00	0.00	0.00	0.00	0.14	0.00	0.12
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.57	0.57	0.13	0.71	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.20	0.59	0.59	0.12	0.00	0.00	0.00	0.00	0.59	0.00	0.50
Delay/Veh:	0.0	11.4	16.2	46.8	5.2	0.0	0.0	0.0	0.0	38.0	0.0	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	16.2	46.8	5.2	0.0	0.0	0.0	0.0	38.0	0.0	36.7
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	12	5	2	0	0	0	0	8	0	6

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #26 Junipero Serra Blvd/Serramonte Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0	4.0	3.0	4.6	4.6
Lanes:	2 0	2	0 1	1 0	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	112	449	107	73	528	122	328	465	241	130	325	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	449	107	73	528	122	328	465	241	130	325	64
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	449	107	73	528	0	328	465	241	130	325	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	449	107	73	528	0	328	465	241	130	325	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	449	107	73	528	0	328	465	241	130	325	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	1.00	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1900	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.07	0.04	0.15	0.00	0.09	0.13	0.15	0.07	0.09	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.28	0.28	0.11	0.31	0.00	0.24	0.32	0.32	0.15	0.24	0.24
Volume/Cap:	0.47	0.45	0.24	0.38	0.47	0.00	0.39	0.40	0.47	0.47	0.38	0.17
Delay/Veh:	39.5	25.6	24.0	36.8	23.7	0.0	27.6	22.7	23.7	33.9	27.4	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	25.6	24.0	36.8	23.7	0.0	27.6	22.7	23.7	33.9	27.4	25.9
LOS by Move:	D	C	C	D	C	A	C	C	C	C	C	C
HCM2kAvgQ:	2	5	2	2	6	0	4	5	5	4	4	1

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #27 Sullivan Ave/Washington St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): 17.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Sullivan Ave						Washington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	7	7	3	7	7	7	6	6	4	6	6
Y+R:	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0
Lanes:	1 0	1	1 1	1 0	0 1	0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	63	430	633	54	230	9	23	137	112	153	134	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	430	633	54	230	9	23	137	112	153	134	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	430	633	54	230	9	23	137	112	153	134	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	430	633	54	230	9	23	137	112	153	134	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	430	633	54	230	9	23	137	112	153	134	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.99	0.99	0.95	0.89	0.89	0.95	0.95	0.95
Lanes:	1.00	1.21	1.79	1.00	0.96	0.04	1.00	1.10	0.90	1.00	0.67	0.33
Final Sat.:	1805	1996	2938	1805	1817	71	1805	1853	1515	1805	1217	590
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.03	0.13	0.13	0.01	0.07	0.07	0.08	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.41	0.41	0.06	0.34	0.34	0.12	0.18	0.18	0.15	0.21	0.21
Volume/Cap:	0.26	0.52	0.52	0.52	0.37	0.37	0.11	0.42	0.42	0.56	0.52	0.52
Delay/Veh:	23.9	13.4	13.4	32.1	15.4	15.4	23.9	22.4	22.4	26.3	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	13.4	13.4	32.1	15.4	15.4	23.9	22.4	22.4	26.3	22.2	22.2
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	2	4	4	0	3	3	4	4	4

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #28 Sullivan Ave/Pierce Street

Cycle (sec): 45 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 9 Average Delay (sec/veh): 15.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Sullivan Ave						Pierce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permit+Prot			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	8	8	8	5	5	5	5	5	5
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	115	257	0	0	517	7	14	0	139	491	53	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	257	0	0	517	7	14	0	139	491	53	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	257	0	0	517	7	14	0	139	491	53	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	257	0	0	517	7	14	0	139	491	53	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	257	0	0	517	7	14	0	139	491	53	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.94	1.00	1.00	0.95	0.95	0.87	1.00	0.87	0.96	0.96	0.96
Lanes:	0.62	1.38	0.00	0.00	1.97	0.03	0.09	0.00	0.91	1.81	0.18	0.01
Final Sat.:	893	2457	0	0	3555	48	152	0	1506	3291	318	24
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.00	0.00	0.15	0.15	0.09	0.00	0.09	0.15	0.17	0.17
Crit Moves:	****				****		****					****
Green/Cycle:	0.39	0.39	0.00	0.00	0.23	0.23	0.15	0.00	0.15	0.26	0.26	0.26
Volume/Cap:	0.29	0.27	0.00	0.00	0.64	0.64	0.64	0.00	0.64	0.57	0.64	0.64
Delay/Veh:	13.2	9.4	0.0	0.0	17.3	17.3	23.7	0.0	23.7	15.2	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	9.4	0.0	0.0	17.3	17.3	23.7	0.0	23.7	15.2	16.3	16.3
LOS by Move:	B	A	A	A	B	B	C	A	C	B	B	B
HCM2kAvgQ:	2	2	0	0	5	5	3	0	3	4	5	5

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #29 Sullivan Ave/San Pedro Rd/Eastmoor Ave

Cycle (sec):	82	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	12	Average Delay (sec/veh):	25.6
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Sullivan Ave						San Pedro Rd/Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	8	8	8	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	1 0	1	1 0	2 0	0	1 0
Volume Module:												
Base Vol:	5	236	222	0	698	384	146	325	54	219	255	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	236	222	0	698	384	146	325	54	219	255	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	236	222	0	698	384	146	325	54	219	255	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	236	222	0	698	384	146	325	54	219	255	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	236	222	0	698	384	146	325	54	219	255	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	1.00	0.90	0.90	0.95	0.93	0.93	0.92	0.96	0.96
Lanes:	1.00	1.03	0.97	0.00	1.29	0.71	1.00	1.72	0.28	2.00	0.74	0.26
Final Sat.:	1805	1724	1622	0	2205	1213	1805	3031	504	3502	1357	468
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.32	0.32	0.08	0.11	0.11	0.06	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.50	0.50	0.00	0.42	0.42	0.11	0.21	0.21	0.15	0.25	0.25
Volume/Cap:	0.04	0.28	0.28	0.00	0.75	0.75	0.75	0.50	0.50	0.43	0.75	0.75
Delay/Veh:	35.4	12.2	12.2	0.0	22.3	22.3	50.4	29.0	29.0	32.5	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	12.2	12.2	0.0	22.3	22.3	50.4	29.0	29.0	32.5	35.1	35.1
LOS by Move:	D	B	B	A	C	C	D	C	C	C	D	D
HCM2kAvgQ:	0	4	4	0	14	14	5	5	5	3	10	10

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #30 Sullivan Ave/I-280 On Ramp

Cycle (sec):	82	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	9	Average Delay (sec/veh):	14.8
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Sullivan Ave						I-280 On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	6	8	8	6	6	6	0	0	0
Y+R:	3.5	4.2	4.2	4.0	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	2 0	0	1 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	52	261	87	574	341	103	46	60	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	261	87	574	341	103	46	60	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	261	87	574	341	103	46	60	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	261	87	574	341	103	46	60	2	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	261	87	574	341	103	46	60	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.97	0.97	0.89	0.89	0.89	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.77	0.23	0.85	1.11	0.04	0.00	0.00	0.00
Final Sat.:	1805	3610	1615	3502	1408	425	1435	1872	62	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.05	0.16	0.24	0.24	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.08	0.30	0.30	0.50	0.71	0.71	0.09	0.09	0.09	0.00	0.00	0.00
Volume/Cap:	0.34	0.24	0.18	0.33	0.34	0.34	0.34	0.34	0.34	0.00	0.00	0.00
Delay/Veh:	36.7	22.0	21.6	12.4	4.7	4.7	35.4	35.4	35.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	22.0	21.6	12.4	4.7	4.7	35.4	35.4	35.4	0.0	0.0	0.0
LOS by Move:	D	C	C	B	A	A	D	D	D	A	A	A
HCM2kAvgQ:	2	3	2	5	4	4	2	2	2	0	0	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #31 Sullivan Ave/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 6 Average Delay (sec/veh): 17.5
Optimal Cycle: 26 Level Of Service: B

Street Name:	Sullivan Ave						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	6	4	4	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	246	0	154	156	402	0	0	437	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	246	0	154	156	402	0	0	437	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	246	0	154	156	402	0	0	437	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	246	0	154	156	402	0	0	437	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	246	0	154	156	402	0	0	437	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.77	1.00	0.85	0.95	0.95	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	0	0	0	1461	0	1615	1805	3610	0	0	2364	1076
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.10	0.09	0.11	0.00	0.00	0.18	0.18
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.18	0.57	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.27	0.48	0.20	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	20.7	0.0	18.7	30.4	8.3	0.0	0.0	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.7	0.0	18.7	30.4	8.3	0.0	0.0	18.6	18.6
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	3	4	3	0	0	6	6

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #32 Callan Blvd/Southgate Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Callan Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	1	1 0	0 1	1	0 0
Volume Module:												
Base Vol:	257	0	86	0	0	0	0	331	291	88	391	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	0	86	0	0	0	0	331	291	88	391	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	0	86	0	0	0	0	331	291	88	391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	0	86	0	0	0	0	331	291	88	391	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	0	86	0	0	0	0	331	291	88	391	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.06	0.94	0.37	1.63	0.00
Final Sat.:	935	0	550	0	0	0	0	608	591	198	893	0
Capacity Analysis Module:												
Vol/Sat:	0.27	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	0.54	0.49	0.45	0.44	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	12.7	0.0	10.0	0.0	0.0	0.0	0.0	15.8	13.4	14.2	13.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	0.0	10.0	0.0	0.0	0.0	0.0	15.8	13.4	14.2	13.9	0.0
LOS by Move:	B	*	A	*	*	*	*	C	B	B	B	*
ApproachDel:	12.0			xxxxxx				14.7			13.9	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	12.0			xxxxxx				14.7			13.9	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.3	0.0	0.2	0.0	0.0	0.0	0.0	1.1	0.9	0.7	0.7	0.0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #33 St Francis Blvd/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 6 Average Delay (sec/veh): 12.8
Optimal Cycle: 20 Level Of Service: B

Street Name:	St Francis Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module:												
Base Vol:	92	120	76	59	73	21	12	201	42	57	225	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	120	76	59	73	21	12	201	42	57	225	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	120	76	59	73	21	12	201	42	57	225	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	120	76	59	73	21	12	201	42	57	225	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	120	76	59	73	21	12	201	42	57	225	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.94	0.94	0.56	0.97	0.97	0.52	0.97	0.97	0.57	0.96	0.96
Lanes:	1.00	0.61	0.39	1.00	0.78	0.22	1.00	0.83	0.17	1.00	0.75	0.25
Final Sat.:	1319	1096	694	1064	1427	410	984	1531	320	1075	1366	462
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.06	0.05	0.05	0.01	0.13	0.13	0.05	0.16	0.16
Crit Moves:		****									****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.19	0.30	0.30	0.15	0.14	0.14	0.02	0.24	0.24	0.10	0.30	0.30
Delay/Veh:	17.3	18.1	18.1	17.0	16.9	16.9	8.0	9.2	9.2	8.4	9.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	18.1	18.1	17.0	16.9	16.9	8.0	9.2	9.2	8.4	9.6	9.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	4	4	1	2	2	0	3	3	1	4	4

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #34 I-280 NB On Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 6 Average Delay (sec/veh): 4.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 NB On Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	6	10	10	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.9	3.9	4.1	4.1	4.1
Lanes:	0 0	0	0	0	0 0	0	2	0	2 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	662	992	0	0	580	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	662	992	0	0	580	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	662	992	0	0	580	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	662	992	0	0	580	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	662	992	0	0	580	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	0	0	0	3502	3610	0	0	3598	12
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.27	0.00	0.00	0.16	0.16
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.85	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.32	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.7	0.0	0.0	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.7	0.0	0.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	3	2	0	0	3	3

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #35 I-280 SB Off Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 6 Average Delay (sec/veh): 8.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 SB Off Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	6	6	6	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	3.7	3.7	3.7	3.6	3.6	3.6	4.6	4.6	4.6
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	493	0	500	0	1204	0	0	248	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	493	0	500	0	1204	0	0	248	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	493	0	500	0	1204	0	0	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	493	0	500	0	1204	0	0	248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	493	0	500	0	1204	0	0	248	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3502	0	2842	0	3610	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.00	0.33	0.00	0.00	0.05	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.56	0.00	0.00	0.56	0.00
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.60	0.00	0.60	0.00	0.00	0.09	0.00
Delay/Veh:	0.0	0.0	0.0	12.0	0.0	13.3	0.0	6.4	0.0	0.0	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.0	0.0	13.3	0.0	6.4	0.0	0.0	4.1	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	4	0	6	0	0	1	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #36 Serramonte Blvd/Gellert Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 12 Average Delay (sec/veh): 35.5
Optimal Cycle: 48 Level Of Service: D

Street Name:	Gellert Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.1	4.1	3.5	4.1	4.1
Lanes:	1 1	0	1 1	1 1	0	1 0	1 0	2	0 1	2 0	1	0 2
Volume Module:												
Base Vol:	325	161	372	375	240	43	60	515	164	445	263	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	161	372	375	240	43	60	515	164	445	263	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	161	372	375	240	43	60	515	164	445	263	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	161	372	375	240	43	60	515	164	445	263	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	161	372	375	240	43	60	515	164	445	263	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.91	0.91	0.91	0.95	0.95	0.85	0.92	1.00	0.75
Lanes:	1.52	0.75	1.73	1.71	1.09	0.20	1.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	2508	1243	2871	2970	1901	341	1805	3610	1615	3502	1900	2842
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.14	0.10	0.13	0.14	0.11
Crit Moves:			****		****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.21	0.21	0.21	0.10	0.24	0.24	0.22	0.36	0.58
Volume/Cap:	0.59	0.59	0.59	0.59	0.59	0.59	0.35	0.59	0.42	0.59	0.38	0.19
Delay/Veh:	39.1	39.1	39.1	39.7	39.7	39.7	47.8	37.9	35.9	40.0	26.3	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	39.1	39.1	39.7	39.7	39.7	47.8	37.9	35.9	40.0	26.3	11.1
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	B
HCM2kAvgQ:	8	8	8	8	8	8	2	9	5	8	7	3

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #37 Serramonte Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 0 Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Callan Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	136	192	114	120	246	112	76	267	87	141	201	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	192	114	120	246	112	76	267	87	141	201	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	192	114	120	246	112	76	267	87	141	201	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	192	114	120	246	112	76	267	87	141	201	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	192	114	120	246	112	76	267	87	141	201	181
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	1.00	1.00	1.00	1.00	1.51	0.49	1.00	1.05	0.95
Final Sat.:	164	232	428	342	365	385	333	541	180	346	386	371
Capacity Analysis Module:												
Vol/Sat:	0.83	0.83	0.27	0.35	0.67	0.29	0.23	0.49	0.48	0.41	0.52	0.49
Crit Moves:	****				****			****			****	
Delay/Veh:	40.8	40.8	13.5	17.8	28.7	14.9	15.7	20.7	19.9	19.0	21.4	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	40.8	13.5	17.8	28.7	14.9	15.7	20.7	19.9	19.0	21.4	19.1
LOS by Move:	E	E	B	C	D	B	C	C	C	C	C	C
ApproachDel:	33.8				22.8			19.6			20.0	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	33.8				22.8			19.6			20.0	
LOS by Appr:	D				C			C			C	
AllWayAvgQ:	3.2	3.2	0.3	0.5	1.7	0.4	0.3	0.8	0.8	0.6	0.9	0.8

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #38 Serramonte Blvd/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 0 Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Rt 1 Ramps						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	14	29	27	216	10	63	213	141	25	61	198	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	29	27	216	10	63	213	141	25	61	198	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	14	29	27	216	10	63	213	141	25	61	198	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	29	27	216	10	63	213	141	25	61	198	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	14	29	27	216	10	63	213	141	25	61	198	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.41	0.39	0.96	0.04	1.00	1.00	0.85	0.15	0.47	1.53	1.00
Final Sat.:	101	210	196	485	22	604	536	499	88	238	789	577
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.45	0.45	0.10	0.40	0.28	0.28	0.26	0.25	0.00
Crit Moves:		****			****		****			****		
Delay/Veh:	10.5	10.5	10.5	14.5	14.5	9.0	13.2	10.8	10.8	11.8	11.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	14.5	14.5	9.0	13.2	10.8	10.8	11.8	11.5	0.0
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	*
ApproachDel:	10.5				13.3			12.2			11.6	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	10.5				13.3			12.2			11.6	
LOS by Appr:	B				B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.1	0.6	0.4	0.4	0.3	0.3	0.0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #39 Serramonte Blvd/St Francis Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	St Francis Blvd									Serramonte Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0		5		5	219		5		29	4		138		2	8		82		151
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0		5		5	219		5		29	4		138		2	8		82		151
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0		5		5	219		5		29	4		138		2	8		82		151
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		5		5	219		5		29	4		138		2	8		82		151
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0		5		5	219		5		29	4		138		2	8		82		151
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.50	0.50			0.87	0.02	0.11			0.03	0.96	0.01			0.03	0.34	0.63		
Final Sat.:	0	340	340			610	14	81			20	680	10			26	269	494		
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.01	0.01			0.36	0.36	0.36			0.20	0.20	0.20			0.31	0.31	0.31		
Crit Moves:		****					****					****					****			
Delay/Veh:	0.0	7.9	7.9			10.4	10.4	10.4			9.0	9.0	9.0			9.1	9.1	9.1		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.0	7.9	7.9			10.4	10.4	10.4			9.0	9.0	9.0			9.1	9.1	9.1		
LOS by Move:	*	A	A			B	B	B			A	A	A			A	A	A		
ApproachDel:	7.9					10.4					9.0					9.1				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	7.9					10.4					9.0					9.1				
LOS by Appr:	A					B					A					A				
AllWayAvgQ:	0.0	0.0	0.0			0.5	0.5	0.5			0.2	0.2	0.2			0.4	0.4	0.4		

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #40 St Francis Blvd/Clarinada Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 0 Average Delay (sec/veh): 15.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	St Francis Blvd									Clarinada Ave							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	22		111		24	57		135		5	4		38		35	87		178		293
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	22		111		24	57		135		5	4		38		35	87		178		293
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	22		111		24	57		135		5	4		38		35	87		178		293
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	22		111		24	57		135		5	4		38		35	87		178		293
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	22		111		24	57		135		5	4		38		35	87		178		293
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.14	0.71	0.15			0.29	0.68	0.03			0.05	0.50	0.45			0.16	0.32	0.52		
Final Sat.:	80	406	88			167	396	15			31	297	274			117	238	393		
Capacity Analysis Module:																				
Vol/Sat:	0.27	0.27	0.27			0.34	0.34	0.34			0.13	0.13	0.13			0.75	0.75	0.75		
Crit Moves:				****			****							****			****			
Delay/Veh:	10.6	10.6	10.6			11.3	11.3	11.3			9.1	9.1	9.1			19.4	19.4	19.4		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	10.6	10.6	10.6			11.3	11.3	11.3			9.1	9.1	9.1			19.4	19.4	19.4		
LOS by Move:	B	B	B			B	B	B			A	A	A			C	C	C		
ApproachDel:	10.6					11.3					9.1					19.4				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	10.6					11.3					9.1					19.4				
LOS by Appr:	B					B					A					C				
AllWayAvgQ:	0.3	0.3	0.3			0.4	0.4	0.4			0.1	0.1	0.1			2.4	2.4	2.4		

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #41 St Francis Blvd/Eastmoor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 0 Average Delay (sec/veh): 14.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	St Francis Blvd							Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1! 0	0	0	0	0	0	0	1	0	0	
Volume Module:													
Base Vol:	43	0	93	0	0	0	0	314	21	123	395	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	43	0	93	0	0	0	0	314	21	123	395	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	43	0	93	0	0	0	0	314	21	123	395	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	43	0	93	0	0	0	0	314	21	123	395	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	43	0	93	0	0	0	0	314	21	123	395	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.32	0.00	0.68	0.00	0.00	0.00	0.00	0.94	0.06	0.24	0.76	0.00	
Final Sat.:	192	0	415	0	0	0	0	683	46	179	576	0	
Capacity Analysis Module:													
Vol/Sat:	0.22	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	0.46	0.46	0.69	0.69	xxxx	
Crit Moves:	****								****		****		
Delay/Veh:	9.7	0.0	9.7	0.0	0.0	0.0	0.0	11.7	11.7	17.0	17.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	9.7	0.0	9.7	0.0	0.0	0.0	0.0	11.7	11.7	17.0	17.0	0.0	
LOS by Move:	A	*	A	*	*	*	*	B	B	C	C	*	
ApproachDel:	9.7			xxxxxx			11.7			17.0			
Delay Adj:	1.00			xxxxx			1.00			1.00			
ApprAdjDel:	9.7			xxxxxx			11.7			17.0			
LOS by Appr:	A			*			B			C			
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.8	0.8	0.8	1.9	1.9	1.9	

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #42 Clarinada Ave/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): 18.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	Rt 1 Ramps							Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	1
Volume Module:													
Base Vol:	475	0	218	0	0	0	0	50	63	155	95	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	475	0	218	0	0	0	0	50	63	155	95	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	475	0	218	0	0	0	0	50	63	155	95	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	475	0	218	0	0	0	0	50	63	155	95	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	475	0	218	0	0	0	0	50	63	155	95	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00	
Final Sat.:	588	0	723	0	0	0	0	508	563	481	1023	0	
Capacity Analysis Module:													
Vol/Sat:	0.81	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	0.10	0.11	0.32	0.09	xxxx	
Crit Moves:	****								****	****			
Delay/Veh:	28.9	0.0	9.6	0.0	0.0	0.0	0.0	10.1	9.4	13.1	10.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	28.9	0.0	9.6	0.0	0.0	0.0	0.0	10.1	9.4	13.1	10.0	0.0	
LOS by Move:	D	*	A	*	*	*	*	B	A	B	B	*	
ApproachDel:	22.8			xxxxxx			9.7			11.9			
Delay Adj:	1.00			xxxxx			1.00			1.00			
ApprAdjDel:	22.8			xxxxxx			9.7			11.9			
LOS by Appr:	C			*			A			B			
AllWayAvgQ:	3.3	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.1	0.4	0.1	0.0	

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #43 Clarinada Ave/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Callan Blvd								Clarinada Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	197	164		0		0	208		56		73		0	174		0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Initial Bse:	197	164		0		0	208		56		73		0	174		0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Volume:	197	164		0		0	208		56		73		0	174		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
Reduced Vol:	197	164		0		0	208		56		73		0	174		0		0		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
FinalVolume:	197	164		0		0	208		56		73		0	174		0		0		0
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Lanes:	1.00	2.00		0.00		0.00	1.58		0.42		1.00		0.00	1.00		0.00		0.00		0.00
Final Sat.:	557	1202		0		0	993		276		530		0	644		0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.35	0.14	xxxx	xxxx		0.21	0.20		0.14	xxxx		0.27	xxxx	xxxx		xxxx				
Crit Moves:	****					****						****								
Delay/Veh:	12.3	9.4	0.0	0.0		9.6	9.3		10.2	0.0		9.8	0.0	0.0		0.0				
Delay Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00				
AdjDel/Veh:	12.3	9.4	0.0	0.0		9.6	9.3		10.2	0.0		9.8	0.0	0.0		0.0				
LOS by Move:	B	A	*	*		A	A		B	*		A	*	*		*				
ApproachDel:	11.0					9.5				9.9			xxxxxx							
Delay Adj:	1.00					1.00				1.00			xxxxx							
ApprAdjDel:	11.0					9.5				9.9			xxxxxx							
LOS by Appr:	B					A				A			*							
AllWayAvgQ:	0.5	0.1	0.0	0.0		0.2	0.2		0.1	0.0		0.3	0.0	0.0		0.0				

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #44 Hickey Blvd/Skyline Blvd

Cycle (sec): 115 Critical Vol./Cap.(X): 1.225
Loss Time (sec): 12 Average Delay (sec/veh): 95.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Skyline Blvd								Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	8	8			4	8	8			6	6	6			4	4	4		
Y+R:	3.0	5.0	5.0			3.0	5.0	5.0			3.5	3.5	3.5			3.5	3.5	3.5		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	1	0	1
Volume Module:																				
Base Vol:	174	598		40		392	761		1015		334	399		255		111	453		141	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	174	598		40		392	761		1015		334	399		255		111	453		141	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	174	598		40		392	761		1015		334	399		255		111	453		141	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	174	598		40		392	761		1015		334	399		255		111	453		141	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	174	598		40		392	761		1015		334	399		255		111	453		141	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.95	0.95		0.85		0.95	0.95		0.85		0.98	0.98		0.85		0.94	0.94		0.85	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.00	1.00		1.00		0.39	1.61		1.00	
Final Sat.:	1805	3610		1615		1805	3610		1615		1858	1858		1615		703	2871		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.17		0.02		0.22	0.21		0.63		0.18	0.21		0.16		0.16	0.16		0.09	
Crit Moves:	****								****			****					****			
Green/Cycle:	0.08	0.26		0.26		0.34	0.51		0.51		0.18	0.18		0.18		0.13	0.13		0.13	
Volume/Cap:	1.23	0.65		0.10		0.65	0.41		1.23		1.03	1.23		0.90		1.23	1.23		0.68	
Delay/Veh:	201.4	39.8		32.7		34.9	17.4		140.1		87.8	163		75.8		169.5	170		56.5	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	201.4	39.8		32.7		34.9	17.4		140.1		87.8	163		75.8		169.5	170		56.5	
LOS by Move:	F	D		C		C	B		F		F	F		E		F	F		E	
HCM2kAvgQ:	13	11		1		12	9		60		18	26		12		20	20		6	

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #45 Hickey Blvd/St Francis Blvd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C[21.0]

Street Name:	St Francis Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	4	0	4	22	1	24	21	567	5	6	720	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	4	22	1	24	21	567	5	6	720	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	4	22	1	24	21	567	5	6	720	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	0	4	22	1	24	21	567	5	6	720	31
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	984	1375	286	1073	1362	376	751	xxxx	xxxxx	572	xxxx	xxxxx
Potent Cap.:	206	147	717	177	149	628	868	xxxx	xxxxx	1011	xxxx	xxxxx
Move Cap.:	192	142	717	172	145	628	868	xxxx	xxxxx	1011	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.01	0.13	0.01	0.04	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	303	xxxxx	xxxx	272	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.6	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.2	xxxxx	xxxxx	21.0	xxxxx	9.3	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	A	*	*	A	*	*
ApproachDel:	17.2			21.0			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #46 Hickey Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 9 Average Delay (sec/veh): 24.6
Optimal Cycle: 33 Level Of Service: C

Street Name:	Callan Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	2	2	2	6	6	6	6	6	6
Y+R:	3.6	3.6	3.6	4.6	4.6	4.6	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	77	168	22	46	236	121	107	412	96	62	569	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	168	22	46	236	121	107	412	96	62	569	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	168	22	46	236	121	107	412	96	62	569	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	168	22	46	236	121	107	412	96	62	569	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	168	22	46	236	121	107	412	96	62	569	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.98	0.98	0.57	0.95	0.95	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	1.00	0.88	0.12	1.00	0.66	0.34	1.00	1.62	0.38	1.00	1.77	0.23
Final Sat.:	745	1651	216	1083	1192	611	1805	2846	663	1805	3145	404
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.04	0.20	0.20	0.06	0.14	0.14	0.03	0.18	0.18
Crit Moves:					****		****				****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.12	0.35	0.35	0.15	0.38	0.38
Volume/Cap:	0.25	0.25	0.25	0.10	0.48	0.48	0.48	0.41	0.41	0.24	0.48	0.48
Delay/Veh:	19.8	19.5	19.5	18.2	22.1	22.1	42.5	24.7	24.7	38.2	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	19.5	19.5	18.2	22.1	22.1	42.5	24.7	24.7	38.2	24.1	24.1
LOS by Move:	B	B	B	B	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	4	4	1	8	8	4	6	6	2	8	8

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #47 Hickey Blvd/I-280 SB Ramps

Cycle (sec): 40 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 6 Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	I-280 SB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	4	4	4	8	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	1 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	470	0	523	0	628	522	349	1151	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	470	0	523	0	628	522	349	1151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	470	0	523	0	628	522	349	1151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	523	0	628	522	349	1151	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	470	0	523	0	628	522	349	1151	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.89	0.89	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.47	0.00	1.53	0.00	1.09	0.91	2.00	2.00	0.00
Final Sat.:	0	0	0	2519	0	2610	0	1837	1527	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.20	0.00	0.34	0.34	0.10	0.32	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.45	0.45	0.13	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.76	0.00	0.76	0.76	0.76	0.55	0.00
Delay/Veh:	0.0	0.0	0.0	14.9	0.0	16.0	0.0	11.3	11.3	23.7	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.9	0.0	16.0	0.0	11.3	11.3	23.7	5.4	0.0
LOS by Move:	A	A	A	B	A	B	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	6	0	8	8	4	5	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #48 Hickey Blvd/I-280 NB Ramps

Cycle (sec): 50 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 12 Average Delay (sec/veh): 24.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	I-280 NB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.5	4.5	3.0	4.0	4.0
Lanes:	1 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	623	93	276	57	97	106	188	709	192	174	790	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	623	93	276	57	97	106	188	709	192	174	790	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	623	93	276	57	97	106	188	709	0	174	790	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	93	276	57	97	106	188	709	0	174	790	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	623	93	276	57	97	106	188	709	0	174	790	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.98	0.98	0.85	0.95	0.95	1.00	0.95	0.94	0.94
Lanes:	1.74	0.26	1.00	0.37	0.63	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	3168	473	1615	691	1175	1615	1805	3610	1900	1805	3353	225
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.17	0.08	0.08	0.07	0.10	0.20	0.00	0.10	0.24	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.24	0.24	0.24	0.10	0.10	0.10	0.13	0.28	0.00	0.14	0.29	0.29
Volume/Cap:	0.81	0.81	0.71	0.81	0.81	0.65	0.81	0.70	0.00	0.71	0.81	0.81
Delay/Veh:	23.8	23.8	23.2	45.0	45.0	30.4	40.7	18.2	0.0	30.0	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	23.8	23.2	45.0	45.0	30.4	40.7	18.2	0.0	30.0	21.6	21.6
LOS by Move:	C	C	C	D	D	C	D	B	A	C	C	C
HCM2kAvgQ:	8	8	6	5	5	3	5	7	0	4	9	9

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #49 Skyline Blvd/Westmoor Ave

Cycle (sec): 70 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 12 Average Delay (sec/veh): 21.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd						Westmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.5	5.8	5.8	3.5	5.8	5.8	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	239	997	253	265	1022	116	44	61	41	149	135	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	997	253	265	1022	116	44	61	41	149	135	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	997	253	265	1022	116	44	61	41	149	135	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	997	253	265	1022	116	44	61	41	149	135	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	997	253	265	1022	116	44	61	41	149	135	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.16	0.15	0.28	0.07	0.02	0.03	0.03	0.08	0.07	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.42	0.42	0.22	0.44	0.44	0.08	0.06	0.06	0.13	0.10	0.10
Volume/Cap:	0.64	0.66	0.37	0.66	0.64	0.16	0.31	0.56	0.44	0.66	0.68	0.73
Delay/Veh:	29.3	17.2	14.2	28.6	16.2	11.9	31.8	38.7	35.3	35.9	39.1	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	17.2	14.2	28.6	16.2	11.9	31.8	38.7	35.3	35.9	39.1	45.4
LOS by Move:	C	B	B	C	B	B	C	D	D	D	D	D
HCM2kAvgQ:	6	10	4	6	10	2	1	2	1	4	4	4

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #50 Geneva Ave/Carter St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 9 Average Delay (sec/veh): 12.3
Optimal Cycle: 53 Level Of Service: B

Street Name:	Carter St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	8	8	8	6	6	6	0	21	21	6	36	36
Y+R:	5.0	5.0	5.0	4.0	4.0	4.0	0.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	277	0	70	0	0	0	0	575	195	151	812	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	0	70	0	0	0	0	575	195	151	812	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	0	0	0	0	0	0	575	195	151	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	0	0	0	0	0	575	195	151	812	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	0.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	291	0	0	0	0	0	0	604	205	151	853	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.49	0.51	1.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	2724	924	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.22	0.08	0.22	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.39	0.13	0.52	0.00
Volume/Cap:	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.57	0.64	0.43	0.00
Delay/Veh:	13.1	0.0	0.0	0.0	0.0	0.0	0.0	13.6	13.6	26.4	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	0.0	0.0	0.0	0.0	0.0	0.0	13.6	13.6	26.4	8.2	0.0
DesignQueue:	9	0	0	0	0	0	0	12	12	6	10	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #51 Geneva Ave/Schwerin St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 6 Average Delay (sec/veh): 18.5
Optimal Cycle: 33 Level Of Service: B

Street Name:	Schwerin St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	15	16	38	24	41	129	119	393	29	57	824	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	16	38	24	41	129	119	393	29	57	824	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	16	38	24	41	129	119	393	29	57	824	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	16	38	24	41	129	119	393	29	57	824	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	16	38	24	41	129	119	393	29	57	824	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.88	0.88	0.88	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.22	0.23	0.55	0.12	0.21	0.67	1.00	1.86	0.14	1.00	1.90	0.10
Final Sat.:	357	381	904	206	353	1109	1805	3328	246	1805	3411	174
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.12	0.12	0.12	0.07	0.12	0.12	0.03	0.24	0.24
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.35	0.35	0.35	0.33	0.53	0.53
Volume/Cap:	0.16	0.16	0.16	0.45	0.45	0.45	0.34	0.34	0.34	0.10	0.45	0.45
Delay/Veh:	26.2	26.2	26.2	28.9	28.9	28.9	22.2	21.8	21.8	21.0	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	26.2	26.2	28.9	28.9	28.9	22.2	21.8	21.8	21.0	13.2	13.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	B	B
HCM2kAvgQ:	2	2	2	5	5	5	3	5	5	1	8	8

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #52 Geneva Ave/Bayshore Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 9 Average Delay (sec/veh): 20.7
Optimal Cycle: 34 Level Of Service: C

Street Name:	Bayshore Blvd						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.6	4.6	4.6	4.0	4.0	4.0
Lanes:	2 0	2 0	0	1 0	2 0	2	2 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	499	426	0	0	173	663	290	0	210	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	426	0	0	173	663	290	0	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	426	0	0	173	663	290	0	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	426	0	0	173	663	290	0	210	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	426	0	0	173	663	290	0	210	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	1.00	1.00	0.95	0.75	0.92	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	1900	3610	2842	3502	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.00	0.00	0.05	0.23	0.08	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.28	0.74	0.00	0.00	0.46	0.46	0.16	0.00	0.16	0.00	0.00	0.00
Volume/Cap:	0.51	0.16	0.00	0.00	0.10	0.51	0.51	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	27.7	3.5	0.0	0.0	13.9	17.6	35.2	0.0	34.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	3.5	0.0	0.0	13.9	17.6	35.2	0.0	34.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	6	2	0	0	1	8	4	0	3	0	0	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #53 Carter St/Martin St

Cycle (sec): 45 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 6 Average Delay (sec/veh): 4.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Carter St						Martin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	343	84	25	216	1	2	2	2	69	1	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	343	84	25	216	1	2	2	2	69	1	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	343	84	25	216	1	2	2	2	69	1	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	343	84	25	216	1	2	2	2	69	1	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	343	84	25	216	1	2	2	2	69	1	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	1.00	0.85	0.54	1.00	1.00	0.90	0.90	0.85	0.73	0.73	0.85
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.50	0.50	1.00	0.99	0.01	1.00
Final Sat.:	1169	1900	1615	1034	1889	9	850	850	1615	1362	20	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.05	0.02	0.11	0.11	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:		****									****	
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.02	0.27	0.08	0.04	0.17	0.17	0.01	0.01	0.01	0.27	0.27	0.07
Delay/Veh:	2.4	3.0	2.5	2.4	2.7	2.7	14.8	14.8	14.8	16.1	16.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.0	2.5	2.4	2.7	2.7	14.8	14.8	14.8	16.1	16.1	15.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	1	1	0

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

15454 Daly City General Plan EIR
Existing PM Peak Hour

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

Intersection #54 Guadalupe Canyon Pkwy/Carter St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 9 Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Carter St						Guadalupe Canyon Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	45	0	133	196	68	0	0	288	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	45	0	133	196	68	0	0	288	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	45	0	133	196	68	0	0	288	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	133	196	68	0	0	288	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	45	0	133	196	68	0	0	288	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.08	0.11	0.02	0.00	0.00	0.08	0.15
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.29	0.68	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.38	0.38	0.03	0.00	0.00	0.21	0.38
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	29.0	24.7	4.5	0.0	0.0	17.3	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	29.0	24.7	4.5	0.0	0.0	17.3	19.0
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	3	4	0	0	0	3	5

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

15454 Daly City General Plan EIR
General Plan No Project AM

Scenario Report

Scenario:	2035 No Project AM
Command:	2035 No Project AM
Volume:	2035 No Project AM
Geometry:	2035 NP AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Daly City

15454 Daly City General Plan EIR
General Plan No Project AM

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 John Daly Blvd/Skyline Blvd													
Base	5	1904	734	155	1454	2	7	6	7	739	12	178	5203
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	1904	734	155	1454	2	7	6	7	739	12	178	5203
#2 Lake Merced Blvd/John Daly Blvd													
Base	20	206	144	638	269	147	411	377	19	131	248	374	2984
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	206	144	638	269	147	411	377	19	131	248	374	2984
#3 Park Plaza Drive/John Daly Blvd													
Base	138	62	236	29	0	174	123	1053	101	186	727	8	2837
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	62	236	29	0	174	123	1053	101	186	727	8	2837
#4 I-280 Ramp/John Daly Blvd													
Base	0	0	260	0	0	0	0	1501	336	439	967	0	3503
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	260	0	0	0	0	1501	336	439	967	0	3503
#5 Junipero Serra Blvd/John Daly Blvd													
Base	334	345	413	158	346	324	834	345	330	49	695	370	4543
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	334	345	413	158	346	324	834	345	330	49	695	370	4543
#6 Bart Exit/John Daly Blvd													
Base	0	0	1	22	6	121	0	928	12	10	1102	0	2202
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	22	6	121	0	928	12	10	1102	0	2202
#7 De Long Street/John Daly Blvd													
Base	39	0	8	36	0	154	525	297	10	10	709	118	1906
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	0	8	36	0	154	525	297	10	10	709	118	1906
#8 John Daly Blvd/Mission St/Hillside Blvd													
Base	432	1045	27	85	647	452	410	153	334	69	411	145	4210
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	432	1045	27	85	647	452	410	153	334	69	411	145	4210
#9 Mission St/Hillcrest Dr													
Base	12	1071	0	0	1430	3	0	0	0	0	0	0	2516
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	1071	0	0	1430	3	0	0	0	0	0	0	2516

15454 Daly City General Plan EIR
General Plan No Project AM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Mission St/Crocker Ave/Flournoy St													
Base	0	432	58	0	0	0	40	305	14	317	0	204	1370
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	432	58	0	0	0	40	305	14	317	0	204	1370
#11 Mission St/Templeton Ave													
Base	229	0	28	0	0	0	0	152	103	46	298	0	856
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	229	0	28	0	0	0	0	152	103	46	298	0	856
#12 Mission St/Westlake Ave													
Base	64	880	7	2	1185	90	147	2	64	8	5	1	2455
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	880	7	2	1185	90	147	2	64	8	5	1	2455
#13 Mission St/School St													
Base	262	784	0	0	1150	121	140	0	263	0	0	42	2762
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	262	784	0	0	1150	121	140	0	263	0	0	42	2762
#14 Mission St/Market St/San Pedro Rd													
Base	448	442	25	137	667	429	450	375	252	65	601	31	3922
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	448	442	25	137	667	429	450	375	252	65	601	31	3922
#15 El Camino Real/F Street													
Base	176	324	0	0	888	52	120	0	186	0	0	0	1746
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	176	324	0	0	888	52	120	0	186	0	0	0	1746
#16 Hillside Blvd/Chester St/A St													
Base	64	189	20	10	354	29	17	102	40	34	100	6	965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	189	20	10	354	29	17	102	40	34	100	6	965
#17 Hillside Blvd/Market St													
Base	184	221	18	72	341	58	11	329	159	65	439	25	1922
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	184	221	18	72	341	58	11	329	159	65	439	25	1922
#18 Junipero Serra Blvd/North Garage													
Base	0	1382	16	42	730	0	0	0	0	36	0	51	2257
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1382	16	42	730	0	0	0	0	36	0	51	2257
#19 Junipero Serra Blvd/Westlake Ave													
Base	0	1140	324	126	552	0	0	0	0	168	0	227	2537
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1140	324	126	552	0	0	0	0	168	0	227	2537

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#20 Junipero Serra Blvd/School St/87th St													
Base	58	117	60	46	388	72	114	291	94	132	214	141	1727
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	58	117	60	46	388	72	114	291	94	132	214	141	1727
#21 Junipero Serra Blvd/Washington Street													
Base	103	903	34	273	407	13	269	276	276	11	99	497	3161
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	103	903	34	273	407	13	269	276	276	11	99	497	3161
#22 Junipero Serra Blvd/San Pedro Rd													
Base	195	483	491	30	581	72	466	273	152	548	366	53	3710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	483	491	30	581	72	466	273	152	548	366	53	3710
#23 Junipero Serra Blvd/D Street													
Base	27	278	34	227	583	524	814	435	69	21	198	61	3271
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	278	34	227	583	524	814	435	69	21	198	61	3271
#24 Junipero Serra Blvd/Southgate Ave													
Base	181	263	0	0	513	272	332	0	248	0	0	0	1809
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	263	0	0	513	272	332	0	248	0	0	0	1809
#25 Junipero Serra Blvd/Colma Blvd													
Base	0	331	181	189	582	0	0	0	0	213	0	36	1532
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	331	181	189	582	0	0	0	0	213	0	36	1532
#26 Junipero Serra Blvd/Serramonte Blvd													
Base	100	258	454	112	460	20	141	691	408	131	184	20	2979
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	258	454	112	460	20	141	691	408	131	184	20	2979
#27 Sullivan Ave/Washington St													
Base	125	328	503	33	154	21	19	275	116	44	135	88	1841
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	125	328	503	33	154	21	19	275	116	44	135	88	1841
#28 Sullivan Ave/Pierce Street													
Base	96	226	0	0	366	3	6	0	136	563	23	5	1424
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	226	0	0	366	3	6	0	136	563	23	5	1424
#29 Sullivan Ave/San Pedro Rd/Eastmoor Ave													
Base	5	163	270	0	653	437	113	633	167	323	261	55	3080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	163	270	0	653	437	113	633	167	323	261	55	3080

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#30 Sullivan Ave/I-280 On Ramp													
Base	59	209	91	559	284	96	12	18	0	0	0	0	1328
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	209	91	559	284	96	12	18	0	0	0	0	1328
#31 Sullivan Ave/Southgate Ave													
Base	0	0	0	125	0	163	170	495	0	0	191	336	1480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	163	170	495	0	0	191	336	1480
#32 Callan Blvd/Southgate Ave													
Base	314	0	67	0	0	0	0	439	199	55	226	0	1300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	314	0	67	0	0	0	0	439	199	55	226	0	1300
#33 St Francis Blvd/Southgate Ave													
Base	102	104	112	77	110	17	23	327	71	97	102	32	1174
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	104	112	77	110	17	23	327	71	97	102	32	1174
#34 I-280 NB On Ramp/Serramonte Blvd													
Base	0	0	0	0	0	0	329	1020	0	0	234	2	1585
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	329	1020	0	0	234	2	1585
#35 I-280 SB Off Ramp/Serramonte Blvd													
Base	0	0	0	329	0	449	0	1046	0	0	249	0	2073
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	329	0	449	0	1046	0	0	249	0	2073
#36 Serramonte Blvd/Gellert Blvd													
Base	171	108	367	107	124	7	39	624	21	374	254	240	2436
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	171	108	367	107	124	7	39	624	21	374	254	240	2436
#37 Serramonte Blvd/Callan Blvd													
Base	133	289	82	96	213	143	74	391	131	59	105	24	1740
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	289	82	96	213	143	74	391	131	59	105	24	1740
#38 Serramonte Blvd/Rt 1 Ramps													
Base	6	84	36	282	57	67	473	184	88	133	131	189	1730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	84	36	282	57	67	473	184	88	133	131	189	1730
#39 Serramonte Blvd/St Francis Blvd													
Base	0	4	9	497	1	21	0	248	20	1	79	129	1009
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	9	497	1	21	0	248	20	1	79	129	1009

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#40 St Francis Blvd/Clarinada Ave													
Base	18	85	26	76	259	4	7	56	100	132	149	181	1093
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	85	26	76	259	4	7	56	100	132	149	181	1093
#41 St Francis Blvd/Eastmoor Ave													
Base	53	0	67	0	0	0	0	590	24	76	398	0	1208
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	0	67	0	0	0	0	590	24	76	398	0	1208
#42 Clarinada Ave/Rt 1 Ramps													
Base	453	0	379	0	0	0	0	78	78	66	54	0	1108
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	453	0	379	0	0	0	0	78	78	66	54	0	1108
#43 Clarinada Ave/Callan Blvd													
Base	69	281	0	0	149	44	78	0	238	0	0	0	859
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	69	281	0	0	149	44	78	0	238	0	0	0	859
#44 Hickey Blvd/Skyline Blvd													
Base	49	983	73	88	572	166	292	294	19	36	116	210	2898
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	983	73	88	572	166	292	294	19	36	116	210	2898
#45 Hickey Blvd/St Francis Blvd													
Base	8	0	4	59	2	32	20	708	12	9	358	3	1215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	4	59	2	32	20	708	12	9	358	3	1215
#46 Hickey Blvd/Callan Blvd													
Base	105	222	43	152	154	61	128	580	63	23	395	83	2009
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	105	222	43	152	154	61	128	580	63	23	395	83	2009
#47 Hickey Blvd/I-280 SB Ramps													
Base	0	0	0	229	1	173	0	750	707	147	819	0	2826
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	229	1	173	0	750	707	147	819	0	2826
#48 Hickey Blvd/I-280 NB Ramps													
Base	495	39	366	69	152	116	95	430	380	83	399	25	2649
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	495	39	366	69	152	116	95	430	380	83	399	25	2649
#49 Skyline Blvd/Westmoor Ave													
Base	8	1048	132	111	1410	78	68	288	185	109	65	160	3662
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	1048	132	111	1410	78	68	288	185	109	65	160	3662

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#50 Geneva Ave/Carter St													
Base	191	0	114	0	0	0	0	1053	259	140	813	0	2570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	191	0	114	0	0	0	0	1053	259	140	813	0	2570
#51 Geneva Ave/Schwerin St													
Base	27	27	163	14	39	103	123	1198	39	161	683	30	2607
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	27	163	14	39	103	123	1198	39	161	683	30	2607
#52 Geneva Ave/Bayshore Blvd													
Base	214	1158	250	617	1216	302	244	445	239	317	370	620	5992
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	214	1158	250	617	1216	302	244	445	239	317	370	620	5992
#53 Carter St/Martin St													
Base	5	171	54	18	360	1	4	0	14	100	1	29	757
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	171	54	18	360	1	4	0	14	100	1	29	757
#54 Guadalupe Canyon Pkwy/Carter St													
Base	0	0	0	195	0	203	135	246	0	0	105	44	928
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	195	0	203	135	246	0	0	105	44	928

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 John Daly Blvd/Skyline Blvd	E	60.0	1.079	E	60.0	1.079	+ 0.000 D/V
# 2 Lake Merced Blvd/John Daly Blv	D	42.2	0.820	D	42.2	0.820	+ 0.000 D/V
# 3 Park Plaza Drive/John Daly Blv	E	58.3	0.569	E	58.3	0.569	+ 0.000 D/V
# 4 I-280 Ramp/John Daly Blvd	A	6.2	0.556	A	6.2	0.556	+ 0.000 D/V
# 5 Junipero Serra Blvd/John Daly	C	27.1	0.791	C	27.1	0.791	+ 0.000 D/V
# 6 Bart Exit/John Daly Blvd	A	3.4	0.306	A	3.4	0.306	+ 0.000 D/V
# 7 De Long Street/John Daly Blvd	C	30.9	0.525	C	30.9	0.525	+ 0.000 D/V
# 8 John Daly Blvd/Mission St/Hill	F	84.7	1.202	F	84.7	1.202	+ 0.000 D/V
# 9 Mission St/Hillcrest Dr	A	0.7	0.298	A	0.7	0.298	+ 0.000 D/V
# 10 Mission St/Crocker Ave/Flourno	C	25.6	0.668	C	25.6	0.668	+ 0.000 D/V
# 11 Mission St/Templeton Ave	B	10.4	0.402	B	10.4	0.402	+ 0.000 V/C
# 12 Mission St/Westlake Ave	B	12.6	0.682	B	12.6	0.682	+ 0.000 D/V
# 13 Mission St/School St	C	26.7	0.662	C	26.7	0.662	+ 0.000 D/V
# 14 Mission St/Market St/San Pedro	E	61.3	0.998	E	61.3	0.998	+ 0.000 D/V
# 15 El Camino Real/F Street	B	14.7	0.412	B	14.7	0.412	+ 0.000 D/V
# 16 Hillside Blvd/Chester St/A St	B	10.5	0.322	B	10.5	0.322	+ 0.000 V/C
# 17 Hillside Blvd/Market St	C	29.6	0.566	C	29.6	0.566	+ 0.000 D/V
# 18 Junipero Serra Blvd/North Gara	A	3.3	0.576	A	3.3	0.576	+ 0.000 D/V
# 19 Junipero Serra Blvd/Westlake A	B	11.1	0.585	B	11.1	0.585	+ 0.000 D/V
# 20 Junipero Serra Blvd/School St/	C	29.2	0.664	C	29.2	0.664	+ 0.000 D/V
# 21 Junipero Serra Blvd/Washington	C	32.3	0.776	C	32.3	0.776	+ 0.000 D/V
# 22 Junipero Serra Blvd/San Pedro	D	52.2	1.002	D	52.2	1.002	+ 0.000 D/V
# 23 Junipero Serra Blvd/D Street	B	17.6	0.652	B	17.6	0.652	+ 0.000 D/V
# 24 Junipero Serra Blvd/Southgate	C	21.5	0.485	C	21.5	0.485	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Junipero Serra Blvd/Colma Blvd	B	14.9	0.243	B	14.9	0.243	+ 0.000 D/V
# 26 Junipero Serra Blvd/Serramonte	C	29.5	0.778	C	29.5	0.778	+ 0.000 D/V
# 27 Sullivan Ave/Washington St	B	17.9	0.403	B	17.9	0.403	+ 0.000 D/V
# 28 Sullivan Ave/Pierce Street	B	14.0	0.797	B	14.0	0.797	+ 0.000 D/V
# 29 Sullivan Ave/San Pedro Rd/East	C	34.3	0.724	C	34.3	0.724	+ 0.000 D/V
# 30 Sullivan Ave/I-280 On Ramp	B	11.2	0.298	B	11.2	0.298	+ 0.000 D/V
# 31 Sullivan Ave/Southgate Ave	B	14.7	0.434	B	14.7	0.434	+ 0.000 D/V
# 32 Callan Blvd/Southgate Ave	B	13.3	0.535	B	13.3	0.535	+ 0.000 V/C
# 33 St Francis Blvd/Southgate Ave	B	13.4	0.366	B	13.4	0.366	+ 0.000 D/V
# 34 I-280 NB On Ramp/Serramonte Bl	A	3.0	0.188	A	3.0	0.188	+ 0.000 D/V
# 35 I-280 SB Off Ramp/Serramonte B	A	7.9	0.527	A	7.9	0.527	+ 0.000 D/V
# 36 Serramonte Blvd/Gellert Blvd	C	31.7	0.491	C	31.7	0.491	+ 0.000 D/V
# 37 Serramonte Blvd/Callan Blvd	D	29.1	0.958	D	29.1	0.958	+ 0.000 V/C
# 38 Serramonte Blvd/Rt 1 Ramps	D	33.8	0.985	D	33.8	0.985	+ 0.000 V/C
# 39 Serramonte Blvd/St Francis Blv	C	18.1	0.785	C	18.1	0.785	+ 0.000 V/C
# 40 St Francis Blvd/Clarinada Ave	C	15.8	0.707	C	15.8	0.707	+ 0.000 V/C
# 41 St Francis Blvd/Eastmoor Ave	C	20.7	0.826	C	20.7	0.826	+ 0.000 V/C
# 42 Clarinada Ave/Rt 1 Ramps	C	15.8	0.737	C	15.8	0.737	+ 0.000 V/C
# 43 Clarinada Ave/Callan Blvd	B	10.0	0.354	B	10.0	0.354	+ 0.000 V/C
# 44 Hickey Blvd/Skyline Blvd	C	26.6	0.717	C	26.6	0.717	+ 0.000 D/V
# 45 Hickey Blvd/St Francis Blvd	C	19.4	0.207	C	19.4	0.207	+ 0.000 D/V
# 46 Hickey Blvd/Callan Blvd	C	22.8	0.394	C	22.8	0.394	+ 0.000 D/V
# 47 Hickey Blvd/I-280 SB Ramps	A	7.9	0.708	A	7.9	0.708	+ 0.000 D/V
# 48 Hickey Blvd/I-280 NB Ramps	B	20.0	0.679	B	20.0	0.679	+ 0.000 D/V
# 49 Skyline Blvd/Westmoor Ave	C	20.9	0.733	C	20.9	0.733	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Geneva Ave/Carter St	B	8.3	0.629	B	8.3	0.629	+ 0.000 D/V
# 51 Geneva Ave/Schwerin St	B	18.3	0.509	B	18.3	0.509	+ 0.000 D/V
# 52 Geneva Ave/Bayshore Blvd	E	77.3	1.155	E	77.3	1.155	+ 0.000 D/V
# 53 Carter St/Martin St	A	5.8	0.304	A	5.8	0.304	+ 0.000 D/V
# 54 Guadalupe Canyon Pkwy/Carter S	B	14.7	0.266	B	14.7	0.266	+ 0.000 D/V

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

Intersection #1 John Daly Blvd/Skyline Blvd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.079
Loss Time (sec): 9 Average Delay (sec/veh): 60.0
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Skyline Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	10	10	6	10	10	4	4	4	4	4	4
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	5	1904	734	155	1454	2	7	6	7	739	12	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1904	734	155	1454	2	7	6	7	739	12	178
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1904	0	155	1454	2	7	6	7	739	12	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1904	0	155	1454	2	7	6	7	739	12	178
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1904	0	155	1454	2	7	6	7	739	12	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.76	1.00	0.85	0.53	0.53	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00
Final Sat.:	1805	3610	1900	1805	3610	1615	1442	1900	1615	1982	32	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.09	0.40	0.00	0.00	0.00	0.00	0.37	0.37	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.05	0.49	0.00	0.08	0.52	0.52	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.06	1.08	0.00	1.08	0.78	0.00	0.01	0.01	0.01	1.08	1.08	0.32
Delay/Veh:	47.9	72.9	0.0	146.0	22.4	12.1	22.6	22.6	22.6	91.6	91.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	72.9	0.0	146.0	22.4	12.1	22.6	22.6	22.6	91.6	91.6	25.6
LOS by Move:	D	E	A	F	C	B	C	C	C	F	F	C
HCM2kAvgQ:	0	46	0	10	21	0	0	0	0	20	20	4

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #2 Lake Merced Blvd/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 Average Delay (sec/veh): 42.2
Optimal Cycle: 85 Level Of Service: D

Street Name:	Lake Merced Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	6	6	6	6	6	4	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	20	206	144	638	269	147	411	377	19	131	248	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	206	144	638	269	147	411	377	19	131	248	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	206	144	638	269	147	411	377	19	131	248	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	206	144	638	269	147	411	377	19	131	248	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	206	144	638	269	147	411	377	19	131	248	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.29	0.71	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	2211	1208	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.09	0.18	0.12	0.12	0.23	0.10	0.01	0.04	0.07	0.23
Crit Moves:			****	****			****					****
Green/Cycle:	0.08	0.11	0.11	0.22	0.25	0.25	0.28	0.37	0.37	0.19	0.28	0.28
Volume/Cap:	0.15	0.52	0.82	0.82	0.48	0.48	0.82	0.28	0.03	0.19	0.24	0.82
Delay/Veh:	48.0	47.6	73.3	47.6	35.2	35.2	47.5	24.7	22.3	37.4	30.5	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	47.6	73.3	47.6	35.2	35.2	47.5	24.7	22.3	37.4	30.5	48.1
LOS by Move:	D	D	E	D	D	D	D	C	C	D	C	D
HCM2kAvgQ:	1	4	7	13	7	7	15	5	0	2	3	14

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #3 Park Plaza Drive/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 12 Average Delay (sec/veh): 58.3
Optimal Cycle: 46 Level Of Service: E

Street Name:	Park Plaza Drive						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	138	62	236	29	0	174	123	1053	101	186	727	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	62	236	29	0	174	123	1053	101	186	727	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	62	236	29	0	174	123	1053	101	186	727	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	62	236	29	0	174	123	1053	101	186	727	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	62	236	29	0	174	123	1053	101	186	727	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	2.00	1.98	0.02
Final Sat.:	1805	1900	1615	1805	0	1615	1805	3610	1615	3502	3564	39
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.15	0.02	0.00	0.11	0.07	0.29	0.06	0.05	0.20	0.20
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.25	0.25	0.05	0.00	0.05	0.15	0.50	0.50	0.09	0.44	0.44
Volume/Cap:	0.61	0.13	0.59	0.29	0.00	1.98	0.46	0.59	0.13	0.59	0.46	0.46
Delay/Veh:	50.2	32.2	38.6	51.6	0.0	528.9	44.2	20.2	14.9	50.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	32.2	38.6	51.6	0.0	528.9	44.2	20.2	14.9	50.9	21.9	21.9
LOS by Move:	D	C	D	D	A	F	D	C	B	D	C	C
HCM2kAvgQ:	5	2	8	1	0	18	4	13	2	4	9	9

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #4 I-280 Ramp/John Daly Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 Average Delay (sec/veh): 6.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 Ramps						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	6	0	0	0	0	10	10	6	0	0
Y+R:	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.6	3.6	3.5	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	260	0	0	0	0	1501	336	439	967	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	260	0	0	0	0	1501	336	439	967	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	260	0	0	0	0	1501	336	439	967	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	260	0	0	0	0	1501	336	439	967	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	260	0	0	0	0	1501	336	439	967	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	0.89	0.89	0.92	0.91	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.45	0.55	2.00	3.00	0.00
Final Sat.:	0	0	2842	0	0	0	0	4124	923	3502	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.36	0.36	0.13	0.19	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.65	0.65	0.23	0.88	0.00
Volume/Cap:	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.21	0.00
Delay/Veh:	0.0	0.0	16.9	0.0	0.0	0.0	0.0	4.9	4.9	18.0	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	16.9	0.0	0.0	0.0	0.0	4.9	4.9	18.0	0.5	0.0
LOS by Move:	A	A	B	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	6	6	4	1	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #5 Junipero Serra Blvd/John Daly Blvd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 74 Level Of Service: C

Street Name:	Junipero Serra Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	6	6	6	6	6	6	8	8	8	6	6	6
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.1	4.1	4.1
Lanes:	2 0	1	1 1	1 0	0 1	1	2 1	0 1	1	1 1	2 0	1
Volume Module:												
Base Vol:	334	345	413	158	346	324	834	345	330	49	695	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	345	413	158	346	324	834	345	330	49	695	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	345	413	158	346	324	834	345	330	49	695	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	345	413	158	346	324	834	345	330	49	695	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	345	413	158	346	324	834	345	330	49	695	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.95	0.93	0.93	0.87	0.89	0.89	0.91	0.91	0.85
Lanes:	2.00	1.37	1.63	1.00	1.00	1.00	2.80	1.12	1.08	1.00	3.00	1.00
Final Sat.:	3502	2263	2708	1805	1761	1761	4614	1909	1826	1724	5171	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.09	0.20	0.18	0.18	0.18	0.18	0.03	0.13	0.23
Crit Moves:		****			****			****			****	
Green/Cycle:	0.19	0.19	0.36	0.25	0.25	0.48	0.23	0.23	0.23	0.17	0.17	0.42
Volume/Cap:	0.49	0.79	0.42	0.35	0.79	0.39	0.79	0.79	0.79	0.17	0.79	0.55
Delay/Veh:	27.6	33.3	18.1	23.7	31.4	12.7	29.6	29.6	29.6	26.6	34.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	33.3	18.1	23.7	31.4	12.7	29.6	29.6	29.6	26.6	34.4	17.4
LOS by Move:	C	C	B	C	C	B	C	C	C	C	C	B
HCM2kAvgQ:	4	8	5	3	10	5	9	9	9	1	8	7

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #6 Bart Exit/John Daly Blvd

Cycle (sec): 55 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 6 Average Delay (sec/veh): 3.4
Optimal Cycle: 20 Level Of Service: A

Street Name:	Bart Exit						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	6	4	4	4	0	6	6	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0
Lanes:	0 0	0	1	1 1	0 0	2	0 0	3 1	0	0 1	2 0	0
Volume Module:												
Base Vol:	0	0	1	22	6	121	0	928	12	10	1102	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	22	6	121	0	928	12	10	1102	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	22	6	121	0	928	12	10	1102	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	22	6	121	0	928	12	10	1102	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	22	6	121	0	928	12	10	1102	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.81	0.81	0.75	1.00	0.91	0.91	0.85	0.85	1.00
Lanes:	0.00	0.00	1.00	1.57	0.43	2.00	0.00	3.95	0.05	0.03	2.97	0.00
Final Sat.:	0	0	1644	2421	660	2842	0	6814	88	43	4791	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.04	0.00	0.14	0.14	0.23	0.23	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.14	0.14	0.14	0.14	0.00	0.75	0.75	0.75	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.31	0.00	0.18	0.18	0.31	0.31	0.00
Delay/Veh:	0.0	0.0	20.4	20.6	20.6	21.7	0.0	2.0	2.0	2.2	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	20.4	20.6	20.6	21.7	0.0	2.0	2.0	2.2	2.2	0.0
LOS by Move:	A	A	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	1	0	1	1	2	2	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #7 De Long Street/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 9 Average Delay (sec/veh): 30.9
Optimal Cycle: 54 Level Of Service: C

Street Name:	De Long Street						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	4	4	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	2 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	39	0	8	36	0	154	525	297	10	10	709	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	8	36	0	154	525	297	10	10	709	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	8	36	0	154	525	297	10	10	709	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	8	36	0	154	525	297	10	10	709	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	0	8	36	0	154	525	297	10	10	709	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.77	0.75	1.00	0.85	0.92	0.91	0.91	0.93	0.93	0.93
Lanes:	0.83	0.00	0.17	1.00	0.00	1.00	2.00	2.90	0.10	0.02	1.70	0.28
Final Sat.:	1209	0	248	1425	0	1615	3502	4993	168	42	2991	498
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.03	0.00	0.10	0.15	0.06	0.06	0.24	0.24	0.24
Crit Moves:						****	****				****	
Green/Cycle:	0.18	0.00	0.18	0.18	0.00	0.18	0.29	0.15	0.15	0.59	0.45	0.45
Volume/Cap:	0.18	0.00	0.18	0.14	0.00	0.53	0.53	0.40	0.40	0.40	0.53	0.53
Delay/Veh:	38.4	0.0	38.4	38.0	0.0	42.5	33.6	42.8	42.8	12.3	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	0.0	38.4	38.0	0.0	42.5	33.6	42.8	42.8	12.3	22.0	22.0
LOS by Move:	D	A	D	D	A	D	C	D	D	B	C	C
HCM2kAvgQ:	1	0	1	1	0	5	8	4	4	8	11	11

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #8 John Daly Blvd/Mission St/Hillside Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.202
Loss Time (sec): 12 Average Delay (sec/veh): 84.7
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Mission St						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	0	0	4	0	0
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	432	1045	27	85	647	452	410	153	334	69	411	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	1045	27	85	647	452	410	153	334	69	411	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	1045	27	85	647	452	410	153	334	69	411	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	1045	27	85	647	452	410	153	334	69	411	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	432	1045	27	85	647	452	410	153	334	69	411	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.85	0.85	0.92	0.90	0.90	0.99	0.99	0.85
Lanes:	1.00	2.92	0.08	1.00	2.00	1.00	2.00	0.31	0.69	0.14	0.86	1.00
Final Sat.:	1805	5036	130	1805	3244	1622	3502	535	1169	271	1615	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.21	0.05	0.20	0.28	0.12	0.29	0.29	0.25	0.25	0.09
Crit Moves:	****					****			****	****		
Green/Cycle:	0.20	0.35	0.35	0.08	0.23	0.23	0.24	0.24	0.24	0.21	0.21	0.21
Volume/Cap:	1.20	0.59	0.59	0.59	0.86	1.20	0.49	1.20	1.20	1.20	1.20	0.42
Delay/Veh:	154.8	27.1	27.1	50.8	43.0	140.0	33.4	151	150.6	152.2	152	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	154.8	27.1	27.1	50.8	43.0	140.0	33.4	151	150.6	152.2	152	35.0
LOS by Move:	F	C	C	D	D	F	C	F	F	F	F	C
HCM2kAvgQ:	25	10	10	4	13	28	6	28	28	28	28	4

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #9 Mission St/Hillcrest Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 6 Average Delay (sec/veh): 0.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Mission St						Hillcrest Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	0	10	10	10	0	0	0	0	0	0
Y+R:	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	12	1071	0	0	1430	3	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1071	0	0	1430	3	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1071	0	0	1430	3	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1071	0	0	1430	3	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1071	0	0	1430	3	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.99	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5176	11	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.03	0.95	0.00	0.00	0.92	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.20	0.22	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	58.1	0.2	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	0.2	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	0	2	2	0	0	0	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #10 Mission St/Crocker Ave/Flournoy St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 9 Average Delay (sec/veh): 25.6
Optimal Cycle: 46 Level Of Service: C

Street Name:	Crocker St/Flournoy St						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	0	0	0	6	6	6	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 0	0 0	0	1 0	1 1	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	432	58	0	0	0	40	305	14	317	0	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	432	58	0	0	0	40	305	14	317	0	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	432	58	0	0	0	40	305	14	317	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	432	58	0	0	0	40	305	14	317	0	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	432	58	0	0	0	40	305	14	317	0	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	1.00	1.00	1.00	0.95	0.94	0.94	0.91	1.00	0.91
Lanes:	0.00	0.88	0.12	0.00	0.00	0.00	1.00	1.91	0.09	0.76	0.00	1.24
Final Sat.:	0	1648	221	0	0	0	1805	3427	157	1312	0	2156
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.00	0.00	0.02	0.09	0.09	0.24	0.00	0.09
Crit Moves:		****							****	****		
Green/Cycle:	0.00	0.39	0.39	0.00	0.00	0.00	0.13	0.13	0.13	0.36	0.00	0.36
Volume/Cap:	0.00	0.67	0.67	0.00	0.00	0.00	0.17	0.67	0.67	0.67	0.00	0.26
Delay/Veh:	0.0	22.4	22.4	0.0	0.0	0.0	31.1	36.6	36.6	23.7	0.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	22.4	0.0	0.0	0.0	31.1	36.6	36.6	23.7	0.0	18.1
LOS by Move:	A	C	C	A	A	A	C	D	D	C	A	B
HCM2kAvgQ:	0	11	11	0	0	0	1	5	5	10	0	3

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #11 Mission St/Templeton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Street Name:	Templeton Ave						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	229	0	28	0	0	0	0	152	103	46	298	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	0	28	0	0	0	0	152	103	46	298	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	0	28	0	0	0	0	152	103	46	298	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	0	28	0	0	0	0	152	103	46	298	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	0	28	0	0	0	0	152	103	46	298	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.00	0.11	0.00	1.00	0.00	0.00	1.19	0.81	0.27	1.73	0.00
Final Sat.:	570	0	70	0	567	0	0	752	554	166	1092	0
Capacity Analysis Module:												
Vol/Sat:	0.40	xxxx	0.40	xxxx	0.00	xxxx	xxxx	0.20	0.19	0.28	0.27	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	11.7	0.0	11.7	0.0	0.0	0.0	0.0	9.5	8.8	10.4	10.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	0.0	11.7	0.0	0.0	0.0	0.0	9.5	8.8	10.4	10.2	0.0
LOS by Move:	B	*	B	*	*	*	*	A	A	B	B	*
ApproachDel:	11.7			xxxxxx				9.3			10.2	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	11.7			xxxxxx				9.3			10.2	
LOS by Appr:	B			*				A			B	
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.3	0.3

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #12 Mission St/Westlake Ave

Cycle (sec): 65 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 9 Average Delay (sec/veh): 12.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Mission St									Westlake Ave		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	64	880	7	2	1185	90	147	2	64	8	5	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	880	7	2	1185	90	147	2	64	8	5	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	880	7	2	1185	90	147	2	64	8	5	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	880	7	2	1185	90	147	2	64	8	5	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	880	7	2	1185	90	147	2	64	8	5	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.74	0.74	0.74	0.87	0.85	0.85
Lanes:	1.00	1.98	0.02	1.00	1.86	0.14	0.69	0.01	0.30	0.57	0.36	0.07
Final Sat.:	1805	3578	28	1805	3318	252	976	13	425	935	584	117
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.00	0.36	0.36	0.15	0.15	0.15	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.56	0.48	0.48	0.68	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.23	0.51	0.51	0.00	0.65	0.65	0.65	0.65	0.65	0.04	0.04	0.04
Delay/Veh:	7.9	12.0	12.0	4.5	10.9	10.9	27.0	27.0	27.0	19.3	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	12.0	12.0	4.5	10.9	10.9	27.0	27.0	27.0	19.3	19.3	19.3
LOS by Move:	A	B	B	A	B	B	C	C	C	B	B	B
HCM2kAvgQ:	1	7	7	0	10	10	5	5	5	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #13 Mission St/School St

Cycle (sec): 105 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 9 Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Mission St						School St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	6	6	6	15	15	15	6	15	15
Y+R:	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	262	784	0	0	1150	121	140	0	263	0	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	784	0	0	1150	121	140	0	263	0	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	784	0	0	1150	121	140	0	263	0	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	784	0	0	1150	121	140	0	263	0	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	784	0	0	1150	121	140	0	263	0	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	0.87
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1805	3610	0	0	3221	339	1805	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.00	0.00	0.36	0.36	0.08	0.00	0.16	0.00	0.00	0.03
Crit Moves:	****				****		****					****
Green/Cycle:	0.18	0.63	0.00	0.00	0.45	0.45	0.14	0.00	0.29	0.00	0.00	0.14
Volume/Cap:	0.80	0.35	0.00	0.00	0.80	0.80	0.54	0.00	0.57	0.00	0.00	0.18
Delay/Veh:	54.1	9.3	0.0	0.0	27.9	27.9	44.2	0.0	33.7	0.0	0.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	9.3	0.0	0.0	27.9	27.9	44.2	0.0	33.7	0.0	0.0	40.0
LOS by Move:	D	A	A	A	C	C	D	A	C	A	A	D
HCM2kAvgQ:	10	6	0	0	20	20	5	0	8	0	0	1

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #14 Mission St/Market St/San Pedro Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 12 Average Delay (sec/veh): 61.3
Optimal Cycle: 180 Level Of Service: E

Street Name:	Mission St/San Pedro Rd						Market St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	6	10	10	8	8	8	8	8	8
Y+R:	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 1	0 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	448	442	25	137	667	429	450	375	252	65	601	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	442	25	137	667	429	450	375	252	65	601	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	442	25	137	667	429	450	375	252	65	601	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	442	25	137	667	429	450	375	252	65	601	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	442	25	137	667	429	450	375	252	65	601	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.86	0.86	0.90	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.26	1.04	0.70	1.00	2.00	1.00
Final Sat.:	1805	4870	275	1805	3254	1627	2140	1783	1198	1796	3592	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.08	0.20	0.26	0.21	0.21	0.21	0.04	0.17	0.02
Crit Moves:	****					****		****			****	
Green/Cycle:	0.25	0.28	0.28	0.23	0.26	0.26	0.21	0.21	0.21	0.17	0.17	0.17
Volume/Cap:	1.00	0.32	0.32	0.33	0.78	1.00	1.00	1.00	1.00	0.22	1.00	0.11
Delay/Veh:	83.4	31.5	31.5	35.4	40.2	67.2	70.4	70.4	70.4	39.6	80.2	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	31.5	31.5	35.4	40.2	67.2	70.4	70.4	70.4	39.6	80.2	39.0
LOS by Move:	F	C	C	D	D	E	E	E	E	D	F	D
HCM2kAvgQ:	21	5	5	4	13	22	18	18	18	2	16	1

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #15 El Camino Real/F Street

Cycle (sec): 70 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 9 Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	El Camino Real						F Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	10	10	10	4	4	4	0	0	0
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	176	324	0	0	888	52	120	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	324	0	0	888	52	120	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	324	0	0	888	52	120	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	324	0	0	888	52	120	0	186	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	324	0	0	888	52	120	0	186	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.90	0.90	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.83	0.17	0.56	0.00	1.44	0.00	0.00	0.00
Final Sat.:	3502	5187	0	0	4861	285	955	0	2434	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.18	0.18	0.13	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.12	0.57	0.00	0.00	0.44	0.44	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.41	0.11	0.00	0.00	0.41	0.41	0.41	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	29.0	7.0	0.0	0.0	13.4	13.4	19.7	0.0	18.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	7.0	0.0	0.0	13.4	13.4	19.7	0.0	18.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	2	1	0	0	5	5	4	0	2	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #16 Hillside Blvd/Chester St/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Hillside Blvd						Chester St/A St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	64	189	20	10	354	29	17	102	40	34	100	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	189	20	10	354	29	17	102	40	34	100	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	189	20	10	354	29	17	102	40	34	100	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	189	20	10	354	29	17	102	40	34	100	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	189	20	10	354	29	17	102	40	34	100	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	1.38	0.15	0.05	1.80	0.15	0.11	0.64	0.25	0.24	0.72	0.04
Final Sat.:	268	819	88	31	1112	92	64	384	151	140	413	25
Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.23	0.32	0.32	0.31	0.27	0.27	0.27	0.24	0.24	0.24
Crit Moves:	****			****				****			****	
Delay/Veh:	10.5	10.2	10.0	11.0	10.8	10.7	10.4	10.4	10.4	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.2	10.0	11.0	10.8	10.7	10.4	10.4	10.4	10.4	10.4	10.4
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:	10.3			10.8			10.4			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.8			10.4			10.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #17 Hillside Blvd/Market St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 9 Average Delay (sec/veh): 29.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Hillside Blvd						Market Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	8	8	8	8	8	8
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	184	221	18	72	341	58	11	329	159	65	439	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	221	18	72	341	58	11	329	159	65	439	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	221	18	72	341	58	11	329	159	65	439	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	221	18	72	341	58	11	329	159	65	439	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	221	18	72	341	58	11	329	159	65	439	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.98	0.98	0.98	0.32	0.90	0.90	0.30	0.94	0.94
Lanes:	1.00	1.00	1.00	0.15	0.73	0.12	1.00	1.35	0.65	1.00	1.89	0.11
Final Sat.:	1805	1900	1615	283	1341	228	602	2315	1119	562	3388	193
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.01	0.25	0.25	0.25	0.02	0.14	0.14	0.12	0.13	0.13
Crit Moves:		****		****				****				
Green/Cycle:	0.21	0.21	0.21	0.45	0.45	0.45	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.50	0.57	0.05	0.57	0.57	0.57	0.07	0.57	0.57	0.46	0.52	0.52
Delay/Veh:	34.4	35.9	30.4	20.3	20.3	20.3	27.3	31.9	31.9	32.5	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	35.9	30.4	20.3	20.3	20.3	27.3	31.9	31.9	32.5	31.1	31.1
LOS by Move:	C	D	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	6	0	10	10	10	0	7	7	2	7	7

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #18 Junipero Serra Blvd/North Garage

Cycle (sec): 75 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 6 Average Delay (sec/veh): 3.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Junipero Serra Bvld						North Garage					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	6	6	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	4.2	4.9	4.9	4.0	4.0	4.0	3.7	3.7	3.7
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1382	16	42	730	0	0	0	0	36	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1382	16	42	730	0	0	0	0	36	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1382	16	42	730	0	0	0	0	36	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1382	16	42	730	0	0	0	0	36	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1382	16	42	730	0	0	0	0	36	0	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.01	0.02	0.20	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.80	0.80	0.88	0.85	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.48	0.01	0.12	0.24	0.00	0.00	0.00	0.00	0.30	0.00	0.47
Delay/Veh:	0.0	2.6	1.5	1.5	1.1	0.0	0.0	0.0	0.0	34.7	0.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	1.5	1.5	1.1	0.0	0.0	0.0	0.0	34.7	0.0	37.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	6	0	0	2	0	0	0	0	1	0	2

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #19 Junipero Serra Blvd/Westlake Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 Average Delay (sec/veh): 11.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	4	10	0	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	3.5	4.9	4.0	4.0	4.0	4.0	3.5	3.5	3.5
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1140	324	126	552	0	0	0	0	168	0	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1140	324	126	552	0	0	0	0	168	0	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1140	324	126	552	0	0	0	0	168	0	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1140	324	126	552	0	0	0	0	168	0	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1140	324	126	552	0	0	0	0	168	0	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.20	0.07	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.14
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.54	0.54	0.12	0.66	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.58	0.37	0.58	0.23	0.00	0.00	0.00	0.00	0.39	0.00	0.58
Delay/Veh:	0.0	9.7	8.2	29.1	4.2	0.0	0.0	0.0	0.0	19.7	0.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	8.2	29.1	4.2	0.0	0.0	0.0	0.0	19.7	0.0	22.4
LOS by Move:	A	A	A	C	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	8	4	3	2	0	0	0	0	3	0	5

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #20 Junipero Serra Blvd/School St/87th St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 12 Average Delay (sec/veh): 29.2
Optimal Cycle: 52 Level Of Service: C

Street Name:	Junipero Serra Blvd						School Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	3	6	6	3	6	6	5	5	5	5	5	5
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.0	4.0	4.0	3.6	3.6	3.6
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	58	117	60	46	388	72	114	291	94	132	214	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	117	60	46	388	72	114	291	94	132	214	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	117	60	46	388	72	114	291	94	132	214	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	117	60	46	388	72	114	291	94	132	214	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	117	60	46	388	72	114	291	94	132	214	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.99	0.99	0.85	0.98	0.98	0.85
Lanes:	1.00	1.32	0.68	1.00	1.69	0.31	0.28	0.72	1.00	0.38	0.62	1.00
Final Sat.:	1805	2265	1161	1805	2972	551	527	1346	1615	711	1153	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.03	0.13	0.13	0.22	0.22	0.06	0.19	0.19	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.05	0.16	0.16	0.08	0.20	0.20	0.33	0.33	0.33	0.28	0.28	0.28
Volume/Cap:	0.66	0.32	0.32	0.31	0.66	0.66	0.66	0.66	0.18	0.66	0.66	0.31
Delay/Veh:	55.0	29.9	29.9	35.8	32.1	32.1	26.0	26.0	19.5	28.7	28.7	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	29.9	29.9	35.8	32.1	32.1	26.0	26.0	19.5	28.7	28.7	23.1
LOS by Move:	E	C	C	D	C	C	C	C	B	C	C	C
HCM2kAvgQ:	3	2	2	1	7	7	10	10	2	9	9	3

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #21 Junipero Serra Blvd/Washington Street

Cycle (sec): 85 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 9 Average Delay (sec/veh): 32.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						Washington Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	6	6	4	6	6	6	6	6	10	10	10
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	0	1 0	0 1	0	1 0	0 1	1 0	1
Volume Module:												
Base Vol:	103	903	34	273	407	13	269	276	276	11	99	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	903	34	273	407	13	269	276	276	11	99	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	103	903	34	273	407	13	269	276	276	11	99	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	903	34	273	407	13	269	276	276	11	99	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	103	903	34	273	407	13	269	276	276	11	99	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	1.00	1.00	0.88	0.89	0.89	0.95	0.95	1.00
Lanes:	1.00	2.89	0.11	1.00	0.97	0.03	0.66	0.67	0.67	0.20	1.80	1.00
Final Sat.:	1805	4974	187	1805	1832	59	1106	1134	1134	359	3233	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.15	0.22	0.22	0.24	0.24	0.24	0.03	0.03	0.00
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.24	0.24	0.20	0.34	0.34	0.30	0.30	0.30	0.15	0.12	0.00
Volume/Cap:	0.53	0.74	0.74	0.74	0.65	0.65	0.81	0.81	0.81	0.21	0.26	0.00
Delay/Veh:	38.5	32.0	32.0	39.6	26.2	26.2	32.3	32.5	32.5	32.2	34.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	32.0	32.0	39.6	26.2	26.2	32.3	32.5	32.5	32.2	34.5	0.0
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	A
HCM2kAvgQ:	3	10	10	8	10	10	13	13	13	1	2	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #22 Junipero Serra Blvd/San Pedro Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 12 Average Delay (sec/veh): 52.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Junipero Serra Blvd						San Pedro Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	8	8	3	6	6	4	6	6	3	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	2	0 1	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	195	483	491	30	581	72	466	273	152	548	366	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	483	491	30	581	72	466	273	152	548	366	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	483	491	30	581	72	466	273	152	548	366	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	483	491	30	581	72	466	273	152	548	366	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	483	491	30	581	72	466	273	152	548	366	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	2.00	0.64	0.36	1.00	1.75	0.25
Final Sat.:	1805	3610	1615	1805	3161	392	3502	1155	643	1805	3093	448
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.30	0.02	0.18	0.18	0.13	0.24	0.24	0.30	0.12	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.04	0.21	0.21	0.28	0.23	0.23	0.30	0.25	0.25
Volume/Cap:	0.88	0.45	1.02	0.47	0.88	0.88	0.48	1.02	1.02	1.02	0.48	0.48
Delay/Veh:	67.2	24.6	77.5	45.6	44.3	44.3	25.9	83.4	83.4	75.3	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	24.6	77.5	45.6	44.3	44.3	25.9	83.4	83.4	75.3	27.7	27.7
LOS by Move:	E	C	E	D	D	D	C	F	F	E	C	C
HCM2kAvgQ:	8	6	20	1	12	12	6	18	18	22	5	5

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #23 Junipero Serra Blvd/D Street

Cycle (sec): 50 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 12 Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						D Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.0	4.0	4.0	3.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	27	278	34	227	583	524	814	435	69	21	198	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	278	34	227	583	524	814	435	69	21	198	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	278	34	227	583	524	814	435	69	21	198	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	278	34	227	583	524	814	435	69	21	198	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	278	34	227	583	524	814	435	69	21	198	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.92	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.96	1.04	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3416	1826	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.02	0.13	0.16	0.32	0.24	0.24	0.04	0.01	0.05	0.04
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.20	0.20	0.17	0.26	0.58	0.31	0.31	0.31	0.08	0.08	0.08
Volume/Cap:	0.14	0.39	0.11	0.76	0.62	0.56	0.76	0.76	0.14	0.15	0.69	0.47
Delay/Veh:	20.7	17.7	16.5	30.6	17.5	7.5	17.5	17.5	12.4	21.9	29.1	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	17.7	16.5	30.6	17.5	7.5	17.5	17.5	12.4	21.9	29.1	24.7
LOS by Move:	C	B	B	C	B	A	B	B	B	C	C	C
HCM2kAvgQ:	1	2	1	5	5	6	8	8	1	0	3	2

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #24 Junipero Serra Blvd/Southgate Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 6 Average Delay (sec/veh): 21.5
Optimal Cycle: 26 Level Of Service: C

Street Name:	Junipero Serra Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	0	0	0
Y+R:	4.0	5.3	5.3	4.3	4.3	4.3	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	181	263	0	0	513	272	332	0	248	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	263	0	0	513	272	332	0	248	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	263	0	0	513	272	332	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	263	0	0	513	272	332	0	248	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	263	0	0	513	272	332	0	248	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.00	0.00	0.14	0.17	0.18	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.21	0.55	0.00	0.00	0.35	0.35	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.48	0.09	0.00	0.00	0.41	0.48	0.48	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	32.5	9.4	0.0	0.0	22.6	23.7	21.8	0.0	20.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	9.4	0.0	0.0	22.6	23.7	21.8	0.0	20.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	5	1	0	0	6	6	7	0	5	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #25 Junipero Serra Blvd/Colma Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 6 Average Delay (sec/veh): 14.9
Optimal Cycle: 19 Level Of Service: B

Street Name:	Junipero Serra Blvd						Colma Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	6	6	6	4	4	4
Y+R:	5.3	5.3	5.3	4.0	5.3	5.3	4.0	4.0	4.0	3.2	3.2	3.2
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	331	181	189	582	0	0	0	0	213	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	331	181	189	582	0	0	0	0	213	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	331	181	189	582	0	0	0	0	213	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	331	181	189	582	0	0	0	0	213	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	331	181	189	582	0	0	0	0	213	0	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.11	0.05	0.16	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.46	0.46	0.22	0.68	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.20	0.24	0.24	0.24	0.00	0.00	0.00	0.00	0.24	0.00	0.05
Delay/Veh:	0.0	14.4	14.9	29.0	5.4	0.0	0.0	0.0	0.0	27.1	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.9	29.0	5.4	0.0	0.0	0.0	0.0	27.1	0.0	25.7
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	3	2	3	0	0	0	0	3	0	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #26 Junipero Serra Blvd/Serramonte Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): 29.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0	4.0	3.0	4.6	4.6
Lanes:	2 0	2	0 1	1 0	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	100	258	454	112	460	20	141	691	408	131	184	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	258	454	112	460	20	141	691	408	131	184	20
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	258	454	112	460	0	141	691	408	131	184	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	258	454	112	460	0	141	691	408	131	184	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	258	454	112	460	0	141	691	408	131	184	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	1.00	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1900	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.28	0.06	0.13	0.00	0.04	0.19	0.25	0.07	0.05	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.12	0.36	0.36	0.08	0.32	0.00	0.14	0.32	0.32	0.09	0.28	0.28
Volume/Cap:	0.24	0.20	0.78	0.78	0.40	0.00	0.29	0.59	0.78	0.78	0.18	0.04
Delay/Veh:	34.3	18.8	30.7	61.5	22.6	0.0	33.1	24.8	33.2	57.9	23.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	18.8	30.7	61.5	22.6	0.0	33.1	24.8	33.2	57.9	23.4	22.4
LOS by Move:	C	B	C	E	C	A	C	C	C	E	C	C
HCM2kAvgQ:	1	2	12	5	5	0	2	9	12	5	2	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

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Intersection #27 Sullivan Ave/Washington St

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 12 Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Sullivan Ave						Washington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	7	7	3	7	7	7	6	6	4	6	6
Y+R:	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0
Lanes:	1 0	1	1 1	1 0	0 1	0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	125	328	503	33	154	21	19	275	116	44	135	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	328	503	33	154	21	19	275	116	44	135	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	328	503	33	154	21	19	275	116	44	135	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	328	503	33	154	21	19	275	116	44	135	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	328	503	33	154	21	19	275	116	44	135	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.98	0.98	0.95	0.91	0.91	0.95	0.94	0.94
Lanes:	1.00	1.18	1.82	1.00	0.88	0.12	1.00	1.41	0.59	1.00	0.61	0.39
Final Sat.:	1805	1943	2979	1805	1642	224	1805	2425	1023	1805	1082	706
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.02	0.09	0.09	0.01	0.11	0.11	0.02	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.36	0.36	0.05	0.26	0.26	0.12	0.24	0.24	0.14	0.27	0.27
Volume/Cap:	0.45	0.46	0.46	0.37	0.36	0.36	0.09	0.47	0.47	0.17	0.46	0.46
Delay/Veh:	24.2	14.8	14.8	30.1	18.6	18.6	23.8	19.8	19.8	22.9	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	14.8	14.8	30.1	18.6	18.6	23.8	19.8	19.8	22.9	19.0	19.0
LOS by Move:	C	B	B	C	B	B	C	B	B	C	B	B
HCM2kAvgQ:	3	5	5	1	3	3	0	4	4	1	4	4

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

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15454 Daly City General Plan EIR
General Plan No Project AM

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

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Intersection #28 Sullivan Ave/Pierce Street

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Cycle (sec): 45 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 9 Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Sullivan Ave						Pierce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permit+Prot			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	8	8	8	5	5	5	5	5	5
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	96	226	0	0	366	3	6	0	136	563	23	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	226	0	0	366	3	6	0	136	563	23	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	226	0	0	366	3	6	0	136	563	23	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	226	0	0	366	3	6	0	136	563	23	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	226	0	0	366	3	6	0	136	563	23	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.94	1.00	1.00	0.95	0.95	0.87	1.00	0.87	0.95	0.95	0.95
Lanes:	0.60	1.40	0.00	0.00	1.98	0.02	0.04	0.00	0.96	1.91	0.07	0.02
Final Sat.:	1028	2496	0	0	3577	29	70	0	1582	3461	135	29
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.00	0.10	0.10	0.09	0.00	0.09	0.16	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.34	0.34	0.00	0.00	0.18	0.18	0.15	0.00	0.15	0.30	0.30	0.30
Volume/Cap:	0.27	0.26	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.54	0.56	0.56
Delay/Veh:	0.1	10.8	0.0	0.0	17.9	17.9	20.5	0.0	20.5	13.5	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.1	10.8	0.0	0.0	17.9	17.9	20.5	0.0	20.5	13.5	13.8	13.8
LOS by Move:	A	B	A	A	B	B	C	A	C	B	B	B
HCM2kAvgQ:	2	2	0	0	3	3	3	0	3	4	4	4

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

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15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #29 Sullivan Ave/San Pedro Rd/Eastmoor Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 Average Delay (sec/veh): 34.3
Optimal Cycle: 64 Level Of Service: C

Street Name:	Sullivan Ave						San Pedro Rd/Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	8	8	8	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	1 0	1	1 0	2 0	0	1 0
Volume Module:												
Base Vol:	5	163	270	0	653	437	113	633	167	323	261	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	163	270	0	653	437	113	633	167	323	261	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	163	270	0	653	437	113	633	167	323	261	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	163	270	0	653	437	113	633	167	323	261	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	163	270	0	653	437	113	633	167	323	261	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	1.00	0.89	0.89	0.95	0.92	0.92	0.92	0.97	0.97
Lanes:	1.00	1.00	1.00	0.00	1.20	0.80	1.00	1.58	0.42	2.00	0.83	0.17
Final Sat.:	1805	1635	1635	0	2033	1360	1805	2768	730	3502	1529	322
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.17	0.00	0.32	0.32	0.06	0.23	0.23	0.09	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.47	0.47	0.00	0.42	0.42	0.11	0.30	0.30	0.12	0.31	0.31
Volume/Cap:	0.05	0.21	0.35	0.00	0.77	0.77	0.56	0.77	0.77	0.77	0.56	0.56
Delay/Veh:	49.5	17.0	18.5	0.0	30.0	30.0	49.7	38.7	38.7	55.2	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	17.0	18.5	0.0	30.0	30.0	49.7	38.7	38.7	55.2	33.2	33.2
LOS by Move:	D	B	B	A	C	C	D	D	D	E	C	C
HCM2kAvgQ:	0	3	6	0	18	18	4	15	15	7	9	9

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #30 Sullivan Ave/I-280 On Ramp

Cycle (sec): 55 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 9 Average Delay (sec/veh): 11.2
Optimal Cycle: 29 Level Of Service: B

Street Name:	Sullivan Ave						I-280 On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	6	8	8	6	6	6	0	0	0
Y+R:	3.5	4.2	4.2	4.0	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	2 0	0	1 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	59	209	91	559	284	96	12	18	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	209	91	559	284	96	12	18	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	209	91	559	284	96	12	18	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	209	91	559	284	96	12	18	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	209	91	559	284	96	12	18	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.96	0.96	0.89	0.89	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.75	0.25	0.80	1.20	0.00	0.00	0.00	0.00
Final Sat.:	1805	3610	1615	3502	1366	462	1357	2036	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.16	0.21	0.21	0.01	0.01	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.35	0.35	0.38	0.62	0.62	0.11	0.11	0.00	0.00	0.00	0.00
Volume/Cap:	0.30	0.17	0.16	0.42	0.34	0.34	0.08	0.08	0.00	0.00	0.00	0.00
Delay/Veh:	23.4	12.5	12.6	12.8	5.2	5.2	22.1	22.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	12.5	12.6	12.8	5.2	5.2	22.1	22.1	0.0	0.0	0.0	0.0
LOS by Move:	C	B	B	B	A	A	C	C	A	A	A	A
HCM2kAvgQ:	1	1	1	4	3	3	0	0	0	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #31 Sullivan Ave/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 24 Level Of Service: B

Street Name:	Sullivan Ave						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	6	4	4	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	125	0	163	170	495	0	0	191	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	163	170	495	0	0	191	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	163	170	495	0	0	191	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	163	170	495	0	0	191	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	163	170	495	0	0	191	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.78	1.00	0.85	0.95	0.95	1.00	1.00	0.86	0.86
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1476	0	1615	1805	3610	0	0	1632	1632
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.09	0.14	0.00	0.00	0.12	0.21
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.22	0.69	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.43	0.43	0.20	0.00	0.00	0.25	0.43
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	27.0	27.8	4.4	0.0	0.0	12.5	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	27.0	27.8	4.4	0.0	0.0	12.5	14.1
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	4	4	2	0	0	3	6

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #32 Callan Blvd/Southgate Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

Street Name:	Callan Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	1	1 0	0 1	1	0 0
Volume Module:												
Base Vol:	314	0	67	0	0	0	0	439	199	55	226	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	0	67	0	0	0	0	439	199	55	226	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	0	67	0	0	0	0	439	199	55	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	0	67	0	0	0	0	439	199	55	226	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	0	67	0	0	0	0	439	199	55	226	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.38	0.62	0.39	1.61	0.00
Final Sat.:	980	0	581	0	0	0	0	821	392	205	859	0
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	0.53	0.51	0.27	0.26	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	12.9	0.0	9.3	0.0	0.0	0.0	0.0	15.1	13.8	11.7	11.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	0.0	9.3	0.0	0.0	0.0	0.0	15.1	13.8	11.7	11.5	0.0
LOS by Move:	B	*	A	*	*	*	*	C	B	B	B	*
ApproachDel:	12.3			xxxxxx				14.7			11.5	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	12.3			xxxxxx				14.7			11.5	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.4	0.0	0.1	0.0	0.0	0.0	0.0	1.1	1.0	0.3	0.3	0.0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #33 St Francis Blvd/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 6 Average Delay (sec/veh): 13.4
Optimal Cycle: 22 Level Of Service: B

Street Name:	St Francis Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module:												
Base Vol:	102	104	112	77	110	17	23	327	71	97	102	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	104	112	77	110	17	23	327	71	97	102	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	104	112	77	110	17	23	327	71	97	102	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	104	112	77	110	17	23	327	71	97	102	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	104	112	77	110	17	23	327	71	97	102	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.92	0.92	0.52	0.98	0.98	0.67	0.97	0.97	0.46	0.96	0.96
Lanes:	1.00	0.48	0.52	1.00	0.87	0.13	1.00	0.82	0.18	1.00	0.76	0.24
Final Sat.:	1226	843	908	986	1613	249	1265	1519	330	866	1394	437
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.08	0.07	0.07	0.02	0.22	0.22	0.11	0.07	0.07
Crit Moves:		****						****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.25	0.37	0.37	0.23	0.20	0.20	0.03	0.37	0.37	0.19	0.12	0.12
Delay/Veh:	19.5	20.5	20.5	19.4	19.0	19.0	6.9	8.9	8.9	7.8	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	20.5	20.5	19.4	19.0	19.0	6.9	8.9	8.9	7.8	7.4	7.4
LOS by Move:	B	C	C	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	4	4	2	2	2	0	5	5	1	1	1

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #34 I-280 NB On Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.188
Loss Time (sec): 6 Average Delay (sec/veh): 3.0
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 NB On Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	6	10	10	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.9	3.9	4.1	4.1	4.1
Lanes:	0 0	0	0	0	0 0	0	2 0	2	0 0	0	1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	329	1020	0	0	234	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	329	1020	0	0	234	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	329	1020	0	0	234	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	329	1020	0	0	234	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	329	1020	0	0	234	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	0	0	0	3502	3610	0	0	3576	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.28	0.00	0.00	0.07	0.07
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.85	0.00	0.00	0.35	0.35
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.33	0.00	0.00	0.19	0.19
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.7	0.0	0.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.7	0.0	0.0	9.1	9.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	1	2	0	0	1	1

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #35 I-280 SB Off Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 6 Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 SB Off Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	6	6	6	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	3.7	3.7	3.7	3.6	3.6	3.6	4.6	4.6	4.6
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	329	0	449	0	1046	0	0	249	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	329	0	449	0	1046	0	0	249	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	329	0	449	0	1046	0	0	249	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	329	0	449	0	1046	0	0	249	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	329	0	449	0	1046	0	0	249	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3502	0	2842	0	3610	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.16	0.00	0.29	0.00	0.00	0.05	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.55	0.00	0.00	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.53	0.00	0.53	0.00	0.00	0.09	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	12.3	0.0	6.0	0.0	0.0	4.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	12.3	0.0	6.0	0.0	0.0	4.3	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	0	5	0	0	1	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #36 Serramonte Blvd/Gellert Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): 31.7
Optimal Cycle: 41 Level Of Service: C

Street Name:	Gellert Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.1	4.1	3.5	4.1	4.1
Lanes:	1 1	0	1 1	1 1	0	1 0	1 0	2	0 1	2 0	1	0 2
Volume Module:												
Base Vol:	171	108	367	107	124	7	39	624	21	374	254	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	108	367	107	124	7	39	624	21	374	254	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	108	367	107	124	7	39	624	21	374	254	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	108	367	107	124	7	39	624	21	374	254	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	108	367	107	124	7	39	624	21	374	254	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.93	0.93	0.93	0.95	0.95	0.85	0.92	1.00	0.75
Lanes:	1.23	0.77	2.00	1.35	1.56	0.09	1.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	1998	1262	3260	2371	2748	155	1805	3610	1615	3502	1900	2842
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.05	0.05	0.05	0.02	0.17	0.01	0.11	0.13	0.08
Crit Moves:			****		****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.09	0.09	0.09	0.12	0.35	0.35	0.22	0.45	0.54
Volume/Cap:	0.37	0.37	0.49	0.49	0.49	0.49	0.18	0.49	0.04	0.49	0.30	0.16
Delay/Veh:	35.9	35.9	37.1	48.3	48.3	48.3	43.7	28.2	23.4	38.2	19.6	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	37.1	48.3	48.3	48.3	43.7	28.2	23.4	38.2	19.6	12.8
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	4	4	6	3	3	3	1	9	0	6	5	2

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #37 Serramonte Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): 29.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	Callan Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	133	289	82	96	213	143	74	391	131	59	105	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	289	82	96	213	143	74	391	131	59	105	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	289	82	96	213	143	74	391	131	59	105	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	289	82	96	213	143	74	391	131	59	105	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	289	82	96	213	143	74	391	131	59	105	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	1.00	1.00	1.00	1.00	1.50	0.50	1.00	1.63	0.37
Final Sat.:	139	302	474	369	392	423	382	621	214	333	573	133
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.17	0.26	0.54	0.34	0.19	0.63	0.61	0.18	0.18	0.18
Crit Moves:	****			****			****			****		
Delay/Veh:	60.8	60.8	11.4	15.2	21.1	14.8	13.9	23.9	22.6	15.0	14.3	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	60.8	11.4	15.2	21.1	14.8	13.9	23.9	22.6	15.0	14.3	14.1
LOS by Move:	F	F	B	C	C	B	B	C	C	B	B	B
ApproachDel:	52.7			17.9			22.4			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	52.7			17.9			22.4			14.5		
LOS by Appr:	F			C			C			B		
AllWayAvgQ:	6.1	6.1	0.2	0.3	1.0	0.5	0.2	1.5	1.4	0.2	0.2	0.2

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #38 Serramonte Blvd/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 0 Average Delay (sec/veh): 33.8
Optimal Cycle: 0 Level Of Service: D

Street Name:	Rt 1 Ramps						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	6	84	36	282	57	67	473	184	88	133	131	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	84	36	282	57	67	473	184	88	133	131	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	6	84	36	282	57	67	473	184	88	133	131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	84	36	282	57	67	473	184	88	133	131	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	6	84	36	282	57	67	473	184	88	133	131	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.67	0.28	0.83	0.17	1.00	1.00	0.68	0.32	1.00	1.00	1.00
Final Sat.:	20	284	122	371	75	514	480	356	170	392	415	449
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.76	0.76	0.13	0.99	0.52	0.52	0.34	0.32	0.00
Crit Moves:			****	****			****			****		
Delay/Veh:	14.3	14.3	14.3	31.1	31.1	10.6	64.6	16.3	16.3	15.9	14.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	31.1	31.1	10.6	64.6	16.3	16.3	15.9	14.8	0.0
LOS by Move:	B	B	B	D	D	B	F	C	C	C	B	*
ApproachDel:	14.3			27.7			47.0			15.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			27.7			47.0			15.4		
LOS by Appr:	B			D			E			C		
AllWayAvgQ:	0.4	0.4	0.4	2.5	2.5	0.1	7.3	1.0	1.0	0.5	0.4	0.0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #39 Serramonte Blvd/St Francis Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): 18.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	St Francis Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	4	9	497	1	21	0	248	20	1	79	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4	9	497	1	21	0	248	20	1	79	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	9	497	1	21	0	248	20	1	79	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	9	497	1	21	0	248	20	1	79	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	9	497	1	21	0	248	20	1	79	129
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.31	0.69	0.95	0.01	0.04	0.00	0.93	0.07	0.01	0.38	0.61
Final Sat.:	0	169	381	633	1	27	0	556	45	3	232	380
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.79	0.79	0.79	xxxx	0.45	0.45	0.34	0.34	0.34
Crit Moves:			****	****				****			****	
Delay/Veh:	0.0	8.7	8.7	24.0	24.0	24.0	0.0	12.7	12.7	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	8.7	24.0	24.0	24.0	0.0	12.7	12.7	10.9	10.9	10.9
LOS by Move:	*	A	A	C	C	C	*	B	B	B	B	B
ApproachDel:	8.7			24.0			12.7			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			24.0			12.7			10.9		
LOS by Appr:	A			C			B			B		
AllWayAvgQ:	0.0	0.0	0.0	2.9	2.9	2.9	0.7	0.7	0.7	0.4	0.4	0.4

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #40 St Francis Blvd/Clarinada Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	St Francis Blvd						Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	85	26	76	259	4	7	56	100	132	149	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	85	26	76	259	4	7	56	100	132	149	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	85	26	76	259	4	7	56	100	132	149	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	85	26	76	259	4	7	56	100	132	149	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	85	26	76	259	4	7	56	100	132	149	181
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.66	0.20	0.22	0.77	0.01	0.04	0.34	0.62	0.29	0.32	0.39
Final Sat.:	73	343	105	131	447	7	25	197	352	187	211	256
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.58	0.58	0.58	0.28	0.28	0.28	0.71	0.71	0.71
Crit Moves:		****		****				****			****	
Delay/Veh:	10.8	10.8	10.8	15.6	15.6	15.6	10.6	10.6	10.6	19.1	19.1	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	15.6	15.6	15.6	10.6	10.6	10.6	19.1	19.1	19.1
LOS by Move:	B	B	B	C	C	C	B	B	B	C	C	C
ApproachDel:	10.8			15.6			10.6			19.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			15.6			10.6			19.1		
LOS by Appr:	B			C			B			C		
AllWayAvgQ:	0.2	0.2	0.2	1.1	1.1	1.1	0.3	0.3	0.3	2.0	2.0	2.0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #41 St Francis Blvd/Eastmoor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 Average Delay (sec/veh): 20.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	St Francis Blvd							Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	0	1	0
Volume Module:													
Base Vol:	53	0	67	0	0	0	0	590	24	76	398	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	53	0	67	0	0	0	0	590	24	76	398	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	53	0	67	0	0	0	0	590	24	76	398	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	53	0	67	0	0	0	0	590	24	76	398	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	53	0	67	0	0	0	0	590	24	76	398	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.44	0.00	0.56	0.00	0.00	0.00	0.00	0.96	0.04	0.16	0.84	0.00	
Final Sat.:	248	0	313	0	0	0	0	714	29	114	596	0	
Capacity Analysis Module:													
Vol/Sat:	0.21	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	0.83	0.83	0.67	0.67	xxxx	
Crit Moves:	****							****			****		
Delay/Veh:	10.4	0.0	10.4	0.0	0.0	0.0	0.0	25.6	25.6	17.0	17.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	10.4	0.0	10.4	0.0	0.0	0.0	0.0	25.6	25.6	17.0	17.0	0.0	
LOS by Move:	B	*	B	*	*	*	*	D	D	C	C	*	
ApproachDel:	10.4			xxxxxx				25.6			17.0		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	10.4			xxxxxx				25.6			17.0		
LOS by Appr:	B			*				D			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	3.7	3.7	3.7	1.8	1.8	1.8	

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #42 Clarinada Ave/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	Rt 1 Ramps							Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:													
Base Vol:	453	0	379	0	0	0	0	78	78	66	54	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	453	0	379	0	0	0	0	78	78	66	54	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	453	0	379	0	0	0	0	78	78	66	54	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	453	0	379	0	0	0	0	78	78	66	54	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	453	0	379	0	0	0	0	78	78	66	54	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00	
Final Sat.:	614	0	767	0	0	0	0	519	577	464	988	0	
Capacity Analysis Module:													
Vol/Sat:	0.74	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	0.15	0.14	0.14	0.05	xxxx	
Crit Moves:	****							****		****			
Delay/Veh:	22.8	0.0	11.6	0.0	0.0	0.0	0.0	10.3	9.4	11.2	9.9	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	22.8	0.0	11.6	0.0	0.0	0.0	0.0	10.3	9.4	11.2	9.9	0.0	
LOS by Move:	C	*	B	*	*	*	*	B	A	B	A	*	
ApproachDel:	17.7			xxxxxx				9.9			10.6		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	17.7			xxxxxx				9.9			10.6		
LOS by Appr:	C			*				A			B		
AllWayAvgQ:	2.4	0.0	0.9	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.0	

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #43 Clarinada Ave/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 0 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Callan Blvd								Clarinada Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	69	281		0		0	149		44		78		0		238		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	69	281		0		0	149		44		78		0		238		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	69	281		0		0	149		44		78		0		238		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Reduced Vol:	69	281		0		0	149		44		78		0		238		0		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	69	281		0		0	149		44		78		0		238		0		0	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	2.00		0.00		0.00	1.54		0.46		1.00		0.00		1.00		0.00		0.00	
Final Sat.:	550	1194		0		0	940		288		547		0		672		0		0	
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.24	xxxx	xxxx		0.16	0.15		0.14	xxxx	0.35	xxxx	xxxx	xxxx						
Crit Moves:		****				****					****									
Delay/Veh:	9.9	10.2	0.0	0.0		9.3	9.1		10.0	0.0	10.4	0.0	0.0	0.0						
Delay Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	9.9	10.2	0.0	0.0		9.3	9.1		10.0	0.0	10.4	0.0	0.0	0.0						
LOS by Move:	A	B	*	*		A	A		B	*	B	*	*	*						
ApproachDel:	10.2					9.3			10.3			xxxxxx								
Delay Adj:	1.00					1.00			1.00			xxxxx								
ApprAdjDel:	10.2					9.3			10.3			xxxxxx								
LOS by Appr:	B					A			B			*								
AllWayAvgQ:	0.1	0.3	0.0	0.0		0.2	0.2		0.2	0.0	0.5	0.0	0.0	0.0						

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #44 Hickey Blvd/Skyline Blvd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd								Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	8	8			4	8	8			6	6	6			4	4	4		
Y+R:	3.0	5.0	5.0			3.0	5.0	5.0			3.5	3.5	3.5			3.5	3.5	3.5		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	1	0	1
Volume Module:																				
Base Vol:	49	983		73		88	572		166		292	294		19		36	116		210	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	49	983		73		88	572		166		292	294		19		36	116		210	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	49	983		73		88	572		166		292	294		19		36	116		210	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	49	983		73		88	572		166		292	294		19		36	116		210	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	49	983		73		88	572		166		292	294		19		36	116		210	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.95	0.95		0.85		0.95	0.95		0.85		0.98	0.98		0.85		0.94	0.94		0.85	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.00	1.00		1.00		0.47	1.53		1.00	
Final Sat.:	1805	3610		1615		1805	3610		1615		1854	1854		1615		845	2722		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.27		0.05		0.05	0.16		0.10		0.16	0.16		0.01		0.04	0.04		0.13	
Crit Moves:		****				****						****							****	
Green/Cycle:	0.11	0.38		0.38		0.07	0.34		0.34		0.22	0.22		0.22		0.18	0.18		0.18	
Volume/Cap:	0.25	0.72		0.12		0.72	0.47		0.30		0.71	0.72		0.05		0.24	0.24		0.72	
Delay/Veh:	33.5	23.0		16.2		54.9	21.0		19.7		31.8	31.9		24.6		28.2	28.2		39.1	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	33.5	23.0		16.2		54.9	21.0		19.7		31.8	31.9		24.6		28.2	28.2		39.1	
LOS by Move:	C	C		B		D	C		B		C	C		C		C	C		D	
HCM2kAvgQ:	1	12		1		4	6		3		8	8		0		2	2		6	

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #45 Hickey Blvd/St Francis Blvd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[19.4]

Street Name:	St Francis Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	8	0	4	59	2	32	20	708	12	9	358	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	4	59	2	32	20	708	12	9	358	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	4	59	2	32	20	708	12	9	358	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	0	4	59	2	32	20	708	12	9	358	3
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	952	1133	360	772	1138	181	361	xxxx	xxxxx	720	xxxx	xxxxx
Potent Cap.:	217	205	642	293	203	837	1209	xxxx	xxxxx	891	xxxx	xxxxx
Move Cap.:	203	199	642	285	198	837	1209	xxxx	xxxxx	891	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.01	0.21	0.01	0.04	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	263	xxxxx	xxxx	364	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	1.0	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.4	xxxxx	xxxxx	18.2	xxxxx	8.0	xxxx	xxxxx	9.1	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	A	*	*	A	*	*
ApproachDel:	19.4			18.2			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #46 Hickey Blvd/Callan Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	9	Average Delay (sec/veh):	22.8
Optimal Cycle:	29	Level Of Service:	C

Street Name:	Callan Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	2	2	2	6	6	6	6	6	6
Y+R:	3.6	3.6	3.6	4.6	4.6	4.6	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	105	222	43	152	154	61	128	580	63	23	395	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	222	43	152	154	61	128	580	63	23	395	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	222	43	152	154	61	128	580	63	23	395	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	222	43	152	154	61	128	580	63	23	395	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	222	43	152	154	61	128	580	63	23	395	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.98	0.98	0.48	0.96	0.96	0.95	0.94	0.94	0.95	0.93	0.93
Lanes:	1.00	0.84	0.16	1.00	0.72	0.28	1.00	1.80	0.20	1.00	1.65	0.35
Final Sat.:	1026	1553	301	920	1302	516	1805	3207	348	1805	2906	611
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.17	0.12	0.12	0.07	0.18	0.18	0.01	0.14	0.14
Crit Moves:				****				****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.17	0.44	0.44	0.06	0.33	0.33
Volume/Cap:	0.25	0.35	0.35	0.41	0.29	0.29	0.41	0.41	0.41	0.21	0.41	0.41
Delay/Veh:	20.0	20.9	20.9	21.9	20.2	20.2	37.7	19.0	19.0	45.7	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.9	20.9	21.9	20.2	20.2	37.7	19.0	19.0	45.7	26.1	26.1
LOS by Move:	B	C	C	C	C	C	D	B	B	D	C	C
HCM2kAvgQ:	2	6	6	4	4	4	4	7	7	1	6	6

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #47 Hickey Blvd/I-280 SB Ramps

Cycle (sec): 40 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 6 Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 SB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	4	4	4	8	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	1! 0	1	0 0	1	1 0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	229	1	173	0	750	707	147	819	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	229	1	173	0	750	707	147	819	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	229	1	173	0	750	707	147	819	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	229	1	173	0	750	707	147	819	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	229	1	173	0	750	707	147	819	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.56	0.01	1.43	0.00	1.03	0.97	2.00	2.00	0.00
Final Sat.:	0	0	0	2550	8	2324	0	1723	1624	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.12	0.07	0.00	0.44	0.44	0.04	0.23	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.58	0.58	0.10	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.75	0.45	0.00	0.75	0.75	0.42	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	21.5	15.4	0.0	7.8	7.8	17.7	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	21.5	15.4	0.0	7.8	7.8	17.7	2.7	0.0
LOS by Move:	A	A	A	B	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	3	4	2	0	9	9	1	2	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #48 Hickey Blvd/I-280 NB Ramps

Cycle (sec): 50 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 12 Average Delay (sec/veh): 20.0
Optimal Cycle: 49 Level Of Service: B

Street Name:	I-280 NB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.5	4.5	3.0	4.0	4.0
Lanes:	1 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	495	39	366	69	152	116	95	430	380	83	399	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	39	366	69	152	116	95	430	380	83	399	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	495	39	366	69	152	116	95	430	0	83	399	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	39	366	69	152	116	95	430	0	83	399	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	495	39	366	69	152	116	95	430	0	83	399	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.99	0.99	0.85	0.95	0.95	1.00	0.95	0.94	0.94
Lanes:	1.85	0.15	1.00	0.31	0.69	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	3367	265	1615	584	1287	1615	1805	3610	1900	1805	3367	211
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.23	0.12	0.12	0.07	0.05	0.12	0.00	0.05	0.12	0.12
Crit Moves:			****		****		****				****	
Green/Cycle:	0.32	0.32	0.32	0.16	0.16	0.16	0.08	0.20	0.00	0.08	0.20	0.20
Volume/Cap:	0.47	0.47	0.72	0.72	0.72	0.44	0.66	0.60	0.00	0.57	0.59	0.59
Delay/Veh:	14.0	14.0	20.0	27.7	27.7	20.0	32.9	19.5	0.0	27.7	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	20.0	27.7	27.7	20.0	32.9	19.5	0.0	27.7	19.5	19.5
LOS by Move:	B	B	C	C	C	B	C	B	A	C	B	B
HCM2kAvgQ:	4	4	7	5	5	2	3	4	0	2	4	4

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #49 Skyline Blvd/Westmoor Ave

Cycle (sec): 70 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 12 Average Delay (sec/veh): 20.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd						Westmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.5	5.8	5.8	3.5	5.8	5.8	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	8	1048	132	111	1410	78	68	288	185	109	65	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1048	132	111	1410	78	68	288	185	109	65	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1048	132	111	1410	78	68	288	185	109	65	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1048	132	111	1410	78	68	288	185	109	65	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1048	132	111	1410	78	68	288	185	109	65	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.08	0.06	0.39	0.05	0.04	0.15	0.11	0.06	0.03	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.46	0.46	0.10	0.50	0.50	0.10	0.19	0.19	0.08	0.17	0.17
Volume/Cap:	0.08	0.63	0.18	0.63	0.78	0.10	0.38	0.78	0.59	0.78	0.20	0.58
Delay/Veh:	31.6	15.2	11.2	37.6	16.6	9.2	30.9	37.1	28.6	55.9	25.1	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	15.2	11.2	37.6	16.6	9.2	30.9	37.1	28.6	55.9	25.1	29.6
LOS by Move:	C	B	B	D	B	A	C	D	C	E	C	C
HCM2kAvgQ:	0	10	2	4	15	1	2	8	5	4	1	4

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #50 Geneva Ave/Carter St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 9 Average Delay (sec/veh): 8.3
Optimal Cycle: 53 Level Of Service: B

Street Name:	Carter St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	8	8	8	6	6	6	0	21	21	6	36	36
Y+R:	5.0	5.0	5.0	4.0	4.0	4.0	0.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	191	0	114	0	0	0	0	1053	259	140	813	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	0	114	0	0	0	0	1053	259	140	813	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	0	0	0	0	0	0	1053	259	140	813	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	0	0	0	0	0	0	1053	259	140	813	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	0.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	201	0	0	0	0	0	0	1106	272	140	854	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	2958	728	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.08	0.22	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.59	0.12	0.72	0.00
Volume/Cap:	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.31	0.00
Delay/Veh:	23.7	0.0	0.0	0.0	0.0	0.0	0.0	7.6	7.6	26.8	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	0.0	0.0	0.0	0.0	0.0	0.0	7.6	7.6	26.8	2.8	0.0
DesignQueue:	8	0	0	0	0	0	0	15	15	6	6	0

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #51 Geneva Ave/Schwerin St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 Average Delay (sec/veh): 18.3
Optimal Cycle: 33 Level Of Service: B

Street Name:	Schwerin St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	27	163	14	39	103	123	1198	39	161	683	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	27	163	14	39	103	123	1198	39	161	683	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	27	163	14	39	103	123	1198	39	161	683	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	27	163	14	39	103	123	1198	39	161	683	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	27	163	14	39	103	123	1198	39	161	683	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.12	0.12	0.76	0.09	0.25	0.66	1.00	1.94	0.06	1.00	1.92	0.08
Final Sat.:	203	203	1227	151	421	1111	1805	3479	113	1805	3437	151
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.09	0.09	0.09	0.07	0.34	0.34	0.09	0.20	0.20
Crit Moves:	****							****				
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.57	0.57	0.57	0.15	0.53	0.53
Volume/Cap:	0.60	0.60	0.60	0.42	0.42	0.42	0.28	0.60	0.60	0.60	0.37	0.37
Delay/Veh:	36.3	36.3	36.3	32.6	32.6	32.6	12.7	13.9	13.9	41.8	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	36.3	32.6	32.6	32.6	12.7	13.9	13.9	41.8	13.0	13.0
LOS by Move:	D	D	D	C	C	C	B	B	B	D	B	B
HCM2kAvgQ:	7	7	7	4	4	4	2	13	13	5	6	6

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #52 Geneva Ave/Bayshore Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.155
Loss Time (sec): 12 Average Delay (sec/veh): 77.3
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Bayshore Blvd						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lanes:	2 0	2 0	1	2 0	2 0	2	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	214	1158	250	617	1216	302	244	445	239	317	370	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1158	250	617	1216	302	244	445	239	317	370	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1158	250	617	1216	302	244	445	239	317	370	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1158	250	617	1216	302	244	445	239	317	370	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	1158	250	617	1216	302	244	445	239	317	370	620
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.75	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	2.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	2842	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.15	0.18	0.34	0.11	0.14	0.12	0.15	0.18	0.07	0.38
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.28	0.28	0.15	0.36	0.36	0.12	0.21	0.21	0.24	0.33	0.33
Volume/Cap:	0.92	1.15	0.56	1.15	0.92	0.29	1.15	0.60	0.72	0.72	0.21	1.15
Delay/Veh:	85.4	117	32.4	131.6	41.6	22.8	154.0	37.4	44.5	40.4	24.1	122.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.4	117	32.4	131.6	41.6	22.8	154.0	37.4	44.5	40.4	24.1	122.5
LOS by Move:	F	F	C	F	D	C	F	D	D	D	C	F
HCM2kAvgQ:	6	32	7	18	23	4	15	7	8	10	3	33

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

15454 Daly City General Plan EIR
General Plan No Project AM

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

Intersection #53 Carter St/Martin St

Cycle (sec): 45 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 6 Average Delay (sec/veh): 5.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Carter St						Martin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	5	171	54	18	360	1	4	0	14	100	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	171	54	18	360	1	4	0	14	100	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	171	54	18	360	1	4	0	14	100	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	171	54	18	360	1	4	0	14	100	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	171	54	18	360	1	4	0	14	100	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	1.00	0.85	0.64	1.00	1.00	0.84	1.00	0.85	0.73	0.73	0.85
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	1.00	0.00	1.00	0.99	0.01	1.00
Final Sat.:	986	1900	1615	1220	1895	5	1590	0	1615	1368	14	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.03	0.01	0.19	0.19	0.00	0.00	0.01	0.07	0.07	0.02
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.24	0.00	0.24	0.24	0.24	0.24
Volume/Cap:	0.01	0.14	0.05	0.02	0.30	0.30	0.01	0.00	0.04	0.30	0.30	0.07
Delay/Veh:	3.2	3.5	3.3	3.2	4.0	4.0	13.0	0.0	13.1	14.5	14.5	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	3.5	3.3	3.2	4.0	4.0	13.0	0.0	13.1	14.5	14.5	13.3
LOS by Move:	A	A	A	A	A	A	B	A	B	B	B	B
HCM2kAvgQ:	0	1	0	0	3	3	0	0	0	1	1	0

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

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

Intersection #54 Guadalupe Canyon Pkwy/Carter St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.266
Loss Time (sec): 9 Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Carter St						Guadalupe Canyon Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	195	0	203	135	246	0	0	105	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	203	135	246	0	0	105	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	203	135	246	0	0	105	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	203	135	246	0	0	105	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	203	135	246	0	0	105	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.13	0.07	0.07	0.00	0.00	0.03	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.26	0.42	0.00	0.00	0.15	0.15
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.28	0.28	0.16	0.00	0.00	0.19	0.18
Delay/Veh:	0.0	0.0	0.0	10.7	0.0	11.7	19.4	11.9	0.0	0.0	24.1	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.7	0.0	11.7	19.4	11.9	0.0	0.0	24.1	24.3
LOS by Move:	A	A	A	B	A	B	B	B	A	A	C	C
HCM2kAvgQ:	0	0	0	1	0	3	2	2	0	0	1	1

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

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Scenario Report

Scenario:	2035 No Project PM
Command:	2035 No Project PM
Volume:	2035 No Project PM
Geometry:	2035 NP PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Daly City

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Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 John Daly Blvd/Skyline Blvd													
Base	10	1828	835	257	1913	2	0	0	0	878	14	241	5978
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1828	835	257	1913	2	0	0	0	878	14	241	5978
#2 Lake Merced Blvd/John Daly Blvd													
Base	25	380	167	537	500	300	283	661	19	326	651	849	4698
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	380	167	537	500	300	283	661	19	326	651	849	4698
#3 Park Plaza Drive/John Daly Blvd													
Base	149	43	301	42	0	201	64	1194	86	250	1482	27	3839
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	149	43	301	42	0	201	64	1194	86	250	1482	27	3839
#4 I-280 Ramp/John Daly Blvd													
Base	0	0	546	0	0	0	0	1438	388	597	2004	0	4973
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	546	0	0	0	0	1438	388	597	2004	0	4973
#5 Junipero Serra Blvd/John Daly Blvd													
Base	843	600	466	343	454	1082	709	576	504	377	980	402	7336
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	843	600	466	343	454	1082	709	576	504	377	980	402	7336
#6 Bart Exit/John Daly Blvd													
Base	0	0	1	18	3	169	0	1415	35	6	1602	0	3249
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	18	3	169	0	1415	35	6	1602	0	3249
#7 De Long Street/John Daly Blvd													
Base	38	15	0	37	0	218	410	942	22	4	1380	91	3157
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	15	0	37	0	218	410	942	22	4	1380	91	3157
#8 John Daly Blvd/Mission St/Hillside Blvd													
Base	619	1113	52	495	957	170	251	266	251	118	308	389	4989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	619	1113	52	495	957	170	251	266	251	118	308	389	4989
#9 Mission St/Hillcrest Dr													
Base	43	1447	0	0	1622	28	0	0	0	0	0	0	3140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	1447	0	0	1622	28	0	0	0	0	0	0	3140

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#10 Mission St/Crocker Ave/Flournoy St													
Base	0	267	40	0	0	0	34	618	51	462	0	249	1721
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	267	40	0	0	0	34	618	51	462	0	249	1721
#11 Mission St/Templeton Ave													
Base	109	0	20	0	0	0	0	422	162	113	396	0	1222
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	0	20	0	0	0	0	422	162	113	396	0	1222
#12 Mission St/Westlake Ave													
Base	39	1426	9	14	1145	123	250	7	85	0	19	10	3127
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	1426	9	14	1145	123	250	7	85	0	19	10	3127
#13 Mission St/School St													
Base	255	1345	0	0	1031	198	293	0	250	0	0	77	3449
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	255	1345	0	0	1031	198	293	0	250	0	0	77	3449
#14 Mission St/Market St/San Pedro Rd													
Base	729	1431	54	196	825	307	334	443	171	96	437	41	5064
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	729	1431	54	196	825	307	334	443	171	96	437	41	5064
#15 El Camino Real/F Street													
Base	158	1619	0	0	1028	105	105	0	175	0	0	0	3190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	158	1619	0	0	1028	105	105	0	175	0	0	0	3190
#16 Hillside Blvd/Chester St/A St													
Base	57	515	28	11	293	31	16	62	38	17	79	23	1170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	515	28	11	293	31	16	62	38	17	79	23	1170
#17 Hillside Blvd/Market St													
Base	252	310	76	109	267	71	41	323	187	118	343	23	2120
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	252	310	76	109	267	71	41	323	187	118	343	23	2120
#18 Junipero Serra Blvd/North Garage													
Base	0	1989	66	152	948	0	0	0	0	5	0	162	3322
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1989	66	152	948	0	0	0	0	5	0	162	3322
#19 Junipero Serra Blvd/Westlake Ave													
Base	0	1527	431	234	721	0	0	0	0	121	0	247	3281
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1527	431	234	721	0	0	0	0	121	0	247	3281

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#20 Junipero Serra Blvd/School St/87th St													
Base	95	348	112	129	716	158	147	330	39	117	267	149	2607
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	95	348	112	129	716	158	147	330	39	117	267	149	2607
#21 Junipero Serra Blvd/Washington Street													
Base	237	1395	80	488	620	29	225	312	370	13	192	336	4297
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	237	1395	80	488	620	29	225	312	370	13	192	336	4297
#22 Junipero Serra Blvd/San Pedro Rd													
Base	327	1054	516	79	797	33	457	227	23	374	231	85	4203
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	327	1054	516	79	797	33	457	227	23	374	231	85	4203
#23 Junipero Serra Blvd/D Street													
Base	134	459	34	141	350	641	984	223	128	24	309	227	3654
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	459	34	141	350	641	984	223	128	24	309	227	3654
#24 Junipero Serra Blvd/Southgate Ave													
Base	254	425	0	0	523	396	551	0	238	0	0	0	2387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	425	0	0	523	396	551	0	238	0	0	0	2387
#25 Junipero Serra Blvd/Colma Blvd													
Base	0	232	736	274	399	0	0	0	0	653	0	345	2639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	232	736	274	399	0	0	0	0	653	0	345	2639
#26 Junipero Serra Blvd/Serramonte Blvd													
Base	538	270	318	78	598	30	360	733	374	414	714	54	4481
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	538	270	318	78	598	30	360	733	374	414	714	54	4481
#27 Sullivan Ave/Washington St													
Base	143	452	698	57	219	12	26	204	199	153	180	156	2499
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	143	452	698	57	219	12	26	204	199	153	180	156	2499
#28 Sullivan Ave/Pierce Street													
Base	120	273	0	0	543	7	14	0	132	711	63	4	1867
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	120	273	0	0	543	7	14	0	132	711	63	4	1867
#29 Sullivan Ave/San Pedro Rd/Eastmoor Ave													
Base	4	233	374	0	826	495	170	335	120	209	303	87	3156
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	233	374	0	826	495	170	335	120	209	303	87	3156

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#30 Sullivan Ave/I-280 On Ramp													
Base	52	315	119	666	341	117	63	49	2	0	0	0	1724
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	315	119	666	341	117	63	49	2	0	0	0	1724
#31 Sullivan Ave/Southgate Ave													
Base	0	0	0	330	0	168	181	475	0	0	495	291	1940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	330	0	168	181	475	0	0	495	291	1940
#32 Callan Blvd/Southgate Ave													
Base	277	0	116	0	0	0	0	488	290	172	522	0	1865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	277	0	116	0	0	0	0	488	290	172	522	0	1865
#33 St Francis Blvd/Southgate Ave													
Base	122	109	122	45	64	31	26	234	43	93	246	72	1207
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	122	109	122	45	64	31	26	234	43	93	246	72	1207
#34 I-280 NB On Ramp/Serramonte Blvd													
Base	0	0	0	0	0	0	645	1307	0	0	864	2	2818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	645	1307	0	0	864	2	2818
#35 I-280 SB Off Ramp/Serramonte Blvd													
Base	0	0	0	580	0	722	0	1415	0	0	621	0	3338
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	580	0	722	0	1415	0	0	621	0	3338
#36 Serramonte Blvd/Gellert Blvd													
Base	289	150	478	496	254	41	75	499	96	605	419	493	3895
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	289	150	478	496	254	41	75	499	96	605	419	493	3895
#37 Serramonte Blvd/Callan Blvd													
Base	159	315	99	85	382	139	99	278	150	50	269	351	2376
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	315	99	85	382	139	99	278	150	50	269	351	2376
#38 Serramonte Blvd/Rt 1 Ramps													
Base	19	140	103	208	32	52	259	169	68	126	242	152	1570
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	140	103	208	32	52	259	169	68	126	242	152	1570
#39 Serramonte Blvd/St Francis Blvd													
Base	5	18	5	295	25	20	4	162	1	3	78	199	815
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	18	5	295	25	20	4	162	1	3	78	199	815

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#40 St Francis Blvd/Clarinada Ave													
Base	68	131	24	43	157	5	4	24	63	143	191	326	1179
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	131	24	43	157	5	4	24	63	143	191	326	1179
#41 St Francis Blvd/Eastmoor Ave													
Base	62	0	128	0	0	0	0	352	30	139	432	0	1143
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	0	128	0	0	0	0	352	30	139	432	0	1143
#42 Clarinada Ave/Rt 1 Ramps													
Base	581	0	313	0	0	0	0	47	72	433	58	0	1504
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	581	0	313	0	0	0	0	47	72	433	58	0	1504
#43 Clarinada Ave/Callan Blvd													
Base	399	280	0	0	276	87	49	0	252	0	0	0	1343
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	399	280	0	0	276	87	49	0	252	0	0	0	1343
#44 Hickey Blvd/Skyline Blvd													
Base	159	843	76	411	896	1123	381	484	274	164	534	64	5409
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	843	76	411	896	1123	381	484	274	164	534	64	5409
#45 Hickey Blvd/St Francis Blvd													
Base	0	0	4	32	4	38	40	660	24	6	686	58	1552
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	32	4	38	40	660	24	6	686	58	1552
#46 Hickey Blvd/Callan Blvd													
Base	118	83	22	150	211	117	157	486	92	59	545	231	2271
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	118	83	22	150	211	117	157	486	92	59	545	231	2271
#47 Hickey Blvd/I-280 SB Ramps													
Base	0	0	0	602	0	535	0	631	804	344	1290	0	4206
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	602	0	535	0	631	804	344	1290	0	4206
#48 Hickey Blvd/I-280 NB Ramps													
Base	843	110	429	57	105	91	219	805	200	174	784	53	3870
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	843	110	429	57	105	91	219	805	200	174	784	53	3870
#49 Skyline Blvd/Westmoor Ave													
Base	138	1579	258	232	1286	177	13	49	154	161	122	159	4328
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	1579	258	232	1286	177	13	49	154	161	122	159	4328

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#50 Geneva Ave/Carter St													
Base	259	0	70	0	0	0	0	1018	109	121	1113	0	2690
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	259	0	70	0	0	0	0	1018	109	121	1113	0	2690
#51 Geneva Ave/Schwerin St													
Base	11	27	172	24	45	136	122	1050	44	195	1295	42	3163
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	27	172	24	45	136	122	1050	44	195	1295	42	3163
#52 Geneva Ave/Bayshore Blvd													
Base	499	1290	266	897	1511	663	408	469	201	230	610	739	7783
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	499	1290	266	897	1511	663	408	469	201	230	610	739	7783
#53 Carter St/Martin St													
Base	5	325	118	45	143	1	2	7	0	48	12	76	782
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	325	118	45	143	1	2	7	0	48	12	76	782
#54 Guadalupe Canyon Pkwy/Carter St													
Base	0	0	0	31	0	108	216	111	0	0	349	287	1102
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	31	0	108	216	111	0	0	349	287	1102

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 John Daly Blvd/Skyline Blvd	D	43.2	1.010	D	43.2	1.010	+ 0.000 D/V
# 2 Lake Merced Blvd/John Daly Blv	E	74.2	1.051	E	74.2	1.051	+ 0.000 D/V
# 3 Park Plaza Drive/John Daly Blv	E	62.1	0.746	E	62.1	0.746	+ 0.000 D/V
# 4 I-280 Ramp/John Daly Blvd	A	7.4	0.632	A	7.4	0.632	+ 0.000 D/V
# 5 Junipero Serra Blvd/John Daly	F	112.9	1.223	F	112.9	1.223	+ 0.000 D/V
# 6 Bart Exit/John Daly Blvd	A	3.7	0.434	A	3.7	0.434	+ 0.000 D/V
# 7 De Long Street/John Daly Blvd	D	35.1	0.793	D	35.1	0.793	+ 0.000 D/V
# 8 John Daly Blvd/Mission St/Hill	F	134.6	1.217	F	134.6	1.217	+ 0.000 D/V
# 9 Mission St/Hillcrest Dr	A	1.3	0.378	A	1.3	0.378	+ 0.000 D/V
# 10 Mission St/Crocker Ave/Flourno	C	28.6	0.775	C	28.6	0.775	+ 0.000 D/V
# 11 Mission St/Templeton Ave	B	11.8	0.439	B	11.8	0.439	+ 0.000 V/C
# 12 Mission St/Westlake Ave	B	18.9	0.838	B	18.9	0.838	+ 0.000 D/V
# 13 Mission St/School St	C	29.9	0.772	C	29.9	0.772	+ 0.000 D/V
# 14 Mission St/Market St/San Pedro	E	67.1	1.051	E	67.1	1.051	+ 0.000 D/V
# 15 El Camino Real/F Street	B	11.3	0.437	B	11.3	0.437	+ 0.000 D/V
# 16 Hillside Blvd/Chester St/A St	B	11.9	0.484	B	11.9	0.484	+ 0.000 V/C
# 17 Hillside Blvd/Market St	C	30.1	0.666	C	30.1	0.666	+ 0.000 D/V
# 18 Junipero Serra Blvd/North Gara	A	9.4	0.819	A	9.4	0.819	+ 0.000 D/V
# 19 Junipero Serra Blvd/Westlake A	B	14.1	0.784	B	14.1	0.784	+ 0.000 D/V
# 20 Junipero Serra Blvd/School St/	D	41.0	0.896	D	41.0	0.896	+ 0.000 D/V
# 21 Junipero Serra Blvd/Washington	E	65.6	0.943	E	65.6	0.943	+ 0.000 D/V
# 22 Junipero Serra Blvd/San Pedro	D	35.9	0.877	D	35.9	0.877	+ 0.000 D/V
# 23 Junipero Serra Blvd/D Street	C	24.1	0.805	C	24.1	0.805	+ 0.000 D/V
# 24 Junipero Serra Blvd/Southgate	C	29.4	0.731	C	29.4	0.731	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Junipero Serra Blvd/Colma Blvd	C	28.5	0.762	C	28.5	0.762	+ 0.000 D/V
# 26 Junipero Serra Blvd/Serramonte	D	39.7	0.908	D	39.7	0.908	+ 0.000 D/V
# 27 Sullivan Ave/Washington St	C	20.4	0.587	C	20.4	0.587	+ 0.000 D/V
# 28 Sullivan Ave/Pierce Street	B	17.1	0.874	B	17.1	0.874	+ 0.000 D/V
# 29 Sullivan Ave/San Pedro Rd/East	C	30.9	0.816	C	30.9	0.816	+ 0.000 D/V
# 30 Sullivan Ave/I-280 On Ramp	B	15.5	0.357	B	15.5	0.357	+ 0.000 D/V
# 31 Sullivan Ave/Southgate Ave	B	19.1	0.602	B	19.1	0.602	+ 0.000 D/V
# 32 Callan Blvd/Southgate Ave	C	21.5	0.736	C	21.5	0.736	+ 0.000 V/C
# 33 St Francis Blvd/Southgate Ave	B	13.0	0.330	B	13.0	0.330	+ 0.000 D/V
# 34 I-280 NB On Ramp/Serramonte Bl	A	4.9	0.499	A	4.9	0.499	+ 0.000 D/V
# 35 I-280 SB Off Ramp/Serramonte B	B	10.3	0.760	B	10.3	0.760	+ 0.000 D/V
# 36 Serramonte Blvd/Gellert Blvd	D	35.9	0.683	D	35.9	0.683	+ 0.000 D/V
# 37 Serramonte Blvd/Callan Blvd	F	86.7	1.336	F	86.7	1.336	+ 0.000 V/C
# 38 Serramonte Blvd/Rt 1 Ramps	C	17.7	0.570	C	17.7	0.570	+ 0.000 V/C
# 39 Serramonte Blvd/St Francis Blv	B	11.2	0.506	B	11.2	0.506	+ 0.000 V/C
# 40 St Francis Blvd/Clarinada Ave	D	28.8	0.939	D	28.8	0.939	+ 0.000 V/C
# 41 St Francis Blvd/Eastmoor Ave	C	18.4	0.798	C	18.4	0.798	+ 0.000 V/C
# 42 Clarinada Ave/Rt 1 Ramps	F	59.6	1.126	F	59.6	1.126	+ 0.000 V/C
# 43 Clarinada Ave/Callan Blvd	C	16.8	0.767	C	16.8	0.767	+ 0.000 V/C
# 44 Hickey Blvd/Skyline Blvd	F	127.8	1.377	F	127.8	1.377	+ 0.000 D/V
# 45 Hickey Blvd/St Francis Blvd	D	26.2	0.211	D	26.2	0.211	+ 0.000 D/V
# 46 Hickey Blvd/Callan Blvd	C	25.0	0.543	C	25.0	0.543	+ 0.000 D/V
# 47 Hickey Blvd/I-280 SB Ramps	B	18.7	0.924	B	18.7	0.924	+ 0.000 D/V
# 48 Hickey Blvd/I-280 NB Ramps	C	32.9	0.868	C	32.9	0.868	+ 0.000 D/V
# 49 Skyline Blvd/Westmoor Ave	C	26.8	0.906	C	26.8	0.906	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Geneva Ave/Carter St	B	10.4	0.512	B	10.4	0.512	+ 0.000 D/V
# 51 Geneva Ave/Schwerin St	B	17.2	0.653	B	17.2	0.653	+ 0.000 D/V
# 52 Geneva Ave/Bayshore Blvd	F	178.0	1.497	F	178.0	1.497	+ 0.000 D/V
# 53 Carter St/Martin St	A	5.2	0.252	A	5.2	0.252	+ 0.000 D/V
# 54 Guadalupe Canyon Pkwy/Carter S	B	15.3	0.355	B	15.3	0.355	+ 0.000 D/V

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

Intersection #1 John Daly Blvd/Skyline Blvd

Cycle (sec): 95 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 9 Average Delay (sec/veh): 43.2
Optimal Cycle: 180 Level Of Service: D

Street Name:	Skyline Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	10	10	6	10	10	4	4	4	4	4	4
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	10	1828	835	257	1913	2	0	0	0	878	14	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1828	835	257	1913	2	0	0	0	878	14	241
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1828	0	257	1913	2	0	0	0	878	14	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1828	0	257	1913	2	0	0	0	878	14	241
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1828	0	257	1913	2	0	0	0	878	14	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	1.00	1.00	1.00	0.88	0.88	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00
Final Sat.:	1805	3610	1900	1805	3610	1615	1900	1900	1900	3306	53	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.00	0.14	0.53	0.00	0.00	0.00	0.00	0.27	0.27	0.15
Crit Moves:		****		****							****	
Green/Cycle:	0.05	0.50	0.00	0.14	0.60	0.60	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.12	1.01	0.00	1.01	0.89	0.00	0.00	0.00	0.00	1.01	1.01	0.57
Delay/Veh:	44.0	47.3	0.0	99.8	21.7	7.8	0.0	0.0	0.0	67.8	67.8	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	47.3	0.0	99.8	21.7	7.8	0.0	0.0	0.0	67.8	67.8	32.1
LOS by Move:	D	D	A	F	C	A	A	A	A	E	E	C
HCM2kAvgQ:	0	37	0	13	29	0	0	0	0	20	20	7

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #2 Lake Merced Blvd/John Daly Blvd

Cycle (sec): 115 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 12 Average Delay (sec/veh): 74.2
Optimal Cycle: 180 Level Of Service: E

Street Name:	Lake Merced Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	6	6	6	6	6	4	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	25	380	167	537	500	300	283	661	19	326	651	849
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	380	167	537	500	300	283	661	19	326	651	849
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	380	167	537	500	300	283	661	19	326	651	849
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	380	167	537	500	300	283	661	19	326	651	849
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	380	167	537	500	300	283	661	19	326	651	849
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.25	0.75	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	2130	1278	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.10	0.15	0.23	0.23	0.16	0.18	0.01	0.09	0.18	0.53
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.10	0.10	0.15	0.21	0.21	0.15	0.43	0.43	0.22	0.50	0.50
Volume/Cap:	0.40	1.05	1.03	1.05	1.11	1.11	1.05	0.43	0.03	0.43	0.36	1.05
Delay/Veh:	58.4	113	131.2	102.9	114	113.5	117.7	23.0	18.9	39.1	17.6	74.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	113	131.2	102.9	114	113.5	117.7	23.0	18.9	39.1	17.6	74.6
LOS by Move:	E	F	F	F	F	F	F	C	B	D	B	E
HCM2kAvgQ:	1	12	10	16	24	24	16	8	0	5	7	40

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

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

Intersection #3 Park Plaza Drive/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 12 Average Delay (sec/veh): 62.1
Optimal Cycle: 68 Level Of Service: E

Street Name:	Park Plaza Drive						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	149	43	301	42	0	201	64	1194	86	250	1482	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	43	301	42	0	201	64	1194	86	250	1482	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	43	301	42	0	201	64	1194	86	250	1482	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	43	301	42	0	201	64	1194	86	250	1482	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	43	301	42	0	201	64	1194	86	250	1482	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1805	1900	1615	1805	0	1615	1805	3610	1615	3502	3535	64
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.19	0.02	0.00	0.12	0.04	0.33	0.05	0.07	0.42	0.42
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.24	0.24	0.05	0.00	0.05	0.05	0.49	0.49	0.11	0.54	0.54
Volume/Cap:	0.70	0.09	0.77	0.43	0.00	2.28	0.65	0.67	0.11	0.67	0.77	0.77
Delay/Veh:	56.7	32.5	48.4	53.3	0.0	663.1	65.3	22.4	15.2	52.2	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	32.5	48.4	53.3	0.0	663.1	65.3	22.4	15.2	52.2	21.9	21.9
LOS by Move:	E	C	D	D	A	F	E	C	B	D	C	C
HCM2kAvgQ:	6	1	11	2	0	22	3	17	2	5	22	22

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

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General Plan No Project PM

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

Intersection #4 I-280 Ramp/John Daly Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 6 Average Delay (sec/veh): 7.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 Ramps						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	6	0	0	0	0	10	10	6	0	0
Y+R:	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.6	3.6	3.5	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	546	0	0	0	0	1438	388	597	2004	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	546	0	0	0	0	1438	388	597	2004	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	546	0	0	0	0	1438	388	597	2004	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	546	0	0	0	0	1438	388	597	2004	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	546	0	0	0	0	1438	388	597	2004	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	0.88	0.88	0.92	0.91	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.36	0.64	2.00	3.00	0.00
Final Sat.:	0	0	2842	0	0	0	0	3954	1067	3502	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.36	0.36	0.17	0.39	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.58	0.58	0.27	0.85	0.00
Volume/Cap:	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.46	0.00
Delay/Veh:	0.0	0.0	19.6	0.0	0.0	0.0	0.0	7.5	7.5	17.5	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	19.6	0.0	0.0	0.0	0.0	7.5	7.5	17.5	1.0	0.0
LOS by Move:	A	A	B	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	6	0	0	0	0	8	8	5	3	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #5 Junipero Serra Blvd/John Daly Blvd

Cycle (sec): 125 Critical Vol./Cap.(X): 1.223
Loss Time (sec): 12 Average Delay (sec/veh): 112.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Junipero Serra Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	6	6	6	6	6	6	8	8	8	6	6	6
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.1	4.1	4.1
Lanes:	2	0	1	1	1	1	0	0	1	1	2	1	0	1	1	1	0	1
Volume Module:												
Base Vol:	843	600	466	343	454	1082	709	576	504	377	980	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	843	600	466	343	454	1082	709	576	504	377	980	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	843	600	466	343	454	1082	709	576	504	377	980	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	600	466	343	454	1082	709	576	504	377	980	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	843	600	466	343	454	1082	709	576	504	377	980	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.89	0.89	0.87	0.89	0.89	0.90	0.90	0.85
Lanes:	2.00	1.69	1.31	1.00	0.59	1.41	2.02	1.59	1.39	1.11	2.89	1.00
Final Sat.:	3502	2847	2211	1805	1004	2393	3321	2698	2361	1894	4925	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.21	0.19	0.45	0.45	0.21	0.21	0.21	0.20	0.20	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.20	0.20	0.36	0.37	0.37	0.54	0.17	0.17	0.17	0.16	0.16	0.53
Volume/Cap:	1.22	1.07	0.59	0.51	1.22	0.83	1.22	1.22	1.22	1.22	1.22	0.47
Delay/Veh:	163.2	99.6	33.0	31.3	147	27.0	158.2	158	158.2	160.8	161	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.2	99.6	33.0	31.3	147	27.0	158.2	158	158.2	160.8	161	18.6
LOS by Move:	F	F	C	C	F	C	F	F	F	F	F	B
HCM2kAvgQ:	29	22	12	10	49	26	26	26	26	25	25	10

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #6 Bart Exit/John Daly Blvd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 6 Average Delay (sec/veh): 3.7
Optimal Cycle: 24 Level Of Service: A

Street Name:	Bart Exit						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	6	4	4	4	0	6	6	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0
Lanes:	0	0	0	0	1	1	1	0	0	2	0	0	3	1	0	0	1	2	0	0
Volume Module:												
Base Vol:	0	0	1	18	3	169	0	1415	35	6	1602	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	18	3	169	0	1415	35	6	1602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	18	3	169	0	1415	35	6	1602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	18	3	169	0	1415	35	6	1602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	18	3	169	0	1415	35	6	1602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.81	0.81	0.75	1.00	0.91	0.91	0.85	0.85	1.00
Lanes:	0.00	0.00	1.00	1.71	0.29	2.00	0.00	3.90	0.10	0.01	2.99	0.00
Final Sat.:	0	0	1644	2642	440	2842	0	6722	166	18	4837	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.06	0.00	0.21	0.21	0.33	0.33	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.14	0.14	0.14	0.14	0.00	0.76	0.76	0.76	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.05	0.05	0.43	0.00	0.28	0.28	0.43	0.43	0.00
Delay/Veh:	0.0	0.0	22.4	22.5	22.5	24.5	0.0	2.2	2.2	2.6	2.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	22.4	22.5	22.5	24.5	0.0	2.2	2.2	2.6	2.6	0.0
LOS by Move:	A	A	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	2	0	2	2	4	4	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #7 De Long Street/John Daly Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 9 Average Delay (sec/veh): 35.1
Optimal Cycle: 70 Level Of Service: D

Street Name:	De Long Street						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	6	6	6	4	4	4	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 1	0	0 0	0 1	0	0 1	2 0	2	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	38	15	0	37	0	218	410	942	22	4	1380	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	15	0	37	0	218	410	942	22	4	1380	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	15	0	37	0	218	410	942	22	4	1380	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	15	0	37	0	218	410	942	22	4	1380	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	15	0	37	0	218	410	942	22	4	1380	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	1.00	0.74	1.00	0.85	0.92	0.91	0.91	0.94	0.94	0.94
Lanes:	0.72	0.28	0.00	1.00	0.00	1.00	2.00	2.93	0.07	0.01	1.87	0.12
Final Sat.:	1094	432	0	1404	0	1615	3502	5053	118	10	3347	221
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.03	0.00	0.13	0.12	0.19	0.19	0.41	0.41	0.41
Crit Moves:						****		****		****		
Green/Cycle:	0.17	0.17	0.00	0.17	0.00	0.17	0.17	0.24	0.24	0.52	0.59	0.59
Volume/Cap:	0.20	0.20	0.00	0.15	0.00	0.79	0.70	0.79	0.79	0.79	0.70	0.70
Delay/Veh:	43.2	43.2	0.0	42.7	0.0	62.3	51.0	46.8	46.8	26.0	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	0.0	42.7	0.0	62.3	51.0	46.8	46.8	26.0	18.4	18.4
LOS by Move:	D	D	A	D	A	E	D	D	D	C	B	B
HCM2kAvgQ:	2	2	0	1	0	10	9	14	14	25	20	20

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #8 John Daly Blvd/Mission St/Hillside Blvd

Cycle (sec): 125 Critical Vol./Cap.(X): 1.217
Loss Time (sec): 12 Average Delay (sec/veh): 134.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Mission St						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	619	1113	52	495	957	170	251	266	251	118	308	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	619	1113	52	495	957	170	251	266	251	118	308	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	619	1113	52	495	957	170	251	266	251	118	308	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	619	1113	52	495	957	170	251	266	251	118	308	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	619	1113	52	495	957	170	251	266	251	118	308	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.89	0.89	0.92	0.93	0.93	0.99	0.99	0.85
Lanes:	1.00	2.87	0.13	1.00	2.55	0.45	2.00	0.51	0.49	0.28	0.72	1.00
Final Sat.:	1805	4921	230	1805	4303	764	3502	906	855	519	1354	1615
Capacity Analysis Module:												
Vol/Sat:	0.34	0.23	0.23	0.27	0.22	0.22	0.07	0.29	0.29	0.23	0.23	0.24
Crit Moves:	****				****			****				****
Green/Cycle:	0.28	0.21	0.21	0.25	0.18	0.18	0.24	0.24	0.24	0.20	0.20	0.20
Volume/Cap:	1.22	1.08	1.08	1.08	1.22	1.22	0.30	1.22	1.22	1.15	1.15	1.22
Delay/Veh:	159.2	99.9	99.9	110.7	158	158.4	39.0	165	164.6	143.7	144	172.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.2	99.9	99.9	110.7	158	158.4	39.0	165	164.6	143.7	144	172.7
LOS by Move:	F	F	F	F	F	F	D	F	F	F	F	F
HCM2kAvgQ:	40	24	24	28	27	27	4	34	34	26	26	26

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #9 Mission St/Hillcrest Dr

Cycle (sec): 65 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 6 Average Delay (sec/veh): 1.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Mission St						Hillcrest Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	0	10	10	10	0	0	0	0	0	0
Y+R:	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	43	1447	0	0	1622	28	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1447	0	0	1622	28	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1447	0	0	1622	28	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1447	0	0	1622	28	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1447	0	0	1622	28	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5084	88	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.06	0.91	0.00	0.00	0.84	0.84	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.38	0.31	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	31.3	0.4	0.0	0.0	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	0.4	0.0	0.0	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	2	0	0	3	3	0	0	0	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #10 Mission St/Crocker Ave/Flournoy St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 9 Average Delay (sec/veh): 28.6
Optimal Cycle: 60 Level Of Service: C

Street Name:	Crocker St/Flournoy St						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	0	0	0	6	6	6	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	1 0	0	0 0	0 0	1	0 1	1 0	0	0 1!	0 1
Volume Module:												
Base Vol:	0	267	40	0	0	0	34	618	51	462	0	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	267	40	0	0	0	34	618	51	462	0	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	267	40	0	0	0	34	618	51	462	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	267	40	0	0	0	34	618	51	462	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	267	40	0	0	0	34	618	51	462	0	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	1.00	1.00	1.00	0.95	0.94	0.94	0.92	1.00	0.92
Lanes:	0.00	0.87	0.13	0.00	0.00	0.00	1.00	1.85	0.15	0.79	0.00	1.21
Final Sat.:	0	1623	243	0	0	0	1805	3298	272	1375	0	2116
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.00	0.00	0.00	0.02	0.19	0.19	0.34	0.00	0.12
Crit Moves:		****							****	****		
Green/Cycle:	0.00	0.21	0.21	0.00	0.00	0.00	0.24	0.24	0.24	0.43	0.00	0.43
Volume/Cap:	0.00	0.78	0.78	0.00	0.00	0.00	0.08	0.78	0.78	0.78	0.00	0.27
Delay/Veh:	0.0	39.0	39.0	0.0	0.0	0.0	23.5	32.7	32.7	23.5	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.0	39.0	0.0	0.0	0.0	23.5	32.7	32.7	23.5	0.0	14.6
LOS by Move:	A	D	D	A	A	A	C	C	C	C	A	B
HCM2kAvgQ:	0	9	9	0	0	0	1	10	10	14	0	3

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #11 Mission St/Templeton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Templeton Ave						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	109	0	20	0	0	0	0	422	162	113	396	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	0	20	0	0	0	0	422	162	113	396	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	0	20	0	0	0	0	422	162	113	396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	20	0	0	0	0	422	162	113	396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	0	20	0	0	0	0	422	162	113	396	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.00	0.16	0.00	1.00	0.00	0.00	1.45	0.55	0.44	1.56	0.00
Final Sat.:	472	0	87	0	512	0	0	961	387	274	986	0
Capacity Analysis Module:												
Vol/Sat:	0.23	xxxx	0.23	xxxx	0.00	xxxx	xxxx	0.44	0.42	0.41	0.40	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	12.0	11.2	12.3	11.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	12.0	11.2	12.3	11.9	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	10.8			xxxxxx				11.8			12.0	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	10.8			xxxxxx				11.8			12.0	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.8	0.7	0.7	0.7	0.6	0.6

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #12 Mission St/Westlake Ave

Cycle (sec): 65 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 9 Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Mission St						Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	5	5	5	5	5	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	39	1426	9	14	1145	123	250	7	85	0	19	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1426	9	14	1145	123	250	7	85	0	19	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1426	9	14	1145	123	250	7	85	0	19	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1426	9	14	1145	123	250	7	85	0	19	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1426	9	14	1145	123	250	7	85	0	19	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.73	0.73	0.73	1.00	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.81	0.19	0.73	0.02	0.25	0.00	0.66	0.34
Final Sat.:	1805	3584	23	1805	3211	345	1013	28	344	0	1186	624
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.01	0.36	0.36	0.25	0.25	0.25	0.00	0.02	0.02
Crit Moves:		****		****				****				
Green/Cycle:	0.61	0.48	0.48	0.54	0.46	0.46	0.30	0.30	0.30	0.00	0.30	0.30
Volume/Cap:	0.13	0.82	0.82	0.05	0.77	0.77	0.82	0.82	0.82	0.00	0.05	0.05
Delay/Veh:	8.8	17.6	17.6	10.1	17.0	17.0	33.5	33.5	33.5	0.0	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	17.6	17.6	10.1	17.0	17.0	33.5	33.5	33.5	0.0	16.2	16.2
LOS by Move:	A	B	B	B	B	B	C	C	C	A	B	B
HCM2kAvgQ:	0	16	16	0	13	13	9	9	9	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #13 Mission St/School St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 9 Average Delay (sec/veh): 29.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Mission St						School St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	6	6	6	15	15	15	6	15	15
Y+R:	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	255	1345	0	0	1031	198	293	0	250	0	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1345	0	0	1031	198	293	0	250	0	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	1345	0	0	1031	198	293	0	250	0	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	1345	0	0	1031	198	293	0	250	0	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	255	1345	0	0	1031	198	293	0	250	0	0	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	0.87
Lanes:	1.00	2.00	0.00	0.00	1.68	0.32	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2956	568	1805	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.14	0.37	0.00	0.00	0.35	0.35	0.16	0.00	0.15	0.00	0.00	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.16	0.56	0.00	0.00	0.40	0.40	0.19	0.00	0.34	0.00	0.00	0.16
Volume/Cap:	0.87	0.66	0.00	0.00	0.87	0.87	0.87	0.00	0.45	0.00	0.00	0.30
Delay/Veh:	62.7	15.4	0.0	0.0	32.6	32.6	58.9	0.0	24.8	0.0	0.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	15.4	0.0	0.0	32.6	32.6	58.9	0.0	24.8	0.0	0.0	36.0
LOS by Move:	E	B	A	A	C	C	E	A	C	A	A	D
HCM2kAvgQ:	10	15	0	0	21	21	11	0	6	0	0	2

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #14 Mission St/Market St/San Pedro Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 12 Average Delay (sec/veh): 67.1
Optimal Cycle: 180 Level Of Service: E

Street Name:	Mission St/San Pedro Rd						Market St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	6	10	10	8	8	8	8	8	8
Y+R:	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 1	0 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	729	1431	54	196	825	307	334	443	171	96	437	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	729	1431	54	196	825	307	334	443	171	96	437	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	729	1431	54	196	825	307	334	443	171	96	437	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	729	1431	54	196	825	307	334	443	171	96	437	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	729	1431	54	196	825	307	334	443	171	96	437	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.87	0.87	0.91	0.91	0.91	0.91	0.94	0.85
Lanes:	1.00	2.89	0.11	1.00	2.19	0.81	1.06	1.40	0.54	1.00	2.00	1.00
Final Sat.:	1805	4973	188	1805	3625	1349	1825	2420	934	1789	3578	1615
Capacity Analysis Module:												
Vol/Sat:	0.40	0.29	0.29	0.11	0.23	0.23	0.18	0.18	0.18	0.05	0.12	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.38	0.44	0.44	0.16	0.22	0.22	0.17	0.17	0.17	0.12	0.12	0.12
Volume/Cap:	1.05	0.66	0.66	0.66	1.05	1.05	1.05	1.05	1.05	0.46	1.05	0.22
Delay/Veh:	82.3	25.3	25.3	48.5	85.0	85.0	89.8	89.8	89.8	45.7	103	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	25.3	25.3	48.5	85.0	85.0	89.8	89.8	89.8	45.7	103	44.7
LOS by Move:	F	C	C	D	F	F	F	F	F	D	F	D
HCM2kAvgQ:	34	15	15	7	21	21	18	18	18	4	13	1

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #15 El Camino Real/F Street

Cycle (sec): 70 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 9 Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	El Camino Real						F Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	10	10	10	4	4	4	0	0	0
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	158	1619	0	0	1028	105	105	0	175	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1619	0	0	1028	105	105	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1619	0	0	1028	105	105	0	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1619	0	0	1028	105	105	0	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	1619	0	0	1028	105	105	0	175	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.90	0.90	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.72	0.28	0.55	0.00	1.45	0.00	0.00	0.00
Final Sat.:	3502	5187	0	0	4640	474	922	0	2459	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.00	0.00	0.22	0.22	0.11	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.10	0.61	0.00	0.00	0.51	0.51	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.44	0.51	0.00	0.00	0.44	0.44	0.44	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	30.3	7.9	0.0	0.0	11.0	11.0	22.1	0.0	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	7.9	0.0	0.0	11.0	11.0	22.1	0.0	20.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	2	8	0	0	6	6	4	0	2	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #16 Hillside Blvd/Chester St/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 0 Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Hillside Blvd						Chester St/A St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	57	515	28	11	293	31	16	62	38	17	79	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	515	28	11	293	31	16	62	38	17	79	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	515	28	11	293	31	16	62	38	17	79	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	515	28	11	293	31	16	62	38	17	79	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	515	28	11	293	31	16	62	38	17	79	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.72	0.09	0.07	1.75	0.18	0.14	0.53	0.33	0.14	0.67	0.19
Final Sat.:	118	1081	60	38	1038	111	77	298	183	79	366	107
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.47	0.29	0.28	0.28	0.21	0.21	0.21	0.22	0.22	0.22
Crit Moves:	****			****			****				****	
Delay/Veh:	13.4	13.1	12.9	10.9	10.7	10.6	10.4	10.4	10.4	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.1	12.9	10.9	10.7	10.6	10.4	10.4	10.4	10.5	10.5	10.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	13.2			10.7			10.4			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			10.7			10.4			10.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.9	0.8	0.8	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #17 Hillside Blvd/Market St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 9 Average Delay (sec/veh): 30.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Hillside Blvd						Market Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	8	8	8	8	8	8
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	252	310	76	109	267	71	41	323	187	118	343	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	310	76	109	267	71	41	323	187	118	343	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	310	76	109	267	71	41	323	187	118	343	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	310	76	109	267	71	41	323	187	118	343	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	310	76	109	267	71	41	323	187	118	343	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.97	0.97	0.97	0.44	0.90	0.90	0.32	0.94	0.94
Lanes:	1.00	1.00	1.00	0.24	0.60	0.16	1.00	1.27	0.73	1.00	1.87	0.13
Final Sat.:	1805	1900	1615	448	1098	292	830	2161	1251	600	3353	225
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.05	0.24	0.24	0.24	0.05	0.15	0.15	0.20	0.10	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.24	0.24	0.37	0.37	0.37	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.57	0.67	0.19	0.67	0.67	0.67	0.17	0.51	0.51	0.67	0.35	0.35
Delay/Veh:	33.2	36.0	28.7	27.8	27.8	27.8	25.2	28.2	28.2	38.6	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	36.0	28.7	27.8	27.8	27.8	25.2	28.2	28.2	38.6	26.5	26.5
LOS by Move:	C	D	C	C	C	C	C	C	C	D	C	C
HCM2kAvgQ:	7	9	2	12	12	12	1	7	7	4	5	5

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #18 Junipero Serra Blvd/North Garage

Cycle (sec): 65 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 6 Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Junipero Serra Bvld						North Garage					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	6	6	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	4.2	4.9	4.9	4.0	4.0	4.0	3.7	3.7	3.7
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1989	66	152	948	0	0	0	0	5	0	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1989	66	152	948	0	0	0	0	5	0	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1989	66	152	948	0	0	0	0	5	0	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1989	66	152	948	0	0	0	0	5	0	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1989	66	152	948	0	0	0	0	5	0	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.04	0.08	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.68	0.68	0.81	0.78	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.81	0.06	0.50	0.33	0.00	0.00	0.00	0.00	0.02	0.00	0.81
Delay/Veh:	0.0	9.5	3.5	12.3	2.1	0.0	0.0	0.0	0.0	25.1	0.0	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	3.5	12.3	2.1	0.0	0.0	0.0	0.0	25.1	0.0	49.1
LOS by Move:	A	A	A	B	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	17	0	2	3	0	0	0	0	0	0	6

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #19 Junipero Serra Blvd/Westlake Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 6 Average Delay (sec/veh): 14.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	4	10	0	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	3.5	4.9	4.0	4.0	4.0	4.0	3.5	3.5	3.5
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1527	431	234	721	0	0	0	0	121	0	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1527	431	234	721	0	0	0	0	121	0	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1527	431	234	721	0	0	0	0	121	0	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1527	431	234	721	0	0	0	0	121	0	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1527	431	234	721	0	0	0	0	121	0	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.27	0.13	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.54	0.54	0.17	0.70	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.78	0.49	0.78	0.28	0.00	0.00	0.00	0.00	0.34	0.00	0.78
Delay/Veh:	0.0	13.2	9.1	36.7	3.3	0.0	0.0	0.0	0.0	21.4	0.0	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	9.1	36.7	3.3	0.0	0.0	0.0	0.0	21.4	0.0	35.1
LOS by Move:	A	B	A	D	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	14	5	6	3	0	0	0	0	2	0	7

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #20 Junipero Serra Blvd/School St/87th St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 12 Average Delay (sec/veh): 41.0
Optimal Cycle: 96 Level Of Service: D

Street Name:	Junipero Serra Blvd						School Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	3	6	6	3	6	6	5	5	5	5	5	5
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.0	4.0	4.0	3.6	3.6	3.6
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	95	348	112	129	716	158	147	330	39	117	267	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	348	112	129	716	158	147	330	39	117	267	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	348	112	129	716	158	147	330	39	117	267	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	348	112	129	716	158	147	330	39	117	267	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	348	112	129	716	158	147	330	39	117	267	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.92	0.92	0.99	0.99	0.85	0.99	0.99	0.85
Lanes:	1.00	1.51	0.49	1.00	1.64	0.36	0.31	0.69	1.00	0.30	0.70	1.00
Final Sat.:	1805	2633	847	1805	2878	635	577	1295	1615	570	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.25	0.25	0.25	0.25	0.02	0.21	0.21	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.22	0.22	0.12	0.28	0.28	0.28	0.28	0.28	0.23	0.23	0.23
Volume/Cap:	0.90	0.61	0.61	0.61	0.90	0.90	0.90	0.90	0.08	0.90	0.90	0.40
Delay/Veh:	93.1	29.6	29.6	38.4	38.5	38.5	45.1	45.1	21.1	50.8	50.8	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.1	29.6	29.6	38.4	38.5	38.5	45.1	45.1	21.1	50.8	50.8	26.9
LOS by Move:	F	C	C	D	D	D	D	D	C	D	D	C
HCM2kAvgQ:	5	6	6	4	15	15	15	15	1	13	13	3

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #21 Junipero Serra Blvd/Washington Street

Cycle (sec): 145 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 9 Average Delay (sec/veh): 65.6
Optimal Cycle: 161 Level Of Service: E

Street Name:	Junipero Serra Blvd						Washington Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	6	6	4	6	6	6	6	6	10	10	10
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	0	1 0	0 1	0	1 0	0 1	1 0	1
Volume Module:												
Base Vol:	237	1395	80	488	620	29	225	312	370	13	192	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	1395	80	488	620	29	225	312	370	13	192	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	237	1395	80	488	620	29	225	312	370	13	192	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1395	80	488	620	29	225	312	370	13	192	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	237	1395	80	488	620	29	225	312	370	13	192	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.99	0.99	0.87	0.88	0.88	0.95	0.95	1.00
Lanes:	1.00	2.84	0.16	1.00	0.96	0.04	0.50	0.69	0.81	0.13	1.87	1.00
Final Sat.:	1805	4866	279	1805	1802	84	831	1152	1366	228	3371	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.27	0.34	0.34	0.27	0.27	0.27	0.06	0.06	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.30	0.30	0.28	0.42	0.42	0.28	0.28	0.28	0.07	0.07	0.00
Volume/Cap:	0.81	0.95	0.95	0.95	0.81	0.81	0.96	0.96	0.96	0.79	0.83	0.00
Delay/Veh:	74.5	63.0	63.0	79.1	43.2	43.2	71.7	71.9	71.9	81.8	86.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	63.0	63.0	79.1	43.2	43.2	71.7	71.9	71.9	81.8	86.4	0.0
LOS by Move:	E	E	E	E	D	D	E	E	E	F	F	A
HCM2kAvgQ:	12	28	28	26	27	27	26	26	26	7	7	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #22 Junipero Serra Blvd/San Pedro Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): 35.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Junipero Serra Blvd						San Pedro Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	8	8	3	6	6	4	6	6	3	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	2	0 1	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	327	1054	516	79	797	33	457	227	23	374	231	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	1054	516	79	797	33	457	227	23	374	231	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	1054	516	79	797	33	457	227	23	374	231	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	1054	516	79	797	33	457	227	23	374	231	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	1054	516	79	797	33	457	227	23	374	231	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.92	0.99	0.99	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	2.00	0.91	0.09	1.00	1.46	0.54
Final Sat.:	1805	3610	1615	1805	3446	143	3502	1701	172	1805	2533	932
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.32	0.04	0.23	0.23	0.13	0.13	0.13	0.21	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.41	0.41	0.06	0.26	0.26	0.23	0.15	0.15	0.24	0.16	0.16
Volume/Cap:	0.88	0.71	0.77	0.77	0.88	0.88	0.57	0.88	0.88	0.88	0.57	0.57
Delay/Veh:	52.9	22.2	27.0	69.2	39.3	39.3	30.1	60.2	60.2	49.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	22.2	27.0	69.2	39.3	39.3	30.1	60.2	60.2	49.4	34.4	34.4
LOS by Move:	D	C	C	E	D	D	C	E	E	D	C	C
HCM2kAvgQ:	12	13	13	4	14	14	6	10	10	13	5	5

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #23 Junipero Serra Blvd/D Street

Cycle (sec): 55 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						D Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.0	4.0	4.0	3.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	459	34	141	350	641	984	223	128	24	309	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	459	34	141	350	641	984	223	128	24	309	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	459	34	141	350	641	984	223	128	24	309	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	459	34	141	350	641	984	223	128	24	309	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	459	34	141	350	641	984	223	128	24	309	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.91	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3469	1735	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.02	0.08	0.10	0.40	0.28	0.13	0.08	0.01	0.09	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.08	0.18	0.18	0.09	0.20	0.53	0.34	0.34	0.34	0.17	0.17	0.17
Volume/Cap:	0.93	0.70	0.12	0.84	0.50	0.74	0.84	0.38	0.23	0.08	0.51	0.84
Delay/Veh:	79.5	24.4	19.0	53.6	20.3	13.4	21.3	13.9	13.3	19.4	21.5	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.5	24.4	19.0	53.6	20.3	13.4	21.3	13.9	13.3	19.4	21.5	42.0
LOS by Move:	E	C	B	D	C	B	C	B	B	B	C	D
HCM2kAvgQ:	6	5	1	5	3	10	11	3	2	0	3	7

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #24 Junipero Serra Blvd/Southgate Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 Average Delay (sec/veh): 29.4
Optimal Cycle: 47 Level Of Service: C

Street Name:	Junipero Serra Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	0	0	0
Y+R:	4.0	5.3	5.3	4.3	4.3	4.3	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	254	425	0	0	523	396	551	0	238	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	425	0	0	523	396	551	0	238	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	425	0	0	523	396	551	0	238	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	425	0	0	523	396	551	0	238	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	425	0	0	523	396	551	0	238	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.00	0.00	0.14	0.25	0.31	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.19	0.53	0.00	0.00	0.34	0.34	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.73	0.16	0.00	0.00	0.43	0.73	0.73	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	49.5	13.4	0.0	0.0	28.7	37.2	30.5	0.0	22.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	13.4	0.0	0.0	28.7	37.2	30.5	0.0	22.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	D	C	A	C	A	A	A
HCM2kAvgQ:	10	3	0	0	7	13	17	0	6	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #25 Junipero Serra Blvd/Colma Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 6 Average Delay (sec/veh): 28.5
Optimal Cycle: 52 Level Of Service: C

Street Name:	Junipero Serra Blvd						Colma Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	6	6	6	4	4	4
Y+R:	5.3	5.3	5.3	4.0	5.3	5.3	4.0	4.0	4.0	3.2	3.2	3.2
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	232	736	274	399	0	0	0	0	653	0	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	232	736	274	399	0	0	0	0	653	0	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	232	736	274	399	0	0	0	0	653	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	232	736	274	399	0	0	0	0	653	0	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	232	736	274	399	0	0	0	0	653	0	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.46	0.08	0.11	0.00	0.00	0.00	0.00	0.19	0.00	0.12
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.60	0.60	0.10	0.70	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.11	0.76	0.76	0.16	0.00	0.00	0.00	0.00	0.76	0.00	0.50
Delay/Veh:	0.0	9.5	19.9	57.3	5.6	0.0	0.0	0.0	0.0	42.6	0.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	19.9	57.3	5.6	0.0	0.0	0.0	0.0	42.6	0.0	36.3
LOS by Move:	A	A	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	2	20	6	2	0	0	0	0	12	0	6

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #26 Junipero Serra Blvd/Serramonte Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 12 Average Delay (sec/veh): 39.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Junipero Serra Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0	4.0	3.0	4.6	4.6
Lanes:	2 0	2	0 1	1 0	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	538	270	318	78	598	30	360	733	374	414	714	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	270	318	78	598	30	360	733	374	414	714	54
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	538	270	318	78	598	0	360	733	374	414	714	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	270	318	78	598	0	360	733	374	414	714	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	538	270	318	78	598	0	360	733	374	414	714	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	1.00	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1900	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.20	0.04	0.17	0.00	0.10	0.20	0.23	0.23	0.20	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.28	0.28	0.07	0.18	0.00	0.17	0.25	0.25	0.25	0.33	0.33
Volume/Cap:	0.91	0.26	0.69	0.64	0.91	0.00	0.59	0.80	0.91	0.91	0.59	0.10
Delay/Veh:	52.6	23.7	31.7	49.3	50.6	0.0	33.9	34.5	54.3	52.7	24.3	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	23.7	31.7	49.3	50.6	0.0	33.9	34.5	54.3	52.7	24.3	19.6
LOS by Move:	D	C	C	D	D	A	C	C	D	D	C	B
HCM2kAvgQ:	11	3	9	3	12	0	5	12	13	15	9	1

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

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Intersection #27 Sullivan Ave/Washington St

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Cycle (sec): 60 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

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Street Name:	Sullivan Ave						Washington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	7	7	3	7	7	7	6	6	4	6	6
Y+R:	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0
Lanes:	1 0	1	1 1	1 0	0 1	0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	143	452	698	57	219	12	26	204	199	153	180	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	452	698	57	219	12	26	204	199	153	180	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	452	698	57	219	12	26	204	199	153	180	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	452	698	57	219	12	26	204	199	153	180	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	452	698	57	219	12	26	204	199	153	180	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.99	0.99	0.95	0.88	0.88	0.95	0.93	0.93
Lanes:	1.00	1.18	1.82	1.00	0.95	0.05	1.00	1.01	0.99	1.00	0.54	0.46
Final Sat.:	1805	1935	2988	1805	1787	98	1805	1692	1651	1805	947	820
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.03	0.12	0.12	0.01	0.12	0.12	0.08	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.35	0.35	0.05	0.24	0.24	0.12	0.24	0.24	0.17	0.28	0.28
Volume/Cap:	0.51	0.67	0.67	0.63	0.51	0.51	0.12	0.51	0.51	0.51	0.67	0.67
Delay/Veh:	24.6	17.6	17.6	41.6	20.5	20.5	24.0	20.5	20.5	24.3	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	17.6	17.6	41.6	20.5	20.5	24.0	20.5	20.5	24.3	22.5	22.5
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	8	8	2	4	4	1	4	4	3	7	7

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

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15454 Daly City General Plan EIR
General Plan No Project PM

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

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Intersection #28 Sullivan Ave/Pierce Street

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Cycle (sec): 45 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 9 Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Sullivan Ave						Pierce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permit+Prot			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	8	8	8	5	5	5	5	5	5
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	120	273	0	0	543	7	14	0	132	711	63	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	273	0	0	543	7	14	0	132	711	63	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	273	0	0	543	7	14	0	132	711	63	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	273	0	0	543	7	14	0	132	711	63	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	273	0	0	543	7	14	0	132	711	63	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.94	1.00	1.00	0.95	0.95	0.87	1.00	0.87	0.96	0.96	0.96
Lanes:	0.61	1.39	0.00	0.00	1.97	0.03	0.10	0.00	0.90	1.84	0.15	0.01
Final Sat.:	845	2470	0	0	3557	46	159	0	1501	3341	271	17
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.00	0.00	0.15	0.15	0.09	0.00	0.09	0.21	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.36	0.36	0.00	0.00	0.21	0.21	0.12	0.00	0.12	0.32	0.32	0.32
Volume/Cap:	0.34	0.31	0.00	0.00	0.73	0.73	0.73	0.00	0.73	0.67	0.73	0.73
Delay/Veh:	14.4	10.5	0.0	0.0	20.3	20.3	31.9	0.0	31.9	14.7	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	10.5	0.0	0.0	20.3	20.3	31.9	0.0	31.9	14.7	16.2	16.2
LOS by Move:	B	B	A	A	C	C	C	A	C	B	B	B
HCM2kAvgQ:	2	2	0	0	6	6	4	0	4	6	7	7

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

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15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #29 Sullivan Ave/San Pedro Rd/Eastmoor Ave

Cycle (sec): 82 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 12 Average Delay (sec/veh): 30.9
Optimal Cycle: 75 Level Of Service: C

Street Name:	Sullivan Ave						San Pedro Rd/Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	8	8	8	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	1 0	1	1 0	2 0	0	1 0
Volume Module:												
Base Vol:	4	233	374	0	826	495	170	335	120	209	303	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	233	374	0	826	495	170	335	120	209	303	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	233	374	0	826	495	170	335	120	209	303	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	233	374	0	826	495	170	335	120	209	303	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	233	374	0	826	495	170	335	120	209	303	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	1.00	0.90	0.90	0.95	0.91	0.91	0.92	0.97	0.97
Lanes:	1.00	1.00	1.00	0.00	1.25	0.75	1.00	1.47	0.53	2.00	0.78	0.22
Final Sat.:	1805	1639	1639	0	2131	1277	1805	2552	914	3502	1427	410
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.23	0.00	0.39	0.39	0.09	0.13	0.13	0.06	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.51	0.51	0.00	0.44	0.44	0.11	0.22	0.22	0.12	0.24	0.24
Volume/Cap:	0.03	0.28	0.45	0.00	0.89	0.89	0.89	0.59	0.59	0.48	0.89	0.89
Delay/Veh:	35.4	11.6	13.0	0.0	28.3	28.3	72.3	29.9	29.9	34.4	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	11.6	13.0	0.0	28.3	28.3	72.3	29.9	29.9	34.4	49.7	49.7
LOS by Move:	D	B	B	A	C	C	E	C	C	C	D	D
HCM2kAvgQ:	0	4	7	0	20	20	7	6	6	3	13	13

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #30 Sullivan Ave/I-280 On Ramp

Cycle (sec): 82 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 9 Average Delay (sec/veh): 15.5
Optimal Cycle: 29 Level Of Service: B

Street Name:	Sullivan Ave						I-280 On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	6	8	8	6	6	6	0	0	0
Y+R:	3.5	4.2	4.2	4.0	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	2 0	0	1 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	52	315	119	666	341	117	63	49	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	315	119	666	341	117	63	49	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	315	119	666	341	117	63	49	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	315	119	666	341	117	63	49	2	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	315	119	666	341	117	63	49	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.96	0.96	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.74	0.26	1.00	0.96	0.04	0.00	0.00	0.00
Final Sat.:	1805	3610	1615	3502	1361	467	1650	1586	65	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.07	0.19	0.25	0.25	0.04	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.27	0.27	0.52	0.70	0.70	0.11	0.11	0.11	0.00	0.00	0.00
Volume/Cap:	0.36	0.33	0.28	0.37	0.36	0.36	0.36	0.29	0.29	0.00	0.00	0.00
Delay/Veh:	37.2	24.4	24.2	11.9	5.0	5.0	34.7	34.1	34.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	24.4	24.2	11.9	5.0	5.0	34.7	34.1	34.1	0.0	0.0	0.0
LOS by Move:	D	C	C	B	A	A	C	C	C	A	A	A
HCM2kAvgQ:	2	4	3	5	5	5	2	2	2	0	0	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #31 Sullivan Ave/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 6 Average Delay (sec/veh): 19.1
Optimal Cycle: 32 Level Of Service: B

Street Name:	Sullivan Ave						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	6	4	4	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	330	0	168	181	475	0	0	495	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	330	0	168	181	475	0	0	495	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	330	0	168	181	475	0	0	495	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	330	0	168	181	475	0	0	495	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	330	0	168	181	475	0	0	495	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.77	1.00	0.85	0.95	0.95	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.26	0.74
Final Sat.:	0	0	0	1461	0	1615	1805	3610	0	0	2148	1263
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.10	0.10	0.13	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.17	0.55	0.00	0.00	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.28	0.60	0.24	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	17.7	34.3	9.4	0.0	0.0	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	0.0	17.7	34.3	9.4	0.0	0.0	20.6	20.6
LOS by Move:	A	A	A	C	A	B	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	3	5	3	0	0	9	9

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #32 Callan Blvd/Southgate Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): 21.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	Callan Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	1	1 0	0 1	1	0 0
Volume Module:												
Base Vol:	277	0	116	0	0	0	0	488	290	172	522	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	0	116	0	0	0	0	488	290	172	522	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	0	116	0	0	0	0	488	290	172	522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	116	0	0	0	0	488	290	172	522	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	116	0	0	0	0	488	290	172	522	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.25	0.75	0.50	1.50	0.00
Final Sat.:	852	0	493	0	0	0	0	663	419	247	766	0
Capacity Analysis Module:												
Vol/Sat:	0.33	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.74	0.69	0.70	0.68	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	14.4	0.0	11.6	0.0	0.0	0.0	0.0	25.5	21.6	24.2	22.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	0.0	11.6	0.0	0.0	0.0	0.0	25.5	21.6	24.2	22.9	0.0
LOS by Move:	B	*	B	*	*	*	*	D	C	C	C	*
ApproachDel:	13.6			xxxxxx				24.1			23.2	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	13.6			xxxxxx				24.1			23.2	
LOS by Appr:	B				*			C			C	
AllWayAvgQ:	0.4	0.0	0.3	0.0	0.0	0.0	0.0	2.5	2.0	2.0	1.8	0.0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #33 St Francis Blvd/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 6 Average Delay (sec/veh): 13.0
Optimal Cycle: 21 Level Of Service: B

Street Name:	St Francis Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0
Volume Module:												
Base Vol:	122	109	122	45	64	31	26	234	43	93	246	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	109	122	45	64	31	26	234	43	93	246	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	109	122	45	64	31	26	234	43	93	246	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	109	122	45	64	31	26	234	43	93	246	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	109	122	45	64	31	26	234	43	93	246	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.53	0.95	0.95	0.49	0.98	0.98	0.53	0.97	0.97
Lanes:	1.00	0.47	0.53	1.00	0.67	0.33	1.00	0.84	0.16	1.00	0.77	0.23
Final Sat.:	1317	826	924	1007	1217	590	939	1568	288	1005	1420	416
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.04	0.05	0.05	0.03	0.15	0.15	0.09	0.17	0.17
Crit Moves:		****									****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.23	0.33	0.33	0.11	0.13	0.13	0.05	0.28	0.28	0.18	0.33	0.33
Delay/Veh:	16.1	16.9	16.9	15.2	15.3	15.3	9.3	10.8	10.8	10.1	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.9	16.9	15.2	15.3	15.3	9.3	10.8	10.8	10.1	11.1	11.1
LOS by Move:	B	B	B	B	B	B	A	B	B	B	B	B
HCM2kAvgQ:	2	4	4	1	1	1	0	4	4	1	5	5

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #34 I-280 NB On Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 6 Average Delay (sec/veh): 4.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 NB On Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	6	10	10	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.9	3.9	4.1	4.1	4.1
Lanes:	0 0	0	0	0	0 0	0	2 0	2	0 0	0	1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	645	1307	0	0	864	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	645	1307	0	0	864	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	645	1307	0	0	864	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	645	1307	0	0	864	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	645	1307	0	0	864	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	0	0	0	3502	3610	0	0	3602	8
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.36	0.00	0.00	0.24	0.24
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.85	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.43	0.00	0.00	0.50	0.50
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.8	0.0	0.0	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.8	0.0	0.0	7.3	7.3
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	4	3	0	0	4	4

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #35 I-280 SB Off Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 6 Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	I-280 SB Off Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	6	6	6	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	3.7	3.7	3.7	3.6	3.6	3.6	4.6	4.6	4.6
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	580	0	722	0	1415	0	0	621	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	580	0	722	0	1415	0	0	621	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	580	0	722	0	1415	0	0	621	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	580	0	722	0	1415	0	0	621	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	580	0	722	0	1415	0	0	621	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3502	0	2842	0	3610	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.25	0.00	0.39	0.00	0.00	0.12	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.52	0.00	0.00	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.76	0.00	0.76	0.00	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	15.5	0.0	9.6	0.0	0.0	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	15.5	0.0	9.6	0.0	0.0	5.4	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	7	0	9	0	0	2	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #36 Serramonte Blvd/Gellert Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 12 Average Delay (sec/veh): 35.9
Optimal Cycle: 58 Level Of Service: D

Street Name:	Gellert Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.1	4.1	3.5	4.1	4.1
Lanes:	1 1	0	1 1	1 1	0	1 0	1 0	2	0 1	2 0	1	0 2
Volume Module:												
Base Vol:	289	150	478	496	254	41	75	499	96	605	419	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	150	478	496	254	41	75	499	96	605	419	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	150	478	496	254	41	75	499	96	605	419	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	150	478	496	254	41	75	499	96	605	419	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	150	478	496	254	41	75	499	96	605	419	493
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.91	0.91	0.91	0.95	0.95	0.85	0.92	1.00	0.75
Lanes:	1.32	0.68	2.00	1.88	0.96	0.16	1.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	2156	1119	3275	3267	1673	270	1805	3610	1615	3502	1900	2842
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.15	0.15	0.15	0.15	0.04	0.14	0.06	0.17	0.22	0.17
Crit Moves:				****	****			****		****		
Green/Cycle:	0.21	0.21	0.21	0.22	0.22	0.22	0.07	0.20	0.20	0.25	0.38	0.61
Volume/Cap:	0.63	0.63	0.68	0.68	0.68	0.68	0.58	0.68	0.29	0.68	0.58	0.29
Delay/Veh:	40.2	40.2	41.3	40.9	40.9	40.9	55.6	43.3	37.7	39.3	28.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	40.2	41.3	40.9	40.9	40.9	55.6	43.3	37.7	39.3	28.0	10.5
LOS by Move:	D	D	D	D	D	D	E	D	D	D	C	B
HCM2kAvgQ:	8	8	9	10	10	10	3	9	3	11	11	4

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #37 Serramonte Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.336
Loss Time (sec): 0 Average Delay (sec/veh): 86.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Callan Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	159	315	99	85	382	139	99	278	150	50	269	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	315	99	85	382	139	99	278	150	50	269	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	315	99	85	382	139	99	278	150	50	269	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	315	99	85	382	139	99	278	150	50	269	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	315	99	85	382	139	99	278	150	50	269	351
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.66	1.00	1.00	1.00	1.00	1.00	1.30	0.70	1.00	1.00	1.00
Final Sat.:	119	236	381	307	327	343	306	421	235	313	333	357
Capacity Analysis Module:												
Vol/Sat:	1.34	1.34	0.26	0.28	1.17	0.41	0.32	0.66	0.64	0.16	0.81	0.98
Crit Moves:	****				****			****				****
Delay/Veh:	196.0	196	15.1	18.4	136	19.7	19.7	32.4	30.0	16.1	46.0	75.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	196.0	196	15.1	18.4	136	19.7	19.7	32.4	30.0	16.1	46.0	75.7
LOS by Move:	F	F	C	C	F	C	C	D	D	C	E	F
ApproachDel:	164.8			93.1			29.3			59.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	164.8			93.1			29.3			59.3		
LOS by Appr:	F			F			D			F		
AllWayAvgQ:	18.1	18.1	0.3	0.4	11.1	0.6	0.5	1.7	1.6	0.2	3.0	6.2

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #38 Serramonte Blvd/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 Average Delay (sec/veh): 17.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	Rt 1 Ramps						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	19	140	103	208	32	52	259	169	68	126	242	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	140	103	208	32	52	259	169	68	126	242	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	140	103	208	32	52	259	169	68	126	242	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	140	103	208	32	52	259	169	68	126	242	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	140	103	208	32	52	259	169	68	126	242	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.54	0.39	0.87	0.13	1.00	1.00	0.71	0.29	0.68	1.32	1.00
Final Sat.:	33	246	181	373	57	493	455	355	143	286	567	471
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.56	0.56	0.11	0.57	0.48	0.48	0.44	0.43	0.00
Crit Moves:	****				****		****			****		
Delay/Veh:	19.1	19.1	19.1	19.7	19.7	10.4	19.6	15.6	15.6	17.0	16.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	19.1	19.7	19.7	10.4	19.6	15.6	15.6	17.0	16.2	0.0
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	*
ApproachDel:	19.1			18.0			17.7			16.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.1			18.0			17.7			16.5		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	1.1	1.1	1.1	1.1	1.1	0.1	1.2	0.8	0.8	0.7	0.6	0.0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #39 Serramonte Blvd/St Francis Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 Average Delay (sec/veh): 11.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	St Francis Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	18	5	295	25	20	4	162	1	3	78	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	18	5	295	25	20	4	162	1	3	78	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	18	5	295	25	20	4	162	1	3	78	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	18	5	295	25	20	4	162	1	3	78	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	18	5	295	25	20	4	162	1	3	78	199
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.64	0.18	0.87	0.07	0.06	0.02	0.97	0.01	0.01	0.28	0.71
Final Sat.:	106	383	106	583	49	39	16	628	4	8	203	519
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.51	0.51	0.51	0.26	0.26	0.26	0.38	0.38	0.38
Crit Moves:	****			****			****			****		
Delay/Veh:	8.6	8.6	8.6	12.9	12.9	12.9	9.9	9.9	9.9	10.3	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	12.9	12.9	12.9	9.9	9.9	9.9	10.3	10.3	10.3
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:	8.6			12.9			9.9			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			12.9			9.9			10.3		
LOS by Appr:	A			B			A			B		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.9	0.9	0.3	0.3	0.3	0.5	0.5	0.5

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #40 St Francis Blvd/Clarinada Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 0 Average Delay (sec/veh): 28.8
Optimal Cycle: 0 Level Of Service: D

Street Name:	St Francis Blvd						Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	68	131	24	43	157	5	4	24	63	143	191	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	131	24	43	157	5	4	24	63	143	191	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	131	24	43	157	5	4	24	63	143	191	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	131	24	43	157	5	4	24	63	143	191	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	131	24	43	157	5	4	24	63	143	191	326
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.59	0.11	0.21	0.77	0.02	0.04	0.26	0.70	0.22	0.29	0.49
Final Sat.:	169	325	60	115	419	13	25	150	393	152	203	347
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.37	0.37	0.37	0.16	0.16	0.16	0.94	0.94	0.94
Crit Moves:	****			****					****		****	
Delay/Veh:	13.1	13.1	13.1	12.8	12.8	12.8	9.8	9.8	9.8	41.6	41.6	41.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	12.8	12.8	12.8	9.8	9.8	9.8	41.6	41.6	41.6
LOS by Move:	B	B	B	B	B	B	A	A	A	E	E	E
ApproachDel:	13.1			12.8			9.8			41.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			12.8			9.8			41.6		
LOS by Appr:	B			B			A			E		
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.2	0.2	0.2	6.6	6.6	6.6

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #41 St Francis Blvd/Eastmoor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	St Francis Blvd							Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0	
Volume Module:													
Base Vol:	62	0	128	0	0	0	0	352	30	139	432	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	62	0	128	0	0	0	0	352	30	139	432	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	62	0	128	0	0	0	0	352	30	139	432	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	62	0	128	0	0	0	0	352	30	139	432	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	62	0	128	0	0	0	0	352	30	139	432	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	0.92	0.08	0.24	0.76	0.00	
Final Sat.:	192	0	396	0	0	0	0	633	54	174	541	0	
Capacity Analysis Module:													
Vol/Sat:	0.32	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	0.56	0.56	0.80	0.80	xxxx	
Crit Moves:	****							****			****		
Delay/Veh:	11.0	0.0	11.0	0.0	0.0	0.0	0.0	13.9	13.9	23.9	23.9	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	11.0	0.0	11.0	0.0	0.0	0.0	0.0	13.9	13.9	23.9	23.9	0.0	
LOS by Move:	B	*	B	*	*	*	*	B	B	C	C	*	
ApproachDel:	11.0			xxxxxx				13.9			23.9		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	11.0			xxxxxx				13.9			23.9		
LOS by Appr:	B			*				B			C		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	1.1	1.1	1.1	3.2	3.2	3.2	

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #42 Clarinada Ave/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 0 Average Delay (sec/veh): 59.6
Optimal Cycle: 0 Level Of Service: F

Street Name:	Rt 1 Ramps							Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0	
Volume Module:													
Base Vol:	581	0	313	0	0	0	0	47	72	433	58	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	581	0	313	0	0	0	0	47	72	433	58	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	581	0	313	0	0	0	0	47	72	433	58	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	581	0	313	0	0	0	0	47	72	433	58	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	581	0	313	0	0	0	0	47	72	433	58	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00	
Final Sat.:	516	0	614	0	0	0	0	471	518	467	990	0	
Capacity Analysis Module:													
Vol/Sat:	1.13	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	0.10	0.14	0.93	0.06	xxxx	
Crit Moves:	****						****		****	****			
Delay/Veh:	104.0	0.0	14.2	0.0	0.0	0.0	0.0	11.1	10.6	52.9	10.3	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	104.0	0.0	14.2	0.0	0.0	0.0	0.0	11.1	10.6	52.9	10.3	0.0	
LOS by Move:	F	*	B	*	*	*	*	B	B	F	B	*	
ApproachDel:	72.6			xxxxxx				10.8			47.9		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	72.6			xxxxxx				10.8			47.9		
LOS by Appr:	F			*				B			E		
AllWayAvgQ:	13.5	0.0	1.0	0.0	0.0	0.0	0.0	0.1	0.2	5.5	0.1	0.0	

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #43 Clarinada Ave/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 Average Delay (sec/veh): 16.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	Callan Blvd								Clarinada Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	399	280		0		0	276		87		49		0		252		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	399	280		0		0	276		87		49		0		252		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	399	280		0		0	276		87		49		0		252		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Reduced Vol:	399	280		0		0	276		87		49		0		252		0		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	399	280		0		0	276		87		49		0		252		0		0	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	2.00		0.00		0.00	1.52		0.48		1.00		0.00		1.00		0.00		0.00	
Final Sat.:	520	1104		0		0	844		275		466		0		555		0		0	
Capacity Analysis Module:																				
Vol/Sat:	0.77	0.25		xxxx		xxxx	0.33		0.32		0.11		xxxx		0.45		xxxx		xxxx	
Crit Moves:	****						****								****					
Delay/Veh:	28.1	11.1		0.0		0.0	11.8		11.4		10.9		0.0		13.6		0.0		0.0	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	28.1	11.1		0.0		0.0	11.8		11.4		10.9		0.0		13.6		0.0		0.0	
LOS by Move:	D	B		*		*	B		B		B		*		B		*		*	
ApproachDel:	21.1						11.7				13.1						xxxxxx			
Delay Adj:	1.00						1.00				1.00						xxxxx			
ApprAdjDel:	21.1						11.7				13.1						xxxxxx			
LOS by Appr:	C						B				B						*			
AllWayAvgQ:	2.7	0.3		0.0		0.0	0.5		0.4		0.1		0.0		0.7		0.0		0.0	

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #44 Hickey Blvd/Skyline Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.377
Loss Time (sec): 12 Average Delay (sec/veh): 127.8
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Skyline Blvd								Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	8	8			4	8	8			6	6	6			4	4	4		
Y+R:	3.0	5.0	5.0			3.0	5.0	5.0			3.5	3.5	3.5			3.5	3.5	3.5		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	1	0	1
Volume Module:																				
Base Vol:	159	843		76		411	896		1123		381	484		274		164	534		64	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	159	843		76		411	896		1123		381	484		274		164	534		64	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	159	843		76		411	896		1123		381	484		274		164	534		64	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	159	843		76		411	896		1123		381	484		274		164	534		64	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	159	843		76		411	896		1123		381	484		274		164	534		64	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.95	0.95		0.85		0.95	0.95		0.85		0.98	0.98		0.85		0.94	0.94		0.85	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.00	1.00		1.00		0.47	1.53		1.00	
Final Sat.:	1805	3610		1615		1805	3610		1615		1858	1858		1615		838	2729		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.23		0.05		0.23	0.25		0.70		0.21	0.26		0.17		0.20	0.20		0.04	
Crit Moves:	****								****			****				****				
Green/Cycle:	0.06	0.29		0.29		0.28	0.50		0.50		0.19	0.19		0.19		0.14	0.14		0.14	
Volume/Cap:	1.38	0.81		0.16		0.81	0.49		1.38		1.08	1.38		0.90		1.38	1.38		0.28	
Delay/Veh:	271.0	44.6		32.1		49.7	19.8		207.2		105.8	228		74.6		233.4	233		46.6	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	271.0	44.6		32.1		49.7	19.8		207.2		105.8	228		74.6		233.4	233		46.6	
LOS by Move:	F	D		C		D	B		F		F	F		E		F	F		D	
HCM2kAvgQ:	13	17		2		16	11		79		22	36		13		28	28		2	

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #45 Hickey Blvd/St Francis Blvd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[26.2]

Street Name:	St Francis Blvd									Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	0		0		4	32		4		38	40		660		24	6		686		58
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		4	32		4		38	40		660		24	6		686		58
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		4	32		4		38	40		660		24	6		686		58
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		4	32		4		38	40		660		24	6		686		58
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		342	1137		1491		372	744		xxxx		xxxxx	684		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		660	159		125		631	873		xxxx		xxxxx	919		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		660	152		118		631	873		xxxx		xxxxx	919		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		0.01	0.21		0.03		0.06	0.05		xxxx		xxxx	0.01		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		0.0	xxxx		xxxx		xxxxx	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx		xxxx		10.5	xxxxx		xxxx		xxxxx	9.3		xxxx		xxxxx	8.9		xxxx		xxxxx
LOS by Move:	*		*		B	*		*		*	A		*		*	A		*		*
Movement:	LT -		LTR -		RT	LT -		LTR -		RT	LT -		LTR -		RT	LT -		LTR -		RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		242		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		1.2		xxxxx	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		26.2		xxxxx	9.3		xxxx		xxxxx	8.9		xxxx		xxxxx
Shared LOS:	*		*		*	*		D		*	A		*		*	A		*		*
ApproachDel:	10.5					26.2					xxxxxx					xxxxxx				
ApproachLOS:	B					D					*					*				

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #46 Hickey Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 9 Average Delay (sec/veh): 25.0
Optimal Cycle: 37 Level Of Service: C

Street Name:	Callan Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	2	2	2	6	6	6	6	6	6
Y+R:	3.6	3.6	3.6	4.6	4.6	4.6	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	0	1	0	1 0	0	1	0	1	1 0	1 0	1	1	0
Volume Module:												
Base Vol:	118	83	22	150	211	117	157	486	92	59	545	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	83	22	150	211	117	157	486	92	59	545	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	83	22	150	211	117	157	486	92	59	545	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	83	22	150	211	117	157	486	92	59	545	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	83	22	150	211	117	157	486	92	59	545	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.97	0.97	0.66	0.95	0.95	0.95	0.93	0.93	0.95	0.91	0.91
Lanes:	1.00	0.79	0.21	1.00	0.64	0.36	1.00	1.68	0.32	1.00	1.40	0.60
Final Sat.:	688	1455	386	1260	1156	641	1805	2963	561	1805	2421	1026
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.06	0.12	0.18	0.18	0.09	0.16	0.16	0.03	0.23	0.23
Crit Moves:					****		****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.16	0.42	0.42	0.15	0.41	0.41
Volume/Cap:	0.51	0.17	0.17	0.35	0.54	0.54	0.54	0.39	0.39	0.21	0.54	0.54
Delay/Veh:	28.5	23.5	23.5	25.6	28.0	28.0	40.8	20.3	20.3	37.4	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	23.5	23.5	25.6	28.0	28.0	40.8	20.3	20.3	37.4	22.6	22.6
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	2	2	4	9	9	5	6	6	2	10	10

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #47 Hickey Blvd/I-280 SB Ramps

Cycle (sec): 50 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 6 Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	I-280 SB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	4	4	4	8	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	1	0 0	1 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	602	0	535	0	631	804	344	1290	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	602	0	535	0	631	804	344	1290	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	602	0	535	0	631	804	344	1290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	602	0	535	0	631	804	344	1290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	602	0	535	0	631	804	344	1290	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.90	1.00	0.90	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.53	0.00	1.47	0.00	1.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2629	0	2528	0	1653	1653	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.21	0.00	0.38	0.49	0.10	0.36	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.53	0.53	0.11	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.85	0.00	0.73	0.92	0.92	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	30.1	0.0	23.6	0.0	10.5	20.6	50.5	5.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.1	0.0	23.6	0.0	10.5	20.6	50.5	5.6	0.0
LOS by Move:	A	A	A	C	A	C	A	B	C	D	A	A
HCM2kAvgQ:	0	0	0	11	0	9	0	10	18	6	7	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #48 Hickey Blvd/I-280 NB Ramps

Cycle (sec): 65 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 12 Average Delay (sec/veh): 32.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	I-280 NB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.5	4.5	3.0	4.0	4.0
Lanes:	1 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	843	110	429	57	105	91	219	805	200	174	784	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	843	110	429	57	105	91	219	805	200	174	784	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	843	110	429	57	105	91	219	805	0	174	784	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	110	429	57	105	91	219	805	0	174	784	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	843	110	429	57	105	91	219	805	0	174	784	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.98	0.98	0.85	0.95	0.95	1.00	0.95	0.94	0.94
Lanes:	1.77	0.23	1.00	0.35	0.65	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	3220	420	1615	657	1211	1615	1805	3610	1900	1805	3351	227
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.27	0.09	0.09	0.06	0.12	0.22	0.00	0.10	0.23	0.23
Crit Moves:				****	****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.10	0.10	0.10	0.14	0.29	0.00	0.12	0.27	0.27
Volume/Cap:	0.86	0.86	0.87	0.87	0.87	0.56	0.87	0.78	0.00	0.78	0.87	0.87
Delay/Veh:	27.9	27.9	36.4	61.2	61.2	32.4	53.1	25.2	0.0	43.7	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	36.4	61.2	61.2	32.4	53.1	25.2	0.0	43.7	31.1	31.1
LOS by Move:	C	C	D	E	E	C	D	C	A	D	C	C
HCM2kAvgQ:	12	12	12	6	6	3	7	10	0	6	12	12

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #49 Skyline Blvd/Westmoor Ave

Cycle (sec): 70 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd						Westmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.5	5.8	5.8	3.5	5.8	5.8	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	138	1579	258	232	1286	177	13	49	154	161	122	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1579	258	232	1286	177	13	49	154	161	122	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1579	258	232	1286	177	13	49	154	161	122	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1579	258	232	1286	177	13	49	154	161	122	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1579	258	232	1286	177	13	49	154	161	122	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.16	0.13	0.36	0.11	0.01	0.03	0.10	0.09	0.06	0.10
Crit Moves:		****		****					****	****		
Green/Cycle:	0.11	0.48	0.48	0.14	0.51	0.51	0.07	0.11	0.11	0.10	0.13	0.13
Volume/Cap:	0.69	0.91	0.33	0.91	0.69	0.21	0.10	0.24	0.91	0.91	0.50	0.76
Delay/Veh:	40.0	23.8	11.4	62.1	14.0	9.4	30.5	29.4	73.9	72.9	30.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	23.8	11.4	62.1	14.0	9.4	30.5	29.4	73.9	72.9	30.0	44.8
LOS by Move:	D	C	B	E	B	A	C	C	E	E	C	D
HCM2kAvgQ:	4	21	4	9	12	2	0	1	6	7	3	5

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #50 Geneva Ave/Carter St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 9 Average Delay (sec/veh): 10.4
Optimal Cycle: 53 Level Of Service: B

Street Name:	Carter St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	8	8	8	6	6	6	0	21	21	6	36	36
Y+R:	5.0	5.0	5.0	4.0	4.0	4.0	0.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	259	0	70	0	0	0	0	1018	109	121	1113	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	70	0	0	0	0	1018	109	121	1113	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	0	0	0	0	0	0	1018	109	121	1113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	0	0	0	0	0	0	1018	109	121	1113	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	0.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	272	0	0	0	0	0	0	1069	114	121	1169	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	3398	364	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31	0.07	0.31	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.11	0.60	0.00
Volume/Cap:	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.64	0.61	0.51	0.00
Delay/Veh:	16.8	0.0	0.0	0.0	0.0	0.0	0.0	11.0	11.0	27.1	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	0.0	0.0	0.0	0.0	0.0	0.0	11.0	11.0	27.1	6.5	0.0
DesignQueue:	9	0	0	0	0	0	0	16	16	5	12	0

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #51 Geneva Ave/Schwerin St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 6 Average Delay (sec/veh): 17.2
Optimal Cycle: 33 Level Of Service: B

Street Name:	Schwerin St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	11	27	172	24	45	136	122	1050	44	195	1295	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	27	172	24	45	136	122	1050	44	195	1295	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	27	172	24	45	136	122	1050	44	195	1295	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	27	172	24	45	136	122	1050	44	195	1295	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	27	172	24	45	136	122	1050	44	195	1295	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.85	0.85	0.85	0.95	0.94	0.94	0.95	0.95	0.95
Lanes:	0.05	0.13	0.82	0.12	0.22	0.66	1.00	1.92	0.08	1.00	1.94	0.06
Final Sat.:	87	214	1364	190	356	1077	1805	3444	144	1805	3479	113
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.13	0.13	0.13	0.07	0.30	0.30	0.11	0.37	0.37
Crit Moves:					****		****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.53	0.53	0.53	0.19	0.61	0.61
Volume/Cap:	0.61	0.61	0.61	0.61	0.61	0.61	0.43	0.57	0.57	0.56	0.61	0.61
Delay/Veh:	35.3	35.3	35.3	35.4	35.4	35.4	15.3	14.6	14.6	34.8	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	35.3	35.4	35.4	35.4	15.3	14.6	14.6	34.8	11.2	11.2
LOS by Move:	D	D	D	D	D	D	B	B	B	C	B	B
HCM2kAvgQ:	6	6	6	6	6	6	3	11	11	6	12	12

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #52 Geneva Ave/Bayshore Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.497
Loss Time (sec): 12 Average Delay (sec/veh): 178.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bayshore Blvd						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lanes:	2 0	2 0	1	2 0	2 0	2	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	499	1290	266	897	1511	663	408	469	201	230	610	739
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	1290	266	897	1511	663	408	469	201	230	610	739
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	1290	266	897	1511	663	408	469	201	230	610	739
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	1290	266	897	1511	663	408	469	201	230	610	739
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	1290	266	897	1511	663	408	469	201	230	610	739
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.75	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	2.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	2842	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.36	0.16	0.26	0.42	0.23	0.23	0.13	0.12	0.13	0.12	0.46
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.24	0.24	0.17	0.31	0.31	0.15	0.23	0.23	0.23	0.31	0.31
Volume/Cap:	1.37	1.50	0.69	1.50	1.37	0.76	1.50	0.56	0.54	0.56	0.38	1.50
Delay/Veh:	222.9	264	36.5	269.5	203	32.3	280.1	31.5	32.0	32.7	24.7	265.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	222.9	264	36.5	269.5	203	32.3	280.1	31.5	32.0	32.7	24.7	265.2
LOS by Move:	F	F	D	F	F	C	F	C	C	C	C	F
HCM2kAvgQ:	18	48	8	33	50	11	30	7	6	6	5	52

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #53 Carter St/Martin St

Cycle (sec): 45 Critical Vol./Cap.(X): 0.252
Loss Time (sec): 6 Average Delay (sec/veh): 5.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Carter St						Martin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	5	325	118	45	143	1	2	7	0	48	12	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	325	118	45	143	1	2	7	0	48	12	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	325	118	45	143	1	2	7	0	48	12	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	325	118	45	143	1	2	7	0	48	12	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	325	118	45	143	1	2	7	0	48	12	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	0.85	0.56	1.00	1.00	0.95	0.95	1.00	0.78	0.78	0.85
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.22	0.78	1.00	0.80	0.20	1.00
Final Sat.:	1254	1900	1615	1056	1885	13	401	1402	1900	1189	297	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.07	0.04	0.08	0.08	0.00	0.00	0.00	0.04	0.04	0.05
Crit Moves:		****										****
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.19	0.19	0.00	0.19	0.19	0.19
Volume/Cap:	0.01	0.25	0.11	0.06	0.11	0.11	0.03	0.03	0.00	0.22	0.22	0.25
Delay/Veh:	2.3	2.9	2.5	2.4	2.5	2.5	15.0	15.0	0.0	15.9	15.9	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	2.9	2.5	2.4	2.5	2.5	15.0	15.0	0.0	15.9	15.9	16.0
LOS by Move:	A	A	A	A	A	A	B	B	A	B	B	B
HCM2kAvgQ:	0	2	1	0	1	1	0	0	0	1	1	1

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

15454 Daly City General Plan EIR
General Plan No Project PM

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

Intersection #54 Guadalupe Canyon Pkwy/Carter St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 9 Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Carter St						Guadalupe Canyon Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	31	0	108	216	111	0	0	349	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	108	216	111	0	0	349	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	108	216	111	0	0	349	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	108	216	111	0	0	349	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	31	0	108	216	111	0	0	349	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.07	0.12	0.03	0.00	0.00	0.10	0.18
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.31	0.77	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.72	0.39	0.04	0.00	0.00	0.21	0.39
Delay/Veh:	0.0	0.0	0.0	27.1	0.0	44.8	18.0	1.8	0.0	0.0	10.6	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.1	0.0	44.8	18.0	1.8	0.0	0.0	10.6	11.9
LOS by Move:	A	A	A	C	A	D	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	4	4	0	0	0	2	4

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

15454 Daly City General Plan EIR
General Plan with Project AM

Scenario Report

Scenario:	2035 With Project AM
Command:	2035 With Project AM
Volume:	2035 With Project AM
Geometry:	2035 WP AM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Daly City

15454 Daly City General Plan EIR
General Plan with Project AM

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 John Daly Blvd/Skyline Blvd													
Base	5	1939	707	133	1560	2	7	6	7	611	12	178	5167
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	1939	707	133	1560	2	7	6	7	611	12	178	5167
#2 Lake Merced Blvd/John Daly Blvd													
Base	20	207	144	638	269	146	411	377	19	131	249	375	2986
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	207	144	638	269	146	411	377	19	131	249	375	2986
#3 Park Plaza Drive/John Daly Blvd													
Base	138	62	236	29	0	174	123	1052	101	187	727	8	2837
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	62	236	29	0	174	123	1052	101	187	727	8	2837
#4 I-280 Ramp/John Daly Blvd													
Base	0	0	260	0	0	0	0	1500	335	440	969	0	3504
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	260	0	0	0	0	1500	335	440	969	0	3504
#5 Junipero Serra Blvd/John Daly Blvd													
Base	335	353	413	158	347	326	834	335	340	53	694	372	4560
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	335	353	413	158	347	326	834	335	340	53	694	372	4560
#6 Bart Exit/John Daly Blvd													
Base	0	0	1	22	6	121	0	917	12	10	1108	0	2197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	22	6	121	0	917	12	10	1108	0	2197
#7 De Long Street/John Daly Blvd													
Base	37	0	8	36	0	154	524	287	10	10	718	118	1902
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	0	8	36	0	154	524	287	10	10	718	118	1902
#8 John Daly Blvd/Mission St/Hillside Blvd													
Base	516	990	27	78	647	511	435	153	354	69	370	195	4345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	516	990	27	78	647	511	435	153	354	69	370	195	4345
#9 Mission St/Hillcrest Dr													
Base	12	1072	0	0	1439	3	0	0	0	0	0	0	2526
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	1072	0	0	1439	3	0	0	0	0	0	0	2526

15454 Daly City General Plan EIR
General Plan with Project AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 Mission St/Crocker Ave/Flournoy St													
Base	0	432	59	0	0	0	40	312	14	315	0	207	1379
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	432	59	0	0	0	40	312	14	315	0	207	1379
#11 Mission St/Templeton Ave													
Base	229	0	28	0	0	0	0	153	103	46	297	0	856
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	229	0	28	0	0	0	0	153	103	46	297	0	856
#12 Mission St/Westlake Ave													
Base	54	883	7	2	1186	90	156	2	61	8	5	3	2457
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	883	7	2	1186	90	156	2	61	8	5	3	2457
#13 Mission St/School St													
Base	272	790	0	0	1148	121	139	0	266	0	0	42	2778
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	272	790	0	0	1148	121	139	0	266	0	0	42	2778
#14 Mission St/Market St/San Pedro Rd													
Base	451	445	25	136	669	427	452	376	250	65	603	39	3938
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	451	445	25	136	669	427	452	376	250	65	603	39	3938
#15 El Camino Real/F Street													
Base	176	330	0	0	892	52	120	0	186	0	0	0	1756
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	176	330	0	0	892	52	120	0	186	0	0	0	1756
#16 Hillside Blvd/Chester St/A St													
Base	64	190	20	10	354	29	17	102	40	34	100	6	966
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	190	20	10	354	29	17	102	40	34	100	6	966
#17 Hillside Blvd/Market St													
Base	203	202	18	72	341	58	11	331	159	65	438	30	1928
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	203	202	18	72	341	58	11	331	159	65	438	30	1928
#18 Junipero Serra Blvd/North Garage													
Base	0	1391	16	42	745	0	0	0	0	36	0	51	2281
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1391	16	42	745	0	0	0	0	36	0	51	2281
#19 Junipero Serra Blvd/Westlake Ave													
Base	0	1158	323	134	560	0	0	0	0	171	0	218	2564
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1158	323	134	560	0	0	0	0	171	0	218	2564

15454 Daly City General Plan EIR
General Plan with Project AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#20 Junipero Serra Blvd/School St/87th St													
Base	65	117	61	47	398	72	113	292	94	132	206	159	1756
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	117	61	47	398	72	113	292	94	132	206	159	1756
#21 Junipero Serra Blvd/Washington Street													
Base	100	904	34	276	416	13	275	276	275	11	105	497	3182
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	904	34	276	416	13	275	276	275	11	105	497	3182
#22 Junipero Serra Blvd/San Pedro Rd													
Base	196	481	489	30	587	74	466	275	154	548	365	53	3718
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	196	481	489	30	587	74	466	275	154	548	365	53	3718
#23 Junipero Serra Blvd/D Street													
Base	27	275	34	228	589	527	815	435	69	22	198	60	3279
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	275	34	228	589	527	815	435	69	22	198	60	3279
#24 Junipero Serra Blvd/Southgate Ave													
Base	181	259	0	0	517	274	333	0	249	0	0	0	1813
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	181	259	0	0	517	274	333	0	249	0	0	0	1813
#25 Junipero Serra Blvd/Colma Blvd													
Base	0	328	181	189	588	0	0	0	0	213	0	36	1535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	328	181	189	588	0	0	0	0	213	0	36	1535
#26 Junipero Serra Blvd/Serramonte Blvd													
Base	100	254	456	111	465	20	141	696	408	132	184	20	2987
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	254	456	111	465	20	141	696	408	132	184	20	2987
#27 Sullivan Ave/Washington St													
Base	123	330	502	33	154	21	19	282	116	44	136	88	1848
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	123	330	502	33	154	21	19	282	116	44	136	88	1848
#28 Sullivan Ave/Pierce Street													
Base	96	226	0	0	365	3	6	0	136	564	24	5	1425
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	226	0	0	365	3	6	0	136	564	24	5	1425
#29 Sullivan Ave/San Pedro Rd/Eastmoor Ave													
Base	5	163	272	0	652	438	113	635	172	323	262	55	3090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	163	272	0	652	438	113	635	172	323	262	55	3090

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General Plan with Project AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#30 Sullivan Ave/I-280 On Ramp													
Base	59	209	91	562	284	96	13	18	0	0	0	0	1332
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	209	91	562	284	96	13	18	0	0	0	0	1332
#31 Sullivan Ave/Southgate Ave													
Base	0	0	0	125	0	163	170	495	0	0	191	336	1480
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	163	170	495	0	0	191	336	1480
#32 Callan Blvd/Southgate Ave													
Base	314	0	68	0	0	0	0	439	199	55	226	0	1301
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	314	0	68	0	0	0	0	439	199	55	226	0	1301
#33 St Francis Blvd/Southgate Ave													
Base	102	104	112	77	110	17	23	327	71	97	102	31	1173
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	102	104	112	77	110	17	23	327	71	97	102	31	1173
#34 I-280 NB On Ramp/Serramonte Blvd													
Base	0	0	0	0	0	0	329	1025	0	0	233	2	1589
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	329	1025	0	0	233	2	1589
#35 I-280 SB Off Ramp/Serramonte Blvd													
Base	0	0	0	332	0	448	0	1048	0	0	248	0	2076
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	332	0	448	0	1048	0	0	248	0	2076
#36 Serramonte Blvd/Gellert Blvd													
Base	171	108	367	108	123	7	39	626	21	374	254	239	2437
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	171	108	367	108	123	7	39	626	21	374	254	239	2437
#37 Serramonte Blvd/Callan Blvd													
Base	133	289	82	96	212	145	75	393	131	59	105	24	1744
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	289	82	96	212	145	75	393	131	59	105	24	1744
#38 Serramonte Blvd/Rt 1 Ramps													
Base	7	93	39	283	57	67	474	183	89	135	131	189	1747
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	93	39	283	57	67	474	183	89	135	131	189	1747
#39 Serramonte Blvd/St Francis Blvd													
Base	0	4	9	497	1	21	0	248	20	1	79	130	1010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	9	497	1	21	0	248	20	1	79	130	1010

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#40 St Francis Blvd/Clarinada Ave													
Base	18	85	27	76	259	4	7	56	100	132	149	180	1093
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	85	27	76	259	4	7	56	100	132	149	180	1093
#41 St Francis Blvd/Eastmoor Ave													
Base	53	0	67	0	0	0	0	590	24	76	399	0	1209
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	0	67	0	0	0	0	590	24	76	399	0	1209
#42 Clarinada Ave/Rt 1 Ramps													
Base	453	0	380	0	0	0	0	78	79	66	54	0	1110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	453	0	380	0	0	0	0	78	79	66	54	0	1110
#43 Clarinada Ave/Callan Blvd													
Base	69	282	0	0	149	44	78	0	240	0	0	0	862
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	69	282	0	0	149	44	78	0	240	0	0	0	862
#44 Hickey Blvd/Skyline Blvd													
Base	49	983	73	88	572	166	292	294	19	37	116	210	2899
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	983	73	88	572	166	292	294	19	37	116	210	2899
#45 Hickey Blvd/St Francis Blvd													
Base	8	0	4	59	2	33	20	708	12	9	357	3	1215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	4	59	2	33	20	708	12	9	357	3	1215
#46 Hickey Blvd/Callan Blvd													
Base	105	222	43	152	154	61	128	582	63	23	395	83	2011
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	105	222	43	152	154	61	128	582	63	23	395	83	2011
#47 Hickey Blvd/I-280 SB Ramps													
Base	0	0	0	229	1	174	0	746	710	145	819	0	2824
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	229	1	174	0	746	710	145	819	0	2824
#48 Hickey Blvd/I-280 NB Ramps													
Base	494	39	366	69	152	114	95	426	380	83	398	25	2641
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	494	39	366	69	152	114	95	426	380	83	398	25	2641
#49 Skyline Blvd/Westmoor Ave													
Base	8	1048	132	111	1410	78	68	289	185	110	65	159	3663
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	1048	132	111	1410	78	68	289	185	110	65	159	3663

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#50 Geneva Ave/Carter St													
Base	224	0	168	0	0	0	0	1043	273	161	796	0	2665
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	224	0	168	0	0	0	0	1043	273	161	796	0	2665
#51 Geneva Ave/Schwerin St													
Base	28	27	164	14	39	102	123	1231	39	161	683	30	2641
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	27	164	14	39	102	123	1231	39	161	683	30	2641
#52 Geneva Ave/Bayshore Blvd													
Base	214	1113	266	803	1159	302	199	421	295	302	368	855	6297
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	214	1113	266	803	1159	302	199	421	295	302	368	855	6297
#53 Carter St/Martin St													
Base	5	168	54	19	369	1	4	1	14	101	1	30	767
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	168	54	19	369	1	4	1	14	101	1	30	767
#54 Guadalupe Canyon Pkwy/Carter St													
Base	0	0	0	198	0	210	134	247	0	0	106	44	939
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	198	0	210	134	247	0	0	106	44	939

15454 Daly City General Plan EIR
General Plan with Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 John Daly Blvd/Skyline Blvd	D	41.8	1.018	D	41.8	1.018	+ 0.000 D/V
# 2 Lake Merced Blvd/John Daly Blv	D	42.3	0.821	D	42.3	0.821	+ 0.000 D/V
# 3 Park Plaza Drive/John Daly Blv	E	58.3	0.569	E	58.3	0.569	+ 0.000 D/V
# 4 I-280 Ramp/John Daly Blvd	A	6.2	0.556	A	6.2	0.556	+ 0.000 D/V
# 5 Junipero Serra Blvd/John Daly	C	27.2	0.793	C	27.2	0.793	+ 0.000 D/V
# 6 Bart Exit/John Daly Blvd	A	3.4	0.307	A	3.4	0.307	+ 0.000 D/V
# 7 De Long Street/John Daly Blvd	C	30.8	0.528	C	30.8	0.528	+ 0.000 D/V
# 8 John Daly Blvd/Mission St/Hill	F	101.4	1.280	F	101.4	1.280	+ 0.000 D/V
# 9 Mission St/Hillcrest Dr	A	0.7	0.300	A	0.7	0.300	+ 0.000 D/V
# 10 Mission St/Crocker Ave/Flourno	C	25.7	0.670	C	25.7	0.670	+ 0.000 D/V
# 11 Mission St/Templeton Ave	B	10.4	0.402	B	10.4	0.402	+ 0.000 V/C
# 12 Mission St/Westlake Ave	B	12.9	0.685	B	12.9	0.685	+ 0.000 D/V
# 13 Mission St/School St	C	27.1	0.667	C	27.1	0.667	+ 0.000 D/V
# 14 Mission St/Market St/San Pedro	E	61.5	1.000	E	61.5	1.000	+ 0.000 D/V
# 15 El Camino Real/F Street	B	14.7	0.412	B	14.7	0.412	+ 0.000 D/V
# 16 Hillside Blvd/Chester St/A St	B	10.5	0.322	B	10.5	0.322	+ 0.000 V/C
# 17 Hillside Blvd/Market St	C	29.5	0.563	C	29.5	0.563	+ 0.000 D/V
# 18 Junipero Serra Blvd/North Gara	A	3.3	0.578	A	3.3	0.578	+ 0.000 D/V
# 19 Junipero Serra Blvd/Westlake A	B	11.0	0.589	B	11.0	0.589	+ 0.000 D/V
# 20 Junipero Serra Blvd/School St/	C	29.4	0.667	C	29.4	0.667	+ 0.000 D/V
# 21 Junipero Serra Blvd/Washington	C	32.5	0.684	C	32.5	0.684	+ 0.000 D/V
# 22 Junipero Serra Blvd/San Pedro	D	52.8	1.003	D	52.8	1.003	+ 0.000 D/V
# 23 Junipero Serra Blvd/D Street	B	17.6	0.652	B	17.6	0.652	+ 0.000 D/V
# 24 Junipero Serra Blvd/Southgate	C	21.5	0.487	C	21.5	0.487	+ 0.000 D/V

15454 Daly City General Plan EIR
General Plan with Project AM

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Junipero Serra Blvd/Colma Blvd	B	14.9	0.243	B	14.9	0.243	+ 0.000 D/V
# 26 Junipero Serra Blvd/Serramonte	C	29.5	0.780	C	29.5	0.780	+ 0.000 D/V
# 27 Sullivan Ave/Washington St	B	17.9	0.404	B	17.9	0.404	+ 0.000 D/V
# 28 Sullivan Ave/Pierce Street	B	14.0	0.798	B	14.0	0.798	+ 0.000 D/V
# 29 Sullivan Ave/San Pedro Rd/East	C	34.4	0.726	C	34.4	0.726	+ 0.000 D/V
# 30 Sullivan Ave/I-280 On Ramp	B	11.3	0.299	B	11.3	0.299	+ 0.000 D/V
# 31 Sullivan Ave/Southgate Ave	B	14.7	0.434	B	14.7	0.434	+ 0.000 D/V
# 32 Callan Blvd/Southgate Ave	B	13.3	0.535	B	13.3	0.535	+ 0.000 V/C
# 33 St Francis Blvd/Southgate Ave	B	13.4	0.366	B	13.4	0.366	+ 0.000 D/V
# 34 I-280 NB On Ramp/Serramonte Bl	A	2.9	0.187	A	2.9	0.187	+ 0.000 D/V
# 35 I-280 SB Off Ramp/Serramonte B	A	7.9	0.527	A	7.9	0.527	+ 0.000 D/V
# 36 Serramonte Blvd/Gellert Blvd	C	31.7	0.492	C	31.7	0.492	+ 0.000 D/V
# 37 Serramonte Blvd/Callan Blvd	D	29.3	0.959	D	29.3	0.959	+ 0.000 V/C
# 38 Serramonte Blvd/Rt 1 Ramps	D	35.0	0.997	D	35.0	0.997	+ 0.000 V/C
# 39 Serramonte Blvd/St Francis Blv	C	18.1	0.786	C	18.1	0.786	+ 0.000 V/C
# 40 St Francis Blvd/Clarinada Ave	C	15.7	0.706	C	15.7	0.706	+ 0.000 V/C
# 41 St Francis Blvd/Eastmoor Ave	C	20.8	0.826	C	20.8	0.826	+ 0.000 V/C
# 42 Clarinada Ave/Rt 1 Ramps	C	15.9	0.738	C	15.9	0.738	+ 0.000 V/C
# 43 Clarinada Ave/Callan Blvd	B	10.0	0.357	B	10.0	0.357	+ 0.000 V/C
# 44 Hickey Blvd/Skyline Blvd	C	26.6	0.717	C	26.6	0.717	+ 0.000 D/V
# 45 Hickey Blvd/St Francis Blvd	C	19.4	0.206	C	19.4	0.206	+ 0.000 D/V
# 46 Hickey Blvd/Callan Blvd	C	22.8	0.395	C	22.8	0.395	+ 0.000 D/V
# 47 Hickey Blvd/I-280 SB Ramps	A	7.9	0.707	A	7.9	0.707	+ 0.000 D/V
# 48 Hickey Blvd/I-280 NB Ramps	B	20.0	0.678	B	20.0	0.678	+ 0.000 D/V
# 49 Skyline Blvd/Westmoor Ave	C	21.0	0.734	C	21.0	0.734	+ 0.000 D/V

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General Plan with Project AM

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Geneva Ave/Carter St	B	9.6	0.665	B	9.6	0.665	+ 0.000 D/V
# 51 Geneva Ave/Schwerin St	B	18.3	0.521	B	18.3	0.521	+ 0.000 D/V
# 52 Geneva Ave/Bayshore Blvd	F	117.7	1.347	F	117.7	1.347	+ 0.000 D/V
# 53 Carter St/Martin St	A	5.8	0.310	A	5.8	0.310	+ 0.000 D/V
# 54 Guadalupe Canyon Pkwy/Carter S	B	14.6	0.271	B	14.6	0.271	+ 0.000 D/V

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General Plan with Project AM

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

Intersection #1 John Daly Blvd/Skyline Blvd

Cycle (sec): 90 | Critical Vol./Cap.(X): 1.018
Loss Time (sec): 9 | Average Delay (sec/veh): 41.8
Optimal Cycle: OPTIMIZED | Level Of Service: D

Street Name:	Skyline Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	10	10	6	10	10	4	4	4	4	4	4
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	5	1939	707	133	1560	2	7	6	7	611	12	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1939	707	133	1560	2	7	6	7	611	12	178
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1939	0	133	1560	2	7	6	7	611	12	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1939	0	133	1560	2	7	6	7	611	12	178
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1939	0	133	1560	2	7	6	7	611	12	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	0.76	1.00	0.85	0.54	0.54	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00
Final Sat.:	1805	3610	1900	1805	3610	1615	1442	1900	1615	2001	39	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.07	0.43	0.00	0.00	0.00	0.00	0.31	0.31	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.06	0.53	0.00	0.07	0.54	0.54	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.05	1.02	0.00	1.02	0.79	0.00	0.02	0.01	0.01	1.02	1.02	0.37
Delay/Veh:	40.4	46.5	0.0	125.3	18.8	9.4	22.2	22.1	22.2	72.5	72.5	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	46.5	0.0	125.3	18.8	9.4	22.2	22.1	22.2	72.5	72.5	25.3
LOS by Move:	D	D	A	F	B	A	C	C	C	E	E	C
HCM2kAvgQ:	0	38	0	8	20	0	0	0	0	14	14	4

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

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

Intersection #2 Lake Merced Blvd/John Daly Blvd

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.821
Loss Time (sec): 12 | Average Delay (sec/veh): 42.3
Optimal Cycle: 85 | Level Of Service: D

Street Name:	Lake Merced Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	6	6	6	6	6	4	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	20	207	144	638	269	146	411	377	19	131	249	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	207	144	638	269	146	411	377	19	131	249	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	207	144	638	269	146	411	377	19	131	249	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	207	144	638	269	146	411	377	19	131	249	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	207	144	638	269	146	411	377	19	131	249	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.30	0.70	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	2216	1203	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.09	0.18	0.12	0.12	0.23	0.10	0.01	0.04	0.07	0.23
Crit Moves:			****	****			****					****
Green/Cycle:	0.08	0.11	0.11	0.22	0.25	0.25	0.28	0.37	0.37	0.19	0.28	0.28
Volume/Cap:	0.15	0.53	0.82	0.82	0.48	0.48	0.82	0.28	0.03	0.19	0.24	0.82
Delay/Veh:	48.0	47.7	73.5	47.7	35.2	35.2	47.6	24.6	22.2	37.4	30.5	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	47.7	73.5	47.7	35.2	35.2	47.6	24.6	22.2	37.4	30.5	48.1
LOS by Move:	D	D	E	D	D	D	D	C	C	D	C	D
HCM2kAvgQ:	1	4	7	13	7	7	15	5	0	2	3	14

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #3 Park Plaza Drive/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 12 Average Delay (sec/veh): 58.3
Optimal Cycle: 46 Level Of Service: E

Street Name:	Park Plaza Drive						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	138	62	236	29	0	174	123	1052	101	187	727	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	62	236	29	0	174	123	1052	101	187	727	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	62	236	29	0	174	123	1052	101	187	727	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	62	236	29	0	174	123	1052	101	187	727	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	62	236	29	0	174	123	1052	101	187	727	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	2.00	1.98	0.02
Final Sat.:	1805	1900	1615	1805	0	1615	1805	3610	1615	3502	3564	39
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.15	0.02	0.00	0.11	0.07	0.29	0.06	0.05	0.20	0.20
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.25	0.25	0.05	0.00	0.05	0.15	0.50	0.50	0.09	0.44	0.44
Volume/Cap:	0.61	0.13	0.59	0.29	0.00	1.98	0.46	0.59	0.13	0.59	0.46	0.46
Delay/Veh:	50.2	32.2	38.6	51.6	0.0	528.9	44.2	20.2	14.9	50.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	32.2	38.6	51.6	0.0	528.9	44.2	20.2	14.9	50.9	21.9	21.9
LOS by Move:	D	C	D	D	A	F	D	C	B	D	C	C
HCM2kAvgQ:	5	2	8	1	0	18	4	13	2	4	9	9

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #4 I-280 Ramp/John Daly Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 Average Delay (sec/veh): 6.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 Ramps						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	6	0	0	0	0	10	10	6	0	0
Y+R:	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.6	3.6	3.5	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	260	0	0	0	0	1500	335	440	969	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	260	0	0	0	0	1500	335	440	969	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	260	0	0	0	0	1500	335	440	969	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	260	0	0	0	0	1500	335	440	969	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	260	0	0	0	0	1500	335	440	969	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	0.89	0.89	0.92	0.91	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.45	0.55	2.00	3.00	0.00
Final Sat.:	0	0	2842	0	0	0	0	4126	921	3502	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.36	0.36	0.13	0.19	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.65	0.65	0.23	0.88	0.00
Volume/Cap:	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.56	0.56	0.56	0.21	0.00
Delay/Veh:	0.0	0.0	16.9	0.0	0.0	0.0	0.0	4.9	4.9	18.0	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	16.9	0.0	0.0	0.0	0.0	4.9	4.9	18.0	0.5	0.0
LOS by Move:	A	A	B	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	6	6	4	1	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #5 Junipero Serra Blvd/John Daly Blvd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 12 Average Delay (sec/veh): 27.2
Optimal Cycle: 74 Level Of Service: C

Street Name:	Junipero Serra Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	6	6	6	6	6	6	8	8	8	6	6	6
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.1	4.1	4.1
Lanes:	2 0	1	1 1	1 0	0 1	1	2 1	0 1	1	1 1	2 0	1
Volume Module:												
Base Vol:	335	353	413	158	347	326	834	335	340	53	694	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	353	413	158	347	326	834	335	340	53	694	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	353	413	158	347	326	834	335	340	53	694	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	353	413	158	347	326	834	335	340	53	694	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	353	413	158	347	326	834	335	340	53	694	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.95	0.93	0.93	0.87	0.89	0.89	0.91	0.91	0.85
Lanes:	2.00	1.38	1.62	1.00	1.00	1.00	2.80	1.09	1.11	1.00	3.00	1.00
Final Sat.:	3502	2293	2683	1805	1761	1761	4609	1852	1879	1722	5166	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.09	0.20	0.19	0.18	0.18	0.18	0.03	0.13	0.23
Crit Moves:		****			****				****		****	
Green/Cycle:	0.19	0.19	0.36	0.25	0.25	0.48	0.23	0.23	0.23	0.17	0.17	0.42
Volume/Cap:	0.49	0.79	0.42	0.35	0.79	0.39	0.79	0.79	0.79	0.18	0.79	0.55
Delay/Veh:	27.5	33.4	18.1	23.7	31.5	12.8	29.6	29.6	29.6	26.7	34.6	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	33.4	18.1	23.7	31.5	12.8	29.6	29.6	29.6	26.7	34.6	17.5
LOS by Move:	C	C	B	C	C	B	C	C	C	C	C	B
HCM2kAvgQ:	4	8	5	3	10	5	9	9	9	1	8	7

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #6 Bart Exit/John Daly Blvd

Cycle (sec): 55 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 6 Average Delay (sec/veh): 3.4
Optimal Cycle: 20 Level Of Service: A

Street Name:	Bart Exit						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	6	4	4	4	0	6	6	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0
Lanes:	0 0	0	1	1 1	0 0	2	0 0	3 1	0	0 1	2 0	0
Volume Module:												
Base Vol:	0	0	1	22	6	121	0	917	12	10	1108	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	22	6	121	0	917	12	10	1108	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	22	6	121	0	917	12	10	1108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	22	6	121	0	917	12	10	1108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	22	6	121	0	917	12	10	1108	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.81	0.81	0.75	1.00	0.91	0.91	0.85	0.85	1.00
Lanes:	0.00	0.00	1.00	1.57	0.43	2.00	0.00	3.95	0.05	0.03	2.97	0.00
Final Sat.:	0	0	1644	2418	660	2842	0	6813	89	43	4791	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.04	0.00	0.13	0.13	0.23	0.23	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.14	0.14	0.14	0.14	0.00	0.75	0.75	0.75	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.31	0.00	0.18	0.18	0.31	0.31	0.00
Delay/Veh:	0.0	0.0	20.4	20.7	20.7	21.8	0.0	2.0	2.0	2.2	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	20.4	20.7	20.7	21.8	0.0	2.0	2.0	2.2	2.2	0.0
LOS by Move:	A	A	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	1	0	1	1	2	2	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #7 De Long Street/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 9 Average Delay (sec/veh): 30.8
Optimal Cycle: 54 Level Of Service: C

Street Name:	De Long Street						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	6	6	6	4	4	4	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	2 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	37	0	8	36	0	154	524	287	10	10	718	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	0	8	36	0	154	524	287	10	10	718	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	0	8	36	0	154	524	287	10	10	718	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	8	36	0	154	524	287	10	10	718	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	0	8	36	0	154	524	287	10	10	718	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.77	0.75	1.00	0.85	0.92	0.91	0.91	0.93	0.93	0.93
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	2.00	2.90	0.10	0.02	1.70	0.28
Final Sat.:	1205	0	260	1427	0	1615	3502	4987	174	42	2996	492
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.03	0.00	0.10	0.15	0.06	0.06	0.24	0.24	0.24
Crit Moves:						****	****				****	
Green/Cycle:	0.18	0.00	0.18	0.18	0.00	0.18	0.28	0.14	0.14	0.59	0.45	0.45
Volume/Cap:	0.17	0.00	0.17	0.14	0.00	0.53	0.53	0.40	0.40	0.40	0.53	0.53
Delay/Veh:	38.4	0.0	38.4	38.1	0.0	42.6	33.7	43.2	43.2	12.0	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	0.0	38.4	38.1	0.0	42.6	33.7	43.2	43.2	12.0	21.9	21.9
LOS by Move:	D	A	D	D	A	D	C	D	D	B	C	C
HCM2kAvgQ:	1	0	1	1	0	5	8	4	4	8	11	11

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #8 John Daly Blvd/Mission St/Hillside Blvd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.280
Loss Time (sec): 12 Average Delay (sec/veh): 101.4
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Mission St						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	516	990	27	78	647	511	435	153	354	69	370	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	516	990	27	78	647	511	435	153	354	69	370	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	990	27	78	647	511	435	153	354	69	370	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	990	27	78	647	511	435	153	354	69	370	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	990	27	78	647	511	435	153	354	69	370	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.85	0.85	0.92	0.90	0.90	0.99	0.99	0.85
Lanes:	1.00	2.92	0.08	1.00	2.00	1.00	2.00	0.30	0.70	0.16	0.84	1.00
Final Sat.:	1805	5029	137	1805	3230	1615	3502	513	1187	296	1589	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.20	0.20	0.04	0.20	0.32	0.12	0.30	0.30	0.23	0.23	0.12
Crit Moves:	****					****			****	****		
Green/Cycle:	0.22	0.39	0.39	0.08	0.25	0.25	0.23	0.23	0.23	0.18	0.18	0.18
Volume/Cap:	1.28	0.51	0.51	0.51	0.81	1.28	0.53	1.28	1.28	1.28	1.28	0.66
Delay/Veh:	184.5	24.9	24.9	48.8	40.8	173.9	36.0	184	184.3	189.4	189	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	184.5	24.9	24.9	48.8	40.8	173.9	36.0	184	184.3	189.4	189	45.6
LOS by Move:	F	C	C	D	D	F	D	F	F	F	F	D
HCM2kAvgQ:	33	9	9	3	13	35	7	32	32	28	28	7

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #9 Mission St/Hillcrest Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 6 Average Delay (sec/veh): 0.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Mission St						Hillcrest Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	0	10	10	10	0	0	0	0	0	0
Y+R:	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	12	1072	0	0	1439	3	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1072	0	0	1439	3	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1072	0	0	1439	3	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1072	0	0	1439	3	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1072	0	0	1439	3	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.99	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5176	11	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.03	0.95	0.00	0.00	0.92	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.20	0.22	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	58.1	0.2	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	0.2	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	0	2	2	0	0	0	0	0	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #10 Mission St/Crocker Ave/Flournoy St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 9 Average Delay (sec/veh): 25.7
Optimal Cycle: 46 Level Of Service: C

Street Name:	Crocker St/Flournoy St						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	0	0	0	6	6	6	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	1 0	0	0 0	0 0	1	0 1	1 0	0	0 1!	0 1
Volume Module:												
Base Vol:	0	432	59	0	0	0	40	312	14	315	0	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	432	59	0	0	0	40	312	14	315	0	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	432	59	0	0	0	40	312	14	315	0	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	432	59	0	0	0	40	312	14	315	0	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	432	59	0	0	0	40	312	14	315	0	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	1.00	1.00	1.00	0.95	0.94	0.94	0.91	1.00	0.91
Lanes:	0.00	0.88	0.12	0.00	0.00	0.00	1.00	1.91	0.09	0.75	0.00	1.25
Final Sat.:	0	1645	225	0	0	0	1805	3434	154	1305	0	2163
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.00	0.00	0.02	0.09	0.09	0.24	0.00	0.10
Crit Moves:		****							****	****		
Green/Cycle:	0.00	0.39	0.39	0.00	0.00	0.00	0.14	0.14	0.14	0.36	0.00	0.36
Volume/Cap:	0.00	0.67	0.67	0.00	0.00	0.00	0.16	0.67	0.67	0.67	0.00	0.27
Delay/Veh:	0.0	22.5	22.5	0.0	0.0	0.0	30.9	36.5	36.5	23.9	0.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	22.5	0.0	0.0	0.0	30.9	36.5	36.5	23.9	0.0	18.2
LOS by Move:	A	C	C	A	A	A	C	D	D	C	A	B
HCM2kAvgQ:	0	11	11	0	0	0	1	5	5	10	0	3

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #11 Mission St/Templeton Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 | Average Delay (sec/veh): 10.4
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Templeton Ave							Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	229	0	28	0	0	0	0	153	103	46	297	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	0	28	0	0	0	0	153	103	46	297	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	0	28	0	0	0	0	153	103	46	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	0	28	0	0	0	0	153	103	46	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	0	28	0	0	0	0	153	103	46	297	0
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.00	0.11	0.00	1.00	0.00	0.00	1.20	0.80	0.27	1.73	0.00
Final Sat.:	569	0	70	0	567	0	0	754	552	167	1091	0
Capacity Analysis Module:																				
Vol/Sat:	0.40	xxxx	0.40	xxxx	0.00	xxxx	xxxx	0.20	0.19	0.28	0.27	xxxx
Crit Moves:	****				****			****		****		
Delay/Veh:	11.7	0.0	11.7	0.0	0.0	0.0	0.0	9.5	8.8	10.4	10.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	0.0	11.7	0.0	0.0	0.0	0.0	9.5	8.8	10.4	10.2	0.0
LOS by Move:	B	*	B	*	*	*	*	A	A	B	B	*
ApproachDel:	11.7			xxxxxx			9.3			10.2		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.7			xxxxxx			9.3			10.2		
LOS by Appr:	B			*			A			B		
AllWayAvgQ:	0.6	0.6	0.6	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.3	0.3

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #12 Mission St/Westlake Ave

Cycle (sec): 65 | Critical Vol./Cap.(X): 0.685
Loss Time (sec): 9 | Average Delay (sec/veh): 12.9
Optimal Cycle: OPTIMIZED | Level Of Service: B

Street Name:	Mission St							Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	5	5	5	5	5	5	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	54	883	7	2	1186	90	156	2	61	8	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	883	7	2	1186	90	156	2	61	8	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	883	7	2	1186	90	156	2	61	8	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	883	7	2	1186	90	156	2	61	8	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	883	7	2	1186	90	156	2	61	8	5	3
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.74	0.74	0.74	0.86	0.85	0.85
Lanes:	1.00	1.98	0.02	1.00	1.86	0.14	0.71	0.01	0.28	0.50	0.31	0.19
Final Sat.:	1805	3578	28	1805	3318	252	1000	13	391	816	510	306
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.25	0.25	0.00	0.36	0.36	0.16	0.16	0.16	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.55	0.48	0.48	0.67	0.55	0.55	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.20	0.52	0.52	0.00	0.65	0.65	0.65	0.65	0.65	0.04	0.04	0.04
Delay/Veh:	8.0	12.2	12.2	4.7	11.2	11.2	27.0	27.0	27.0	19.1	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	12.2	12.2	4.7	11.2	11.2	27.0	27.0	27.0	19.1	19.1	19.1
LOS by Move:	A	B	B	A	B	B	C	C	C	B	B	B
HCM2kAvgQ:	1	7	7	0	10	10	5	5	5	0	0	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #13 Mission St/School St

Cycle (sec): 105 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 9 Average Delay (sec/veh): 27.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Mission St						School St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	6	6	6	15	15	15	6	15	15
Y+R:	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	272	790	0	0	1148	121	139	0	266	0	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	790	0	0	1148	121	139	0	266	0	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	790	0	0	1148	121	139	0	266	0	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	790	0	0	1148	121	139	0	266	0	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	790	0	0	1148	121	139	0	266	0	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	0.87
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1805	3610	0	0	3220	339	1805	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.00	0.00	0.36	0.36	0.08	0.00	0.16	0.00	0.00	0.03
Crit Moves:	****				****		****					****
Green/Cycle:	0.19	0.63	0.00	0.00	0.44	0.44	0.14	0.00	0.29	0.00	0.00	0.14
Volume/Cap:	0.81	0.35	0.00	0.00	0.81	0.81	0.54	0.00	0.58	0.00	0.00	0.18
Delay/Veh:	54.2	9.4	0.0	0.0	28.6	28.6	44.1	0.0	33.9	0.0	0.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	9.4	0.0	0.0	28.6	28.6	44.1	0.0	33.9	0.0	0.0	40.0
LOS by Move:	D	A	A	A	C	C	D	A	C	A	A	D
HCM2kAvgQ:	11	6	0	0	20	20	5	0	8	0	0	1

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #14 Mission St/Market St/San Pedro Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 12 Average Delay (sec/veh): 61.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	Mission St/San Pedro Rd						Market St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	6	10	10	8	8	8	8	8	8
Y+R:	4.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 1	0 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	451	445	25	136	669	427	452	376	250	65	603	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	445	25	136	669	427	452	376	250	65	603	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	451	445	25	136	669	427	452	376	250	65	603	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	445	25	136	669	427	452	376	250	65	603	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	445	25	136	669	427	452	376	250	65	603	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.86	0.86	0.90	0.90	0.90	0.95	0.95	0.85
Lanes:	1.00	2.84	0.16	1.00	2.00	1.00	1.26	1.05	0.69	1.00	2.00	1.00
Final Sat.:	1805	4872	274	1805	3257	1629	2145	1784	1186	1796	3592	1615
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.08	0.21	0.26	0.21	0.21	0.21	0.04	0.17	0.02
Crit Moves:	****					****			****		****	
Green/Cycle:	0.25	0.28	0.28	0.23	0.26	0.26	0.21	0.21	0.21	0.17	0.17	0.17
Volume/Cap:	1.00	0.33	0.33	0.33	0.78	1.00	1.00	1.00	1.00	0.22	1.00	0.14
Delay/Veh:	83.5	31.5	31.5	35.6	40.6	67.7	70.7	70.7	70.7	39.5	80.5	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.5	31.5	31.5	35.6	40.6	67.7	70.7	70.7	70.7	39.5	80.5	39.3
LOS by Move:	F	C	C	D	D	E	E	E	E	D	F	D
HCM2kAvgQ:	21	5	5	4	13	22	18	18	18	2	16	1

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #15 El Camino Real/F Street

Cycle (sec): 70 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 9 Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	El Camino Real						F Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	10	10	10	4	4	4	0	0	0
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	176	330	0	0	892	52	120	0	186	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	330	0	0	892	52	120	0	186	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	330	0	0	892	52	120	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	330	0	0	892	52	120	0	186	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	330	0	0	892	52	120	0	186	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.90	0.90	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.83	0.17	0.56	0.00	1.44	0.00	0.00	0.00
Final Sat.:	3502	5187	0	0	4862	283	955	0	2434	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.18	0.18	0.13	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.12	0.57	0.00	0.00	0.44	0.44	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.41	0.11	0.00	0.00	0.41	0.41	0.41	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	29.1	7.0	0.0	0.0	13.3	13.3	19.7	0.0	18.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	7.0	0.0	0.0	13.3	13.3	19.7	0.0	18.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	2	1	0	0	5	5	4	0	2	0	0	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #16 Hillside Blvd/Chester St/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Hillside Blvd						Chester St/A St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	64	190	20	10	354	29	17	102	40	34	100	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	190	20	10	354	29	17	102	40	34	100	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	190	20	10	354	29	17	102	40	34	100	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	190	20	10	354	29	17	102	40	34	100	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	190	20	10	354	29	17	102	40	34	100	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	1.39	0.14	0.05	1.80	0.15	0.11	0.64	0.25	0.24	0.72	0.04
Final Sat.:	267	820	88	31	1112	92	64	384	150	140	413	25
Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.23	0.32	0.32	0.31	0.27	0.27	0.27	0.24	0.24	0.24
Crit Moves:	****			****				****		****		
Delay/Veh:	10.5	10.2	10.0	11.0	10.8	10.7	10.4	10.4	10.4	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.2	10.0	11.0	10.8	10.7	10.4	10.4	10.4	10.4	10.4	10.4
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:	10.3			10.8			10.4			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.8			10.4			10.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	0.3	0.3	0.3

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #17 Hillside Blvd/Market St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 9 Average Delay (sec/veh): 29.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Hillside Blvd						Market Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	8	8	8	8	8	8
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	203	202	18	72	341	58	11	331	159	65	438	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	202	18	72	341	58	11	331	159	65	438	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	202	18	72	341	58	11	331	159	65	438	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	202	18	72	341	58	11	331	159	65	438	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	202	18	72	341	58	11	331	159	65	438	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.98	0.98	0.98	0.32	0.90	0.90	0.30	0.94	0.94
Lanes:	1.00	1.00	1.00	0.15	0.73	0.12	1.00	1.35	0.65	1.00	1.87	0.13
Final Sat.:	1805	1900	1615	283	1341	228	599	2319	1114	564	3345	229
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.01	0.25	0.25	0.25	0.02	0.14	0.14	0.12	0.13	0.13
Crit Moves:	****			****				****				
Green/Cycle:	0.20	0.20	0.20	0.45	0.45	0.45	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.56	0.53	0.06	0.56	0.56	0.56	0.07	0.56	0.56	0.45	0.52	0.52
Delay/Veh:	36.3	35.5	30.8	20.0	20.0	20.0	27.2	31.7	31.7	32.2	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	35.5	30.8	20.0	20.0	20.0	27.2	31.7	31.7	32.2	31.0	31.0
LOS by Move:	D	D	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	6	0	10	10	10	0	7	7	2	7	7

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #18 Junipero Serra Blvd/North Garage

Cycle (sec): 75 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 Average Delay (sec/veh): 3.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Junipero Serra Bvld						North Garage					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	6	6	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	4.2	4.9	4.9	4.0	4.0	4.0	3.7	3.7	3.7
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1391	16	42	745	0	0	0	0	36	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1391	16	42	745	0	0	0	0	36	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1391	16	42	745	0	0	0	0	36	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1391	16	42	745	0	0	0	0	36	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1391	16	42	745	0	0	0	0	36	0	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.01	0.02	0.21	0.00	0.00	0.00	0.00	0.02	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.80	0.80	0.88	0.85	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.48	0.01	0.12	0.24	0.00	0.00	0.00	0.00	0.30	0.00	0.47
Delay/Veh:	0.0	2.6	1.5	1.5	1.1	0.0	0.0	0.0	0.0	34.7	0.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.6	1.5	1.5	1.1	0.0	0.0	0.0	0.0	34.7	0.0	37.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	6	0	0	2	0	0	0	0	1	0	2

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #19 Junipero Serra Blvd/Westlake Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 6 Average Delay (sec/veh): 11.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	4	10	0	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	3.5	4.9	4.0	4.0	4.0	4.0	3.5	3.5	3.5
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1158	323	134	560	0	0	0	0	171	0	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1158	323	134	560	0	0	0	0	171	0	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	323	134	560	0	0	0	0	171	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	323	134	560	0	0	0	0	171	0	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1158	323	134	560	0	0	0	0	171	0	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.20	0.07	0.16	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.54	0.54	0.13	0.67	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.59	0.37	0.59	0.23	0.00	0.00	0.00	0.00	0.41	0.00	0.59
Delay/Veh:	0.0	9.6	8.0	28.8	3.9	0.0	0.0	0.0	0.0	20.4	0.0	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	8.0	28.8	3.9	0.0	0.0	0.0	0.0	20.4	0.0	23.1
LOS by Move:	A	A	A	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	8	4	3	2	0	0	0	0	3	0	5

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

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General Plan with Project AM

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

Intersection #20 Junipero Serra Blvd/School St/87th St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 53 Level Of Service: C

Street Name:	Junipero Serra Blvd						School Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	3	6	6	3	6	6	5	5	5	5	5	5
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.0	4.0	4.0	3.6	3.6	3.6
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	65	117	61	47	398	72	113	292	94	132	206	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	117	61	47	398	72	113	292	94	132	206	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	117	61	47	398	72	113	292	94	132	206	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	117	61	47	398	72	113	292	94	132	206	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	117	61	47	398	72	113	292	94	132	206	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.99	0.99	0.85	0.98	0.98	0.85
Lanes:	1.00	1.31	0.69	1.00	1.69	0.31	0.28	0.72	1.00	0.39	0.61	1.00
Final Sat.:	1805	2252	1174	1805	2987	540	523	1351	1615	728	1136	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.03	0.13	0.13	0.22	0.22	0.06	0.18	0.18	0.10
Crit Moves:	****				****			****			****	
Green/Cycle:	0.05	0.17	0.17	0.08	0.20	0.20	0.32	0.32	0.32	0.27	0.27	0.27
Volume/Cap:	0.67	0.31	0.31	0.31	0.67	0.67	0.67	0.67	0.18	0.67	0.67	0.36
Delay/Veh:	53.4	29.4	29.4	35.6	32.0	32.0	26.1	26.1	19.6	29.3	29.3	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	29.4	29.4	35.6	32.0	32.0	26.1	26.1	19.6	29.3	29.3	24.0
LOS by Move:	D	C	C	D	C	C	C	C	B	C	C	C
HCM2kAvgQ:	3	2	2	1	7	7	10	10	2	9	9	3

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

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General Plan with Project AM

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

Intersection #21 Junipero Serra Blvd/Washington Street

Cycle (sec): 85 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 9 Average Delay (sec/veh): 32.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						Washington Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	6	6	4	6	6	6	6	6	10	10	10
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	0	1 0	0 1	0	1 0	0 1	1 0	1
Volume Module:												
Base Vol:	100	904	34	276	416	13	275	276	275	11	105	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	904	34	276	416	13	275	276	275	11	105	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	100	904	34	276	416	13	275	276	275	11	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	904	34	276	416	13	275	276	275	11	105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	100	904	34	276	416	13	275	276	275	11	105	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	1.00	1.00	0.90	0.89	0.89	0.95	0.95	1.00
Lanes:	1.00	2.89	0.11	1.00	0.97	0.03	0.66	0.67	0.67	0.19	1.81	1.00
Final Sat.:	1805	4974	187	1805	1835	57	1124	1128	1124	341	3251	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.15	0.23	0.23	0.24	0.24	0.24	0.03	0.03	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.24	0.24	0.20	0.34	0.34	0.30	0.30	0.30	0.14	0.12	0.00
Volume/Cap:	0.52	0.75	0.75	0.75	0.66	0.66	0.81	0.81	0.81	0.22	0.27	0.00
Delay/Veh:	38.5	32.2	32.2	39.8	26.4	26.4	32.4	32.6	32.6	32.3	34.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	32.2	32.2	39.8	26.4	26.4	32.4	32.6	32.6	32.3	34.5	0.0
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	A
HCM2kAvgQ:	3	10	10	9	10	10	13	13	13	2	2	0

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

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

Intersection #22 Junipero Serra Blvd/San Pedro Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 12 Average Delay (sec/veh): 52.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Junipero Serra Blvd						San Pedro Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	8	8	3	6	6	4	6	6	3	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	2	0 1	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	196	481	489	30	587	74	466	275	154	548	365	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	481	489	30	587	74	466	275	154	548	365	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	481	489	30	587	74	466	275	154	548	365	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	481	489	30	587	74	466	275	154	548	365	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	481	489	30	587	74	466	275	154	548	365	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	2.00	0.64	0.36	1.00	1.75	0.25
Final Sat.:	1805	3610	1615	1805	3151	397	3502	1152	645	1805	3092	449
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.30	0.02	0.19	0.19	0.13	0.24	0.24	0.30	0.12	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.04	0.21	0.21	0.28	0.23	0.23	0.30	0.25	0.25
Volume/Cap:	0.89	0.45	1.03	0.47	0.89	0.89	0.48	1.03	1.03	1.03	0.48	0.48
Delay/Veh:	70.1	24.7	78.0	45.6	45.8	45.8	25.8	83.5	83.5	75.7	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	24.7	78.0	45.6	45.8	45.8	25.8	83.5	83.5	75.7	27.6	27.6
LOS by Move:	E	C	E	D	D	D	C	F	F	E	C	C
HCM2kAvgQ:	8	6	20	1	12	12	6	18	18	22	5	5

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

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

Intersection #23 Junipero Serra Blvd/D Street

Cycle (sec): 50 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 12 Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						D Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.0	4.0	4.0	3.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	27	275	34	228	589	527	815	435	69	22	198	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	275	34	228	589	527	815	435	69	22	198	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	275	34	228	589	527	815	435	69	22	198	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	275	34	228	589	527	815	435	69	22	198	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	275	34	228	589	527	815	435	69	22	198	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.92	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.96	1.04	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3418	1824	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.02	0.13	0.16	0.33	0.24	0.24	0.04	0.01	0.05	0.04
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.20	0.20	0.17	0.26	0.58	0.31	0.31	0.31	0.08	0.08	0.08
Volume/Cap:	0.14	0.38	0.11	0.76	0.62	0.57	0.76	0.76	0.14	0.15	0.69	0.46
Delay/Veh:	20.7	17.7	16.5	30.7	17.6	7.5	17.6	17.6	12.4	21.9	29.1	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	17.7	16.5	30.7	17.6	7.5	17.6	17.6	12.4	21.9	29.1	24.6
LOS by Move:	C	B	B	C	B	A	B	B	B	C	C	C
HCM2kAvgQ:	1	2	1	6	5	6	8	8	1	0	3	2

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

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General Plan with Project AM

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

Intersection #24 Junipero Serra Blvd/Southgate Ave

Cycle (sec): 90 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 6 Average Delay (sec/veh): 21.5
Optimal Cycle: 26 Level Of Service: C

Street Name:	Junipero Serra Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	0	0	0
Y+R:	4.0	5.3	5.3	4.3	4.3	4.3	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	181	259	0	0	517	274	333	0	249	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	259	0	0	517	274	333	0	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	259	0	0	517	274	333	0	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	259	0	0	517	274	333	0	249	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	259	0	0	517	274	333	0	249	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.00	0.00	0.14	0.17	0.18	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.21	0.55	0.00	0.00	0.35	0.35	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.49	0.09	0.00	0.00	0.41	0.49	0.49	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	32.5	9.4	0.0	0.0	22.5	23.7	21.8	0.0	21.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	9.4	0.0	0.0	22.5	23.7	21.8	0.0	21.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	5	1	0	0	6	6	7	0	5	0	0	0

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

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

Intersection #25 Junipero Serra Blvd/Colma Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 6 Average Delay (sec/veh): 14.9
Optimal Cycle: 19 Level Of Service: B

Street Name:	Junipero Serra Blvd						Colma Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	6	6	6	4	4	4
Y+R:	5.3	5.3	5.3	4.0	5.3	5.3	4.0	4.0	4.0	3.2	3.2	3.2
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	328	181	189	588	0	0	0	0	213	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	328	181	189	588	0	0	0	0	213	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	328	181	189	588	0	0	0	0	213	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	328	181	189	588	0	0	0	0	213	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	328	181	189	588	0	0	0	0	213	0	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.11	0.05	0.16	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.46	0.46	0.22	0.68	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.20	0.24	0.24	0.24	0.00	0.00	0.00	0.00	0.24	0.00	0.05
Delay/Veh:	0.0	14.4	14.9	29.0	5.4	0.0	0.0	0.0	0.0	27.1	0.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.9	29.0	5.4	0.0	0.0	0.0	0.0	27.1	0.0	25.7
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	3	2	3	0	0	0	0	3	0	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #26 Junipero Serra Blvd/Serramonte Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 12 Average Delay (sec/veh): 29.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0	4.0	3.0	4.6	4.6
Lanes:	2 0	2	0 1	1 0	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	100	254	456	111	465	20	141	696	408	132	184	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	254	456	111	465	20	141	696	408	132	184	20
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	254	456	111	465	0	141	696	408	132	184	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	254	456	111	465	0	141	696	408	132	184	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	254	456	111	465	0	141	696	408	132	184	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	1.00	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1900	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.28	0.06	0.13	0.00	0.04	0.19	0.25	0.07	0.05	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.12	0.36	0.36	0.08	0.32	0.00	0.14	0.32	0.32	0.09	0.28	0.28
Volume/Cap:	0.24	0.19	0.78	0.78	0.40	0.00	0.29	0.60	0.78	0.78	0.18	0.04
Delay/Veh:	34.3	18.7	30.7	62.0	22.6	0.0	33.1	24.9	33.4	58.0	23.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	18.7	30.7	62.0	22.6	0.0	33.1	24.9	33.4	58.0	23.4	22.4
LOS by Move:	C	B	C	E	C	A	C	C	C	E	C	C
HCM2kAvgQ:	1	2	13	5	5	0	2	9	12	5	2	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #27 Sullivan Ave/Washington St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 12 Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Sullivan Ave						Washington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	7	7	3	7	7	7	6	6	4	6	6
Y+R:	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0
Lanes:	1 0	1	1	1 0	0	1 0	1 0	1	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	123	330	502	33	154	21	19	282	116	44	136	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	330	502	33	154	21	19	282	116	44	136	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	330	502	33	154	21	19	282	116	44	136	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	330	502	33	154	21	19	282	116	44	136	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	330	502	33	154	21	19	282	116	44	136	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.98	0.98	0.95	0.91	0.91	0.95	0.94	0.94
Lanes:	1.00	1.19	1.81	1.00	0.88	0.12	1.00	1.42	0.58	1.00	0.61	0.39
Final Sat.:	1805	1954	2973	1805	1642	224	1805	2445	1006	1805	1086	702
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.02	0.09	0.09	0.01	0.12	0.12	0.02	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.36	0.36	0.05	0.26	0.26	0.12	0.24	0.24	0.14	0.27	0.27
Volume/Cap:	0.45	0.46	0.46	0.37	0.36	0.36	0.09	0.47	0.47	0.17	0.46	0.46
Delay/Veh:	24.3	14.8	14.8	30.1	18.5	18.5	23.8	19.8	19.8	23.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	14.8	14.8	30.1	18.5	18.5	23.8	19.8	19.8	23.0	19.0	19.0
LOS by Move:	C	B	B	C	B	B	C	B	B	C	B	B
HCM2kAvgQ:	3	5	5	1	3	3	0	4	4	1	4	4

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #28 Sullivan Ave/Pierce Street

Cycle (sec): 45 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 9 Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Sullivan Ave						Pierce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permit+Prot			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	8	8	8	5	5	5	5	5	5
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	0 1	1	0	0 0	0	1	1 0	0	1! 0	0 0	1	0 1! 0 0
Volume Module:												
Base Vol:	96	226	0	0	365	3	6	0	136	564	24	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	226	0	0	365	3	6	0	136	564	24	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	226	0	0	365	3	6	0	136	564	24	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	226	0	0	365	3	6	0	136	564	24	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	226	0	0	365	3	6	0	136	564	24	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.94	1.00	1.00	0.95	0.95	0.87	1.00	0.87	0.95	0.95	0.95
Lanes:	0.60	1.40	0.00	0.00	1.98	0.02	0.04	0.00	0.96	1.91	0.08	0.01
Final Sat.:	1028	2496	0	0	3577	29	70	0	1582	3456	140	29
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.00	0.10	0.10	0.09	0.00	0.09	0.16	0.17	0.17
Crit Moves:	****				****		****					****
Green/Cycle:	0.34	0.34	0.00	0.00	0.18	0.18	0.15	0.00	0.15	0.30	0.30	0.30
Volume/Cap:	0.27	0.26	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.54	0.56	0.56
Delay/Veh:	0.1	10.8	0.0	0.0	17.9	17.9	20.6	0.0	20.6	13.5	13.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.1	10.8	0.0	0.0	17.9	17.9	20.6	0.0	20.6	13.5	13.8	13.8
LOS by Move:	A	B	A	A	B	B	C	A	C	B	B	B
HCM2kAvgQ:	2	2	0	0	3	3	3	0	3	4	4	4

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #29 Sullivan Ave/San Pedro Rd/Eastmoor Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): 34.4
Optimal Cycle: 65 Level Of Service: C

Street Name:	Sullivan Ave						San Pedro Rd/Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	8	8	8	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	1 0	1	1 0	2 0	0	1 0
Volume Module:												
Base Vol:	5	163	272	0	652	438	113	635	172	323	262	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	163	272	0	652	438	113	635	172	323	262	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	163	272	0	652	438	113	635	172	323	262	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	163	272	0	652	438	113	635	172	323	262	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	163	272	0	652	438	113	635	172	323	262	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	1.00	0.89	0.89	0.95	0.92	0.92	0.92	0.97	0.97
Lanes:	1.00	1.00	1.00	0.00	1.20	0.80	1.00	1.57	0.43	2.00	0.83	0.17
Final Sat.:	1805	1635	1635	0	2030	1364	1805	2750	745	3502	1530	321
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.17	0.00	0.32	0.32	0.06	0.23	0.23	0.09	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.47	0.47	0.00	0.42	0.42	0.11	0.30	0.30	0.12	0.31	0.31
Volume/Cap:	0.05	0.21	0.35	0.00	0.77	0.77	0.56	0.77	0.77	0.77	0.56	0.56
Delay/Veh:	49.5	17.1	18.6	0.0	30.2	30.2	49.7	38.6	38.6	55.5	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	17.1	18.6	0.0	30.2	30.2	49.7	38.6	38.6	55.5	33.1	33.1
LOS by Move:	D	B	B	A	C	C	D	D	D	E	C	C
HCM2kAvgQ:	0	3	6	0	18	18	4	15	15	7	9	9

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #30 Sullivan Ave/I-280 On Ramp

Cycle (sec): 55 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 9 Average Delay (sec/veh): 11.3
Optimal Cycle: 29 Level Of Service: B

Street Name:	Sullivan Ave						I-280 On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	6	8	8	6	6	6	0	0	0
Y+R:	3.5	4.2	4.2	4.0	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	2 0	0	1 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	59	209	91	562	284	96	13	18	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	209	91	562	284	96	13	18	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	209	91	562	284	96	13	18	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	209	91	562	284	96	13	18	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	209	91	562	284	96	13	18	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.96	0.96	0.89	0.89	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.75	0.25	0.84	1.16	0.00	0.00	0.00	0.00
Final Sat.:	1805	3610	1615	3502	1366	462	1418	1964	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.16	0.21	0.21	0.01	0.01	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.35	0.35	0.38	0.62	0.62	0.11	0.11	0.00	0.00	0.00	0.00
Volume/Cap:	0.30	0.17	0.16	0.42	0.34	0.34	0.08	0.08	0.00	0.00	0.00	0.00
Delay/Veh:	23.4	12.6	12.6	12.7	5.2	5.2	22.1	22.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	12.6	12.6	12.7	5.2	5.2	22.1	22.1	0.0	0.0	0.0	0.0
LOS by Move:	C	B	B	B	A	A	C	C	A	A	A	A
HCM2kAvgQ:	1	1	1	4	3	3	0	0	0	0	0	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #31 Sullivan Ave/Southgate Ave

Cycle (sec): 80 | Critical Vol./Cap.(X): 0.434
Loss Time (sec): 6 | Average Delay (sec/veh): 14.7
Optimal Cycle: 24 | Level Of Service: B

Street Name:	Sullivan Ave						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	6	4	4	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	125	0	163	170	495	0	0	191	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	163	170	495	0	0	191	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	163	170	495	0	0	191	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	163	170	495	0	0	191	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	163	170	495	0	0	191	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.78	1.00	0.85	0.95	0.95	1.00	1.00	0.86	0.86
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1476	0	1615	1805	3610	0	0	1632	1632
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.09	0.14	0.00	0.00	0.12	0.21
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.22	0.69	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.43	0.43	0.20	0.00	0.00	0.25	0.43
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	27.0	27.8	4.4	0.0	0.0	12.5	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	27.0	27.8	4.4	0.0	0.0	12.5	14.1
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	4	4	2	0	0	3	6

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #32 Callan Blvd/Southgate Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 | Average Delay (sec/veh): 13.3
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Callan Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	1	1 0	0 1	1	0 0
Volume Module:												
Base Vol:	314	0	68	0	0	0	0	439	199	55	226	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	0	68	0	0	0	0	439	199	55	226	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	0	68	0	0	0	0	439	199	55	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	0	68	0	0	0	0	439	199	55	226	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	0	68	0	0	0	0	439	199	55	226	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.38	0.62	0.39	1.61	0.00
Final Sat.:	980	0	581	0	0	0	0	821	392	205	858	0
Capacity Analysis Module:												
Vol/Sat:	0.32	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	0.53	0.51	0.27	0.26	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	12.9	0.0	9.3	0.0	0.0	0.0	0.0	15.1	13.8	11.7	11.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	0.0	9.3	0.0	0.0	0.0	0.0	15.1	13.8	11.7	11.5	0.0
LOS by Move:	B	*	A	*	*	*	*	C	B	B	B	*
ApproachDel:	12.3			xxxxxx				14.7			11.5	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	12.3			xxxxxx				14.7			11.5	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.4	0.0	0.1	0.0	0.0	0.0	0.0	1.1	1.0	0.3	0.3	0.0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #33 St Francis Blvd/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 6 Average Delay (sec/veh): 13.4
Optimal Cycle: 22 Level Of Service: B

Street Name:	St Francis Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	0	1	0	1 0	0	1	0	1	0	1 0	0	1	0
Volume Module:												
Base Vol:	102	104	112	77	110	17	23	327	71	97	102	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	104	112	77	110	17	23	327	71	97	102	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	104	112	77	110	17	23	327	71	97	102	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	104	112	77	110	17	23	327	71	97	102	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	104	112	77	110	17	23	327	71	97	102	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.92	0.92	0.52	0.98	0.98	0.67	0.97	0.97	0.46	0.97	0.97
Lanes:	1.00	0.48	0.52	1.00	0.87	0.13	1.00	0.82	0.18	1.00	0.77	0.23
Final Sat.:	1226	843	908	986	1613	249	1267	1519	330	866	1406	427
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.08	0.07	0.07	0.02	0.22	0.22	0.11	0.07	0.07
Crit Moves:		****						****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.25	0.37	0.37	0.23	0.20	0.20	0.03	0.37	0.37	0.19	0.12	0.12
Delay/Veh:	19.5	20.5	20.5	19.4	19.0	19.0	6.9	8.9	8.9	7.8	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	20.5	20.5	19.4	19.0	19.0	6.9	8.9	8.9	7.8	7.4	7.4
LOS by Move:	B	C	C	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	4	4	2	2	2	0	5	5	1	1	1

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #34 I-280 NB On Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.187
Loss Time (sec): 6 Average Delay (sec/veh): 2.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 NB On Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	6	10	10	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.9	3.9	4.1	4.1	4.1
Lanes:	0 0	0	0	0	0 0	0	2	0	2	0 0	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	329	1025	0	0	233	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	329	1025	0	0	233	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	329	1025	0	0	233	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	329	1025	0	0	233	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	329	1025	0	0	233	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	0	0	0	3502	3610	0	0	3576	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.28	0.00	0.00	0.07	0.07
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.85	0.00	0.00	0.35	0.35
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.33	0.00	0.00	0.19	0.19
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.7	0.0	0.0	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.7	0.0	0.0	9.2	9.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	1	2	0	0	1	1

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #35 I-280 SB Off Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 6 Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 SB Off Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	6	6	6	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	3.7	3.7	3.7	3.6	3.6	3.6	4.6	4.6	4.6
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	332	0	448	0	1048	0	0	248	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	332	0	448	0	1048	0	0	248	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	332	0	448	0	1048	0	0	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	332	0	448	0	1048	0	0	248	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	332	0	448	0	1048	0	0	248	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3502	0	2842	0	3610	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.16	0.00	0.29	0.00	0.00	0.05	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.55	0.00	0.00	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.53	0.00	0.53	0.00	0.00	0.09	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	12.3	0.0	5.9	0.0	0.0	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	12.3	0.0	5.9	0.0	0.0	4.2	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	0	5	0	0	1	0

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

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General Plan with Project AM

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

Intersection #36 Serramonte Blvd/Gellert Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): 31.7
Optimal Cycle: 41 Level Of Service: C

Street Name:	Gellert Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.1	4.1	3.5	4.1	4.1
Lanes:	1 1	0	1 1	1 1	0	1 0	1 0	2	0 1	2 0	1	0 2
Volume Module:												
Base Vol:	171	108	367	108	123	7	39	626	21	374	254	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	108	367	108	123	7	39	626	21	374	254	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	108	367	108	123	7	39	626	21	374	254	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	108	367	108	123	7	39	626	21	374	254	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	108	367	108	123	7	39	626	21	374	254	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.93	0.93	0.93	0.95	0.95	0.85	0.92	1.00	0.75
Lanes:	1.23	0.77	2.00	1.36	1.55	0.09	1.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	1998	1262	3260	2394	2726	155	1805	3610	1615	3502	1900	2842
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.05	0.05	0.05	0.02	0.17	0.01	0.11	0.13	0.08
Crit Moves:			****		****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.09	0.09	0.09	0.12	0.35	0.35	0.22	0.45	0.54
Volume/Cap:	0.37	0.37	0.49	0.49	0.49	0.49	0.18	0.49	0.04	0.49	0.30	0.16
Delay/Veh:	35.9	35.9	37.1	48.3	48.3	48.3	43.7	28.2	23.4	38.2	19.5	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	37.1	48.3	48.3	48.3	43.7	28.2	23.4	38.2	19.5	12.8
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	4	4	6	3	3	3	1	9	0	6	5	2

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #37 Serramonte Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 0 Average Delay (sec/veh): 29.3
Optimal Cycle: 0 Level Of Service: D

Street Name:	Callan Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	133	289	82	96	212	145	75	393	131	59	105	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	289	82	96	212	145	75	393	131	59	105	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	289	82	96	212	145	75	393	131	59	105	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	289	82	96	212	145	75	393	131	59	105	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	289	82	96	212	145	75	393	131	59	105	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	1.00	1.00	1.00	1.00	1.50	0.50	1.00	1.63	0.37
Final Sat.:	139	301	473	369	393	422	382	621	213	332	573	133
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.17	0.26	0.54	0.34	0.20	0.63	0.62	0.18	0.18	0.18
Crit Moves:	****				****			****			****	
Delay/Veh:	61.1	61.1	11.5	15.2	21.0	14.9	14.0	24.1	22.7	15.0	14.3	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	61.1	11.5	15.2	21.0	14.9	14.0	24.1	22.7	15.0	14.3	14.1
LOS by Move:	F	F	B	C	C	B	B	C	C	B	B	B
ApproachDel:	53.0			17.9			22.5			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	53.0			17.9			22.5			14.5		
LOS by Appr:	F			C			C			B		
AllWayAvgQ:	6.1	6.1	0.2	0.3	1.0	0.5	0.2	1.5	1.4	0.2	0.2	0.2

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #38 Serramonte Blvd/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 0 Average Delay (sec/veh): 35.0
Optimal Cycle: 0 Level Of Service: D

Street Name:	Rt 1 Ramps						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	7	93	39	283	57	67	474	183	89	135	131	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	93	39	283	57	67	474	183	89	135	131	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	7	93	39	283	57	67	474	183	89	135	131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	93	39	283	57	67	474	183	89	135	131	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	7	93	39	283	57	67	474	183	89	135	131	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.67	0.28	0.83	0.17	1.00	1.00	0.67	0.33	1.00	1.00	1.00
Final Sat.:	21	285	119	369	74	511	476	350	170	389	411	444
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.77	0.77	0.13	1.00	0.52	0.52	0.35	0.32	0.00
Crit Moves:	****				****		****			****		
Delay/Veh:	14.9	14.9	14.9	32.0	32.0	10.7	67.8	16.6	16.6	16.2	15.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.9	14.9	32.0	32.0	10.7	67.8	16.6	16.6	16.2	15.0	0.0
LOS by Move:	B	B	B	D	D	B	F	C	C	C	B	*
ApproachDel:	14.9			28.5			49.2			15.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			28.5			49.2			15.6		
LOS by Appr:	B			D			E			C		
AllWayAvgQ:	0.4	0.4	0.4	2.6	2.6	0.1	7.6	1.0	1.0	0.5	0.4	0.0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #39 Serramonte Blvd/St Francis Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): 18.1
Optimal Cycle: 0 Level Of Service: C

Street Name:	St Francis Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	4	9	497	1	21	0	248	20	1	79	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4	9	497	1	21	0	248	20	1	79	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	9	497	1	21	0	248	20	1	79	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	9	497	1	21	0	248	20	1	79	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	9	497	1	21	0	248	20	1	79	130
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.31	0.69	0.95	0.01	0.04	0.00	0.93	0.07	0.01	0.37	0.62
Final Sat.:	0	169	381	633	1	27	0	556	45	3	231	381
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.02	0.02	0.79	0.79	0.79	xxxx	0.45	0.45	0.34	0.34	0.34
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	8.7	8.7	24.0	24.0	24.0	0.0	12.7	12.7	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	8.7	24.0	24.0	24.0	0.0	12.7	12.7	10.9	10.9	10.9
LOS by Move:	*	A	A	C	C	C	*	B	B	B	B	B
ApproachDel:	8.7			24.0			12.7			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			24.0			12.7			10.9		
LOS by Appr:	A			C			B			B		
AllWayAvgQ:	0.0	0.0	0.0	2.9	2.9	2.9	0.7	0.7	0.7	0.4	0.4	0.4

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #40 St Francis Blvd/Clarinada Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 0 Average Delay (sec/veh): 15.7
Optimal Cycle: 0 Level Of Service: C

Street Name:	St Francis Blvd						Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	18	85	27	76	259	4	7	56	100	132	149	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	85	27	76	259	4	7	56	100	132	149	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	85	27	76	259	4	7	56	100	132	149	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	85	27	76	259	4	7	56	100	132	149	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	85	27	76	259	4	7	56	100	132	149	180
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.65	0.21	0.22	0.77	0.01	0.04	0.34	0.62	0.29	0.32	0.39
Final Sat.:	72	341	108	131	447	7	25	197	352	187	211	255
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.58	0.58	0.58	0.28	0.28	0.28	0.71	0.71	0.71
Crit Moves:		****		****					****		****	
Delay/Veh:	10.8	10.8	10.8	15.6	15.6	15.6	10.6	10.6	10.6	19.1	19.1	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	15.6	15.6	15.6	10.6	10.6	10.6	19.1	19.1	19.1
LOS by Move:	B	B	B	C	C	C	B	B	B	C	C	C
ApproachDel:	10.8			15.6			10.6			19.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			15.6			10.6			19.1		
LOS by Appr:	B			C			B			C		
AllWayAvgQ:	0.2	0.2	0.2	1.1	1.1	1.1	0.3	0.3	0.3	1.9	1.9	1.9

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #41 St Francis Blvd/Eastmoor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 Average Delay (sec/veh): 20.8
Optimal Cycle: 0 Level Of Service: C

Street Name:	St Francis Blvd							Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1! 0	0	0	0	0	0	0	1	0	0	
Volume Module:													
Base Vol:	53	0	67	0	0	0	0	590	24	76	399	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	53	0	67	0	0	0	0	590	24	76	399	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	53	0	67	0	0	0	0	590	24	76	399	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	53	0	67	0	0	0	0	590	24	76	399	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	53	0	67	0	0	0	0	590	24	76	399	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.44	0.00	0.56	0.00	0.00	0.00	0.00	0.96	0.04	0.16	0.84	0.00	
Final Sat.:	248	0	313	0	0	0	0	714	29	113	596	0	
Capacity Analysis Module:													
Vol/Sat:	0.21	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	0.83	0.83	0.67	0.67	xxxx	
Crit Moves:	****							****			****		
Delay/Veh:	10.4	0.0	10.4	0.0	0.0	0.0	0.0	25.6	25.6	17.1	17.1	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	10.4	0.0	10.4	0.0	0.0	0.0	0.0	25.6	25.6	17.1	17.1	0.0	
LOS by Move:	B	*	B	*	*	*	*	D	D	C	C	*	
ApproachDel:	10.4			xxxxxx				25.6			17.1		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	10.4			xxxxxx				25.6			17.1		
LOS by Appr:	B			*				D			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	3.7	3.7	3.7	1.8	1.8	1.8	

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #42 Clarinada Ave/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 Average Delay (sec/veh): 15.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Rt 1 Ramps							Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	
Volume Module:													
Base Vol:	453	0	380	0	0	0	0	78	79	66	54	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	453	0	380	0	0	0	0	78	79	66	54	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	453	0	380	0	0	0	0	78	79	66	54	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	453	0	380	0	0	0	0	78	79	66	54	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	453	0	380	0	0	0	0	78	79	66	54	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00	
Final Sat.:	614	0	766	0	0	0	0	519	577	464	988	0	
Capacity Analysis Module:													
Vol/Sat:	0.74	xxxx	0.50	xxxx	xxxx	xxxx	xxxx	0.15	0.14	0.14	0.05	xxxx	
Crit Moves:	****							****		****			
Delay/Veh:	22.8	0.0	11.7	0.0	0.0	0.0	0.0	10.4	9.4	11.2	9.9	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	22.8	0.0	11.7	0.0	0.0	0.0	0.0	10.4	9.4	11.2	9.9	0.0	
LOS by Move:	C	*	B	*	*	*	*	B	A	B	A	*	
ApproachDel:	17.7			xxxxxx				9.9			10.6		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	17.7			xxxxxx				9.9			10.6		
LOS by Appr:	C			*				A			B		
AllWayAvgQ:	2.4	0.0	0.9	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.0	

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #43 Clarinada Ave/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: B

Street Name:	Callan Blvd								Clarinada Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	69	282		0		0	149		44		78		0	240		0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Initial Bse:	69	282		0		0	149		44		78		0	240		0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Volume:	69	282		0		0	149		44		78		0	240		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
Reduced Vol:	69	282		0		0	149		44		78		0	240		0		0		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
FinalVolume:	69	282		0		0	149		44		78		0	240		0		0		0
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
Lanes:	1.00	2.00		0.00		0.00	1.54		0.46		1.00		0.00	1.00		0.00		0.00		0.00
Final Sat.:	549	1192		0		0	939		287		547		0	671		0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.24	xxxx	xxxx		0.16	0.15		0.14	xxxx		0.36	xxxx	xxxx		xxxx				
Crit Moves:		****				****						****								
Delay/Veh:	9.9	10.2	0.0	0.0		9.3	9.1		10.0	0.0		10.5	0.0	0.0		0.0				
Delay Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00				
AdjDel/Veh:	9.9	10.2	0.0	0.0		9.3	9.1		10.0	0.0		10.5	0.0	0.0		0.0				
LOS by Move:	A	B	*	*		A	A		B	*		B	*	*		*				
ApproachDel:	10.2					9.3				10.4			xxxxxx							
Delay Adj:	1.00					1.00				1.00			xxxxx							
ApprAdjDel:	10.2					9.3				10.4			xxxxxx							
LOS by Appr:	B					A				B			*							
AllWayAvgQ:	0.1	0.3	0.0	0.0		0.2	0.2		0.2	0.0		0.5	0.0	0.0		0.0				

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #44 Hickey Blvd/Skyline Blvd

Cycle (sec): 80 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd								Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	8	8	4		8	8		6		6	6		4		4	4	
Y+R:	3.0	5.0	5.0	3.0		5.0	5.0		3.5		3.5	3.5		3.5		3.5	3.5	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	1	0	1
Volume Module:																				
Base Vol:	49	983		73		88	572		166		292	294		19		37	116		210	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	49	983		73		88	572		166		292	294		19		37	116		210	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	49	983		73		88	572		166		292	294		19		37	116		210	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	49	983		73		88	572		166		292	294		19		37	116		210	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	49	983		73		88	572		166		292	294		19		37	116		210	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.95	0.95		0.85		0.95	0.95		0.85		0.98	0.98		0.85		0.94	0.94		0.85	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.00	1.00		1.00		0.48	1.52		1.00	
Final Sat.:	1805	3610		1615		1805	3610		1615		1854	1854		1615		863	2704		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.27		0.05		0.05	0.16		0.10		0.16	0.16		0.01		0.04	0.04		0.13	
Crit Moves:		****				****						****							****	
Green/Cycle:	0.11	0.38		0.38		0.07	0.34		0.34		0.22	0.22		0.22		0.18	0.18		0.18	
Volume/Cap:	0.25	0.72		0.12		0.72	0.47		0.30		0.71	0.72		0.05		0.24	0.24		0.72	
Delay/Veh:	33.5	23.0		16.2		54.9	21.0		19.7		31.8	31.9		24.6		28.2	28.2		39.1	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	33.5	23.0		16.2		54.9	21.0		19.7		31.8	31.9		24.6		28.2	28.2		39.1	
LOS by Move:	C	C		B		D	C		B		C	C		C		C	C		D	
HCM2kAvgQ:	1	12		1		4	6		3		8	8		0		2	2		6	

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #45 Hickey Blvd/St Francis Blvd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[19.4]

Street Name:	St Francis Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	8	0	4	59	2	33	20	708	12	9	357	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	4	59	2	33	20	708	12	9	357	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	4	59	2	33	20	708	12	9	357	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	0	4	59	2	33	20	708	12	9	357	3
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	952	1132	360	771	1137	180	360	xxxx	xxxxx	720	xxxx	xxxxx
Potent Cap.:	217	205	642	294	204	838	1210	xxxx	xxxxx	891	xxxx	xxxxx
Move Cap.:	203	199	642	286	198	838	1210	xxxx	xxxxx	891	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.01	0.21	0.01	0.04	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	263	xxxxx	xxxx	367	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	1.0	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.4	xxxxx	xxxxx	18.1	xxxxx	8.0	xxxx	xxxxx	9.1	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	A	*	*	A	*	*
ApproachDel:	19.4			18.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #46 Hickey Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 9 Average Delay (sec/veh): 22.8
Optimal Cycle: 29 Level Of Service: C

Street Name:	Callan Blvd						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	2	2	2	6	6	6	6	6	6
Y+R:	3.6	3.6	3.6	4.6	4.6	4.6	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	105	222	43	152	154	61	128	582	63	23	395	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	222	43	152	154	61	128	582	63	23	395	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	222	43	152	154	61	128	582	63	23	395	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	222	43	152	154	61	128	582	63	23	395	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	222	43	152	154	61	128	582	63	23	395	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.98	0.98	0.48	0.96	0.96	0.95	0.94	0.94	0.95	0.93	0.93
Lanes:	1.00	0.84	0.16	1.00	0.72	0.28	1.00	1.80	0.20	1.00	1.65	0.35
Final Sat.:	1024	1553	301	920	1302	516	1805	3209	347	1805	2906	611
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.17	0.12	0.12	0.07	0.18	0.18	0.01	0.14	0.14
Crit Moves:				****				****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.17	0.44	0.44	0.06	0.33	0.33
Volume/Cap:	0.25	0.35	0.35	0.41	0.29	0.29	0.41	0.41	0.41	0.21	0.41	0.41
Delay/Veh:	20.0	20.9	20.9	21.9	20.3	20.3	37.7	19.0	19.0	45.7	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.9	20.9	21.9	20.3	20.3	37.7	19.0	19.0	45.7	26.1	26.1
LOS by Move:	C	C	C	C	C	C	D	B	B	D	C	C
HCM2kAvgQ:	2	6	6	4	4	4	4	7	7	1	6	6

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

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General Plan with Project AM

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

Intersection #47 Hickey Blvd/I-280 SB Ramps

Cycle (sec): 40 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 6 Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 SB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	4	4	4	8	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	1! 0	1	0 0	1	1 0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	229	1	174	0	746	710	145	819	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	229	1	174	0	746	710	145	819	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	229	1	174	0	746	710	145	819	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	229	1	174	0	746	710	145	819	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	229	1	174	0	746	710	145	819	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.88	0.88	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.56	0.01	1.43	0.00	1.02	0.98	2.00	2.00	0.00
Final Sat.:	0	0	0	2545	8	2324	0	1715	1632	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.12	0.07	0.00	0.44	0.44	0.04	0.23	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.58	0.58	0.10	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.75	0.45	0.00	0.75	0.75	0.41	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	21.5	15.4	0.0	7.8	7.8	17.7	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.0	21.5	15.4	0.0	7.8	7.8	17.7	2.7	0.0
LOS by Move:	A	A	A	B	C	B	A	A	A	B	A	A
HCM2kAvgQ:	0	0	0	3	4	2	0	9	9	1	2	0

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

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General Plan with Project AM

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

Intersection #48 Hickey Blvd/I-280 NB Ramps

Cycle (sec): 50 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 12 Average Delay (sec/veh): 20.0
Optimal Cycle: 49 Level Of Service: B

Street Name:	I-280 NB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.5	4.5	3.0	4.0	4.0
Lanes:	1 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	494	39	366	69	152	114	95	426	380	83	398	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	39	366	69	152	114	95	426	380	83	398	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	494	39	366	69	152	114	95	426	0	83	398	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	39	366	69	152	114	95	426	0	83	398	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	494	39	366	69	152	114	95	426	0	83	398	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.99	0.99	0.85	0.95	0.95	1.00	0.95	0.94	0.94
Lanes:	1.85	0.15	1.00	0.31	0.69	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	3367	266	1615	584	1287	1615	1805	3610	1900	1805	3366	211
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.23	0.12	0.12	0.07	0.05	0.12	0.00	0.05	0.12	0.12
Crit Moves:			****		****		****				****	
Green/Cycle:	0.32	0.32	0.32	0.16	0.16	0.16	0.08	0.20	0.00	0.08	0.20	0.20
Volume/Cap:	0.46	0.46	0.72	0.72	0.72	0.43	0.66	0.59	0.00	0.57	0.59	0.59
Delay/Veh:	14.0	14.0	20.0	27.7	27.7	19.9	32.9	19.4	0.0	27.7	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	20.0	27.7	27.7	19.9	32.9	19.4	0.0	27.7	19.5	19.5
LOS by Move:	B	B	C	C	C	B	C	B	A	C	B	B
HCM2kAvgQ:	4	4	7	5	5	2	3	4	0	2	4	4

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #49 Skyline Blvd/Westmoor Ave

Cycle (sec): 70 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 12 Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd						Westmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.5	5.8	5.8	3.5	5.8	5.8	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	8	1048	132	111	1410	78	68	289	185	110	65	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1048	132	111	1410	78	68	289	185	110	65	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1048	132	111	1410	78	68	289	185	110	65	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1048	132	111	1410	78	68	289	185	110	65	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1048	132	111	1410	78	68	289	185	110	65	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.08	0.06	0.39	0.05	0.04	0.15	0.11	0.06	0.03	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.46	0.46	0.10	0.50	0.50	0.10	0.19	0.19	0.08	0.17	0.17
Volume/Cap:	0.08	0.63	0.18	0.63	0.78	0.10	0.38	0.78	0.59	0.78	0.20	0.57
Delay/Veh:	31.6	15.2	11.3	37.7	16.7	9.3	30.8	37.2	28.6	55.9	25.1	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	15.2	11.3	37.7	16.7	9.3	30.8	37.2	28.6	55.9	25.1	29.4
LOS by Move:	C	B	B	D	B	A	C	D	C	E	C	C
HCM2kAvgQ:	0	10	2	4	15	1	2	8	5	4	1	4

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #50 Geneva Ave/Carter St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 9 Average Delay (sec/veh): 9.6
Optimal Cycle: 53 Level Of Service: B

Street Name:	Carter St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	8	8	8	6	6	6	0	21	21	6	36	36
Y+R:	5.0	5.0	5.0	4.0	4.0	4.0	0.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	224	0	168	0	0	0	0	1043	273	161	796	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	0	168	0	0	0	0	1043	273	161	796	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	0	0	0	0	0	0	1043	273	161	796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	0	0	0	0	0	0	1043	273	161	796	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	0.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	235	0	0	0	0	0	0	1095	287	161	836	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	2921	765	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.09	0.22	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.56	0.13	0.70	0.00
Volume/Cap:	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.32	0.00
Delay/Veh:	23.6	0.0	0.0	0.0	0.0	0.0	0.0	8.9	8.9	27.2	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	0.0	0.0	0.0	0.0	0.0	0.0	8.9	8.9	27.2	3.2	0.0
DesignQueue:	9	0	0	0	0	0	0	16	16	7	6	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #51 Geneva Ave/Schwerin St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 6 Average Delay (sec/veh): 18.3
Optimal Cycle: 34 Level Of Service: B

Street Name:	Schwerin St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	28	27	164	14	39	102	123	1231	39	161	683	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	27	164	14	39	102	123	1231	39	161	683	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	27	164	14	39	102	123	1231	39	161	683	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	27	164	14	39	102	123	1231	39	161	683	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	27	164	14	39	102	123	1231	39	161	683	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	0.13	0.12	0.75	0.09	0.25	0.66	1.00	1.94	0.06	1.00	1.92	0.08
Final Sat.:	209	201	1222	152	423	1107	1805	3482	110	1805	3437	151
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.09	0.09	0.09	0.07	0.35	0.35	0.09	0.20	0.20
Crit Moves:	****							****				
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.57	0.57	0.57	0.14	0.54	0.54
Volume/Cap:	0.62	0.62	0.62	0.42	0.42	0.42	0.27	0.62	0.62	0.62	0.37	0.37
Delay/Veh:	36.8	36.8	36.8	32.8	32.8	32.8	12.5	13.9	13.9	42.5	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	36.8	36.8	32.8	32.8	32.8	12.5	13.9	13.9	42.5	12.9	12.9
LOS by Move:	D	D	D	C	C	C	B	B	B	D	B	B
HCM2kAvgQ:	7	7	7	4	4	4	2	13	13	5	6	6

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #52 Geneva Ave/Bayshore Blvd

Cycle (sec): 95 Critical Vol./Cap.(X): 1.347
Loss Time (sec): 12 Average Delay (sec/veh): 117.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bayshore Blvd						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lanes:	2 0	2 0	1	2 0	2 0	2	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	214	1113	266	803	1159	302	199	421	295	302	368	855
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1113	266	803	1159	302	199	421	295	302	368	855
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1113	266	803	1159	302	199	421	295	302	368	855
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1113	266	803	1159	302	199	421	295	302	368	855
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	1113	266	803	1159	302	199	421	295	302	368	855
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.75	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	2.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	2842	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.16	0.23	0.32	0.11	0.11	0.12	0.18	0.17	0.07	0.53
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.23	0.23	0.17	0.33	0.33	0.08	0.25	0.25	0.23	0.39	0.39
Volume/Cap:	0.93	1.35	0.72	1.35	0.96	0.32	1.35	0.47	0.74	0.74	0.18	1.35
Delay/Veh:	85.1	201	40.6	206.7	48.8	23.8	238.0	30.8	39.9	41.0	18.9	195.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	201	40.6	206.7	48.8	23.8	238.0	30.8	39.9	41.0	18.9	195.5
LOS by Move:	F	F	D	F	D	C	F	C	D	D	B	F
HCM2kAvgQ:	6	38	9	27	23	4	14	6	10	10	3	54

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #53 Carter St/Martin St

Cycle (sec): 45 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 6 Average Delay (sec/veh): 5.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Carter St						Martin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	5	168	54	19	369	1	4	1	14	101	1	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	168	54	19	369	1	4	1	14	101	1	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	168	54	19	369	1	4	1	14	101	1	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	168	54	19	369	1	4	1	14	101	1	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	168	54	19	369	1	4	1	14	101	1	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.51	1.00	0.85	0.64	1.00	1.00	0.86	0.86	0.85	0.72	0.72	0.85
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.80	0.20	1.00	0.99	0.01	1.00
Final Sat.:	977	1900	1615	1224	1895	5	1306	326	1615	1362	13	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.03	0.02	0.19	0.19	0.00	0.00	0.01	0.07	0.07	0.02
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.01	0.14	0.05	0.02	0.31	0.31	0.01	0.01	0.04	0.31	0.31	0.08
Delay/Veh:	3.1	3.5	3.2	3.2	4.0	4.0	13.1	13.1	13.2	14.6	14.6	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.1	3.5	3.2	3.2	4.0	4.0	13.1	13.1	13.2	14.6	14.6	13.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	0	0	3	3	0	0	0	1	1	0

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

15454 Daly City General Plan EIR
General Plan with Project AM

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

Intersection #54 Guadalupe Canyon Pkwy/Carter St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 9 Average Delay (sec/veh): 14.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Carter St						Guadalupe Canyon Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	198	0	210	134	247	0	0	106	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	198	0	210	134	247	0	0	106	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	198	0	210	134	247	0	0	106	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	198	0	210	134	247	0	0	106	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	198	0	210	134	247	0	0	106	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.13	0.07	0.07	0.00	0.00	0.03	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.26	0.41	0.00	0.00	0.15	0.15
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.29	0.29	0.17	0.00	0.00	0.19	0.18
Delay/Veh:	0.0	0.0	0.0	10.4	0.0	11.5	19.7	12.2	0.0	0.0	24.1	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	0.0	11.5	19.7	12.2	0.0	0.0	24.1	24.3
LOS by Move:	A	A	A	B	A	B	B	B	A	A	C	C
HCM2kAvgQ:	0	0	0	1	0	3	2	2	0	0	1	1

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

15454 Daly City General Plan EIR
General Plan with Project PM

Scenario Report

Scenario:	2035 With Project PM
Command:	2035 With Project PM
Volume:	2035 With Project PM
Geometry:	2035 WP PM
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Daly City

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General Plan with Project PM

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 John Daly Blvd/Skyline Blvd													
Base	10	1860	879	257	1948	2	0	0	0	808	14	185	5963
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	1860	879	257	1948	2	0	0	0	808	14	185	5963
#2 Lake Merced Blvd/John Daly Blvd													
Base	25	375	167	532	506	299	283	662	20	326	652	853	4700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	375	167	532	506	299	283	662	20	326	652	853	4700
#3 Park Plaza Drive/John Daly Blvd													
Base	149	42	300	42	0	202	65	1204	73	249	1483	27	3836
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	149	42	300	42	0	202	65	1204	73	249	1483	27	3836
#4 I-280 Ramp/John Daly Blvd													
Base	0	0	550	0	0	0	0	1440	388	595	2006	0	4979
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	550	0	0	0	0	1440	388	595	2006	0	4979
#5 Junipero Serra Blvd/John Daly Blvd													
Base	843	601	465	343	455	1083	711	576	507	384	979	405	7352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	843	601	465	343	455	1083	711	576	507	384	979	405	7352
#6 Bart Exit/John Daly Blvd													
Base	0	0	1	18	3	169	0	1414	35	6	1610	0	3256
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	18	3	169	0	1414	35	6	1610	0	3256
#7 De Long Street/John Daly Blvd													
Base	38	15	0	37	0	218	410	941	22	4	1388	91	3164
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	15	0	37	0	218	410	941	22	4	1388	91	3164
#8 John Daly Blvd/Mission St/Hillside Blvd													
Base	538	1150	52	200	957	627	246	421	214	118	337	337	5197
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	538	1150	52	200	957	627	246	421	214	118	337	337	5197
#9 Mission St/Hillcrest Dr													
Base	43	1447	0	0	1629	28	0	0	0	0	0	0	3147
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	1447	0	0	1629	28	0	0	0	0	0	0	3147

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 Mission St/Crocker Ave/Flournoy St													
Base	0	267	41	0	0	0	34	613	52	464	0	249	1720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	267	41	0	0	0	34	613	52	464	0	249	1720
#11 Mission St/Templeton Ave													
Base	109	0	20	0	0	0	0	421	163	112	397	0	1222
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	109	0	20	0	0	0	0	421	163	112	397	0	1222
#12 Mission St/Westlake Ave													
Base	40	1428	9	14	1146	122	250	7	85	0	19	10	3130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	1428	9	14	1146	122	250	7	85	0	19	10	3130
#13 Mission St/School St													
Base	259	1348	0	0	1028	196	293	0	252	0	0	77	3453
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	259	1348	0	0	1028	196	293	0	252	0	0	77	3453
#14 Mission St/Market St/San Pedro Rd													
Base	724	1432	66	194	825	316	328	460	171	96	437	41	5090
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	724	1432	66	194	825	316	328	460	171	96	437	41	5090
#15 El Camino Real/F Street													
Base	158	1632	0	0	1028	105	105	0	175	0	0	0	3203
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	158	1632	0	0	1028	105	105	0	175	0	0	0	3203
#16 Hillside Blvd/Chester St/A St													
Base	57	516	28	11	297	31	16	62	38	17	79	23	1175
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	516	28	11	297	31	16	62	38	17	79	23	1175
#17 Hillside Blvd/Market St													
Base	253	309	75	109	272	71	41	329	186	118	344	23	2130
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	253	309	75	109	272	71	41	329	186	118	344	23	2130
#18 Junipero Serra Blvd/North Garage													
Base	0	1991	66	152	960	0	0	0	0	5	0	162	3336
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1991	66	152	960	0	0	0	0	5	0	162	3336
#19 Junipero Serra Blvd/Westlake Ave													
Base	0	1528	431	234	734	0	0	0	0	121	0	248	3296
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1528	431	234	734	0	0	0	0	121	0	248	3296

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#20 Junipero Serra Blvd/School St/87th St													
Base	95	348	112	129	724	160	147	331	39	117	267	151	2620
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	95	348	112	129	724	160	147	331	39	117	267	151	2620
#21 Junipero Serra Blvd/Washington Street													
Base	236	1393	77	492	627	29	228	316	370	14	194	337	4313
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	236	1393	77	492	627	29	228	316	370	14	194	337	4313
#22 Junipero Serra Blvd/San Pedro Rd													
Base	334	1054	516	79	802	33	456	228	25	376	235	85	4223
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	334	1054	516	79	802	33	456	228	25	376	235	85	4223
#23 Junipero Serra Blvd/D Street													
Base	134	460	34	142	358	642	988	223	128	25	309	227	3670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	460	34	142	358	642	988	223	128	25	309	227	3670
#24 Junipero Serra Blvd/Southgate Ave													
Base	253	425	0	0	529	396	552	0	240	0	0	0	2395
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	253	425	0	0	529	396	552	0	240	0	0	0	2395
#25 Junipero Serra Blvd/Colma Blvd													
Base	0	233	736	274	406	0	0	0	0	653	0	345	2647
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	233	736	274	406	0	0	0	0	653	0	345	2647
#26 Junipero Serra Blvd/Serramonte Blvd													
Base	539	269	318	81	602	31	360	734	374	412	716	55	4491
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	539	269	318	81	602	31	360	734	374	412	716	55	4491
#27 Sullivan Ave/Washington St													
Base	141	451	699	57	222	13	27	210	197	153	181	156	2507
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	141	451	699	57	222	13	27	210	197	153	181	156	2507
#28 Sullivan Ave/Pierce Street													
Base	122	270	0	0	543	7	14	0	132	710	65	4	1867
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	122	270	0	0	543	7	14	0	132	710	65	4	1867
#29 Sullivan Ave/San Pedro Rd/Eastmoor Ave													
Base	4	233	376	0	825	494	170	335	122	213	310	87	3169
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	233	376	0	825	494	170	335	122	213	310	87	3169

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#30 Sullivan Ave/I-280 On Ramp													
Base	52	316	119	666	341	117	63	49	2	0	0	0	1725
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	316	119	666	341	117	63	49	2	0	0	0	1725
#31 Sullivan Ave/Southgate Ave													
Base	0	0	0	330	0	168	181	476	0	0	495	291	1941
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	330	0	168	181	476	0	0	495	291	1941
#32 Callan Blvd/Southgate Ave													
Base	277	0	116	0	0	0	0	489	290	172	521	0	1865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	277	0	116	0	0	0	0	489	290	172	521	0	1865
#33 St Francis Blvd/Southgate Ave													
Base	122	109	121	47	65	31	26	233	44	93	246	72	1209
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	122	109	121	47	65	31	26	233	44	93	246	72	1209
#34 I-280 NB On Ramp/Serramonte Blvd													
Base	0	0	0	0	0	0	646	1307	0	0	868	2	2823
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	646	1307	0	0	868	2	2823
#35 I-280 SB Off Ramp/Serramonte Blvd													
Base	0	0	0	581	0	723	0	1415	0	0	625	0	3344
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	581	0	723	0	1415	0	0	625	0	3344
#36 Serramonte Blvd/Gellert Blvd													
Base	289	147	478	496	253	41	75	499	95	607	420	495	3895
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	289	147	478	496	253	41	75	499	95	607	420	495	3895
#37 Serramonte Blvd/Callan Blvd													
Base	164	315	99	85	382	145	100	279	150	50	271	351	2391
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	164	315	99	85	382	145	100	279	150	50	271	351	2391
#38 Serramonte Blvd/Rt 1 Ramps													
Base	20	145	105	208	34	53	259	169	70	134	242	156	1595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	145	105	208	34	53	259	169	70	134	242	156	1595
#39 Serramonte Blvd/St Francis Blvd													
Base	5	17	5	298	25	20	4	162	1	3	78	200	818
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	17	5	298	25	20	4	162	1	3	78	200	818

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#40 St Francis Blvd/Clarinada Ave													
Base	68	131	24	43	157	5	4	24	63	145	191	325	1180
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	68	131	24	43	157	5	4	24	63	145	191	325	1180
#41 St Francis Blvd/Eastmoor Ave													
Base	62	0	126	0	0	0	0	352	30	137	432	0	1139
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	0	126	0	0	0	0	352	30	137	432	0	1139
#42 Clarinada Ave/Rt 1 Ramps													
Base	582	0	317	0	0	0	0	47	73	433	58	0	1510
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	582	0	317	0	0	0	0	47	73	433	58	0	1510
#43 Clarinada Ave/Callan Blvd													
Base	399	280	0	0	277	87	49	0	256	0	0	0	1348
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	399	280	0	0	277	87	49	0	256	0	0	0	1348
#44 Hickey Blvd/Skyline Blvd													
Base	159	842	76	411	896	1123	382	484	274	164	535	64	5410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	842	76	411	896	1123	382	484	274	164	535	64	5410
#45 Hickey Blvd/St Francis Blvd													
Base	0	0	4	32	4	38	41	660	24	6	686	58	1553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	32	4	38	41	660	24	6	686	58	1553
#46 Hickey Blvd/Callan Blvd													
Base	118	87	22	150	211	117	157	486	92	59	548	231	2278
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	118	87	22	150	211	117	157	486	92	59	548	231	2278
#47 Hickey Blvd/I-280 SB Ramps													
Base	0	0	0	603	0	534	0	631	803	344	1291	0	4206
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	603	0	534	0	631	803	344	1291	0	4206
#48 Hickey Blvd/I-280 NB Ramps													
Base	845	110	429	57	105	91	219	805	201	174	784	53	3873
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	845	110	429	57	105	91	219	805	201	174	784	53	3873
#49 Skyline Blvd/Westmoor Ave													
Base	138	1579	259	232	1287	176	13	49	154	161	122	159	4329
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	138	1579	259	232	1287	176	13	49	154	161	122	159	4329

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Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#50 Geneva Ave/Carter St													
Base	278	0	106	0	0	0	0	999	137	183	1100	0	2803
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	278	0	106	0	0	0	0	999	137	183	1100	0	2803
#51 Geneva Ave/Schwerin St													
Base	11	28	172	24	46	135	122	1065	44	195	1328	42	3212
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	28	172	24	46	135	122	1065	44	195	1328	42	3212
#52 Geneva Ave/Bayshore Blvd													
Base	499	1256	212	968	1454	663	427	433	204	207	574	752	7649
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	499	1256	212	968	1454	663	427	433	204	207	574	752	7649
#53 Carter St/Martin St													
Base	5	332	119	47	140	1	2	8	0	49	12	78	793
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	332	119	47	140	1	2	8	0	49	12	78	793
#54 Guadalupe Canyon Pkwy/Carter St													
Base	0	0	0	32	0	108	221	112	0	0	350	292	1115
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	32	0	108	221	112	0	0	350	292	1115

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 John Daly Blvd/Skyline Blvd	D	40.4	0.993	D	40.4	0.993	+ 0.000 D/V
# 2 Lake Merced Blvd/John Daly Blv	E	70.1	1.044	E	70.1	1.044	+ 0.000 D/V
# 3 Park Plaza Drive/John Daly Blv	E	62.6	0.746	E	62.6	0.746	+ 0.000 D/V
# 4 I-280 Ramp/John Daly Blvd	A	7.5	0.634	A	7.5	0.634	+ 0.000 D/V
# 5 Junipero Serra Blvd/John Daly	F	136.0	1.333	F	136.0	1.333	+ 0.000 D/V
# 6 Bart Exit/John Daly Blvd	A	3.7	0.436	A	3.7	0.436	+ 0.000 D/V
# 7 De Long Street/John Daly Blvd	D	35.1	0.795	D	35.1	0.795	+ 0.000 D/V
# 8 John Daly Blvd/Mission St/Hill	F	148.6	1.420	F	148.6	1.420	+ 0.000 D/V
# 9 Mission St/Hillcrest Dr	A	1.3	0.379	A	1.3	0.379	+ 0.000 D/V
# 10 Mission St/Crocker Ave/Flourno	C	28.6	0.776	C	28.6	0.776	+ 0.000 D/V
# 11 Mission St/Templeton Ave	B	11.8	0.439	B	11.8	0.439	+ 0.000 V/C
# 12 Mission St/Westlake Ave	B	18.9	0.838	B	18.9	0.838	+ 0.000 D/V
# 13 Mission St/School St	C	30.0	0.773	C	30.0	0.773	+ 0.000 D/V
# 14 Mission St/Market St/San Pedro	E	67.3	1.053	E	67.3	1.053	+ 0.000 D/V
# 15 El Camino Real/F Street	B	11.3	0.437	B	11.3	0.437	+ 0.000 D/V
# 16 Hillside Blvd/Chester St/A St	B	12.0	0.485	B	12.0	0.485	+ 0.000 V/C
# 17 Hillside Blvd/Market St	C	30.2	0.671	C	30.2	0.671	+ 0.000 D/V
# 18 Junipero Serra Blvd/North Gara	A	9.4	0.820	A	9.4	0.820	+ 0.000 D/V
# 19 Junipero Serra Blvd/Westlake A	B	14.1	0.785	B	14.1	0.785	+ 0.000 D/V
# 20 Junipero Serra Blvd/School St/	D	41.3	0.900	D	41.3	0.900	+ 0.000 D/V
# 21 Junipero Serra Blvd/Washington	E	66.4	0.948	E	66.4	0.948	+ 0.000 D/V
# 22 Junipero Serra Blvd/San Pedro	D	36.5	0.886	D	36.5	0.886	+ 0.000 D/V
# 23 Junipero Serra Blvd/D Street	C	24.2	0.808	C	24.2	0.808	+ 0.000 D/V
# 24 Junipero Serra Blvd/Southgate	C	29.4	0.731	C	29.4	0.731	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Junipero Serra Blvd/Colma Blvd	C	28.4	0.762	C	28.4	0.762	+ 0.000 D/V
# 26 Junipero Serra Blvd/Serramonte	D	39.8	0.909	D	39.8	0.909	+ 0.000 D/V
# 27 Sullivan Ave/Washington St	C	20.4	0.588	C	20.4	0.588	+ 0.000 D/V
# 28 Sullivan Ave/Pierce Street	B	17.1	0.875	B	17.1	0.875	+ 0.000 D/V
# 29 Sullivan Ave/San Pedro Rd/East	C	31.3	0.819	C	31.3	0.819	+ 0.000 D/V
# 30 Sullivan Ave/I-280 On Ramp	B	15.5	0.357	B	15.5	0.357	+ 0.000 D/V
# 31 Sullivan Ave/Southgate Ave	B	19.1	0.602	B	19.1	0.602	+ 0.000 D/V
# 32 Callan Blvd/Southgate Ave	C	21.5	0.736	C	21.5	0.736	+ 0.000 V/C
# 33 St Francis Blvd/Southgate Ave	B	13.0	0.329	B	13.0	0.329	+ 0.000 D/V
# 34 I-280 NB On Ramp/Serramonte Bl	A	4.9	0.501	A	4.9	0.501	+ 0.000 D/V
# 35 I-280 SB Off Ramp/Serramonte B	B	10.3	0.760	B	10.3	0.760	+ 0.000 D/V
# 36 Serramonte Blvd/Gellert Blvd	D	35.9	0.684	D	35.9	0.684	+ 0.000 D/V
# 37 Serramonte Blvd/Callan Blvd	F	88.7	1.354	F	88.7	1.354	+ 0.000 V/C
# 38 Serramonte Blvd/Rt 1 Ramps	C	18.2	0.589	C	18.2	0.589	+ 0.000 V/C
# 39 Serramonte Blvd/St Francis Blv	B	11.3	0.511	B	11.3	0.511	+ 0.000 V/C
# 40 St Francis Blvd/Clarinada Ave	D	29.0	0.941	D	29.0	0.941	+ 0.000 V/C
# 41 St Francis Blvd/Eastmoor Ave	C	18.3	0.795	C	18.3	0.795	+ 0.000 V/C
# 42 Clarinada Ave/Rt 1 Ramps	F	59.9	1.129	F	59.9	1.129	+ 0.000 V/C
# 43 Clarinada Ave/Callan Blvd	C	16.9	0.769	C	16.9	0.769	+ 0.000 V/C
# 44 Hickey Blvd/Skyline Blvd	F	127.9	1.378	F	127.9	1.378	+ 0.000 D/V
# 45 Hickey Blvd/St Francis Blvd	D	26.3	0.212	D	26.3	0.212	+ 0.000 D/V
# 46 Hickey Blvd/Callan Blvd	C	25.0	0.544	C	25.0	0.544	+ 0.000 D/V
# 47 Hickey Blvd/I-280 SB Ramps	B	18.6	0.924	B	18.6	0.924	+ 0.000 D/V
# 48 Hickey Blvd/I-280 NB Ramps	C	32.9	0.868	C	32.9	0.868	+ 0.000 D/V
# 49 Skyline Blvd/Westmoor Ave	C	26.8	0.906	C	26.8	0.906	+ 0.000 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Geneva Ave/Carter St	B	10.6	0.652	B	10.6	0.652	+ 0.000 D/V
# 51 Geneva Ave/Schwerin St	B	17.1	0.663	B	17.1	0.663	+ 0.000 D/V
# 52 Geneva Ave/Bayshore Blvd	F	184.4	1.531	F	184.4	1.531	+ 0.000 D/V
# 53 Carter St/Martin St	A	5.2	0.257	A	5.2	0.257	+ 0.000 D/V
# 54 Guadalupe Canyon Pkwy/Carter S	B	15.3	0.363	B	15.3	0.363	+ 0.000 D/V

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #1 John Daly Blvd/Skyline Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 9 Average Delay (sec/veh): 40.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Skyline Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	10	10	6	10	10	4	4	4	4	4	4
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	10	1860	879	257	1948	2	0	0	0	808	14	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1860	879	257	1948	2	0	0	0	808	14	185
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1860	0	257	1948	2	0	0	0	808	14	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1860	0	257	1948	2	0	0	0	808	14	185
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1860	0	257	1948	2	0	0	0	808	14	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	0.95	0.85	1.00	1.00	1.00	0.88	0.88	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.97	0.03	1.00
Final Sat.:	1805	3610	1900	1805	3610	1615	1900	1900	1900	3287	57	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.00	0.14	0.54	0.00	0.00	0.00	0.00	0.25	0.25	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.05	0.52	0.00	0.14	0.62	0.62	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.12	0.99	0.00	0.99	0.88	0.00	0.00	0.00	0.00	0.99	0.99	0.46
Delay/Veh:	46.4	42.9	0.0	96.6	20.2	7.4	0.0	0.0	0.0	66.9	66.9	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	42.9	0.0	96.6	20.2	7.4	0.0	0.0	0.0	66.9	66.9	32.8
LOS by Move:	D	D	A	F	C	A	A	A	A	E	E	C
HCM2kAvgQ:	0	38	0	13	29	0	0	0	0	18	18	5

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #2 Lake Merced Blvd/John Daly Blvd

Cycle (sec): 115 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 12 Average Delay (sec/veh): 70.1
Optimal Cycle: 180 Level Of Service: E

Street Name:	Lake Merced Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	6	6	6	6	6	4	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	25	375	167	532	506	299	283	662	20	326	652	853
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	375	167	532	506	299	283	662	20	326	652	853
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	375	167	532	506	299	283	662	20	326	652	853
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	375	167	532	506	299	283	662	20	326	652	853
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	375	167	532	506	299	283	662	20	326	652	853
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	1.26	0.74	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	2142	1266	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.15	0.24	0.24	0.16	0.18	0.01	0.09	0.18	0.53
Crit Moves:	****				****		****					****
Green/Cycle:	0.03	0.10	0.10	0.15	0.22	0.22	0.15	0.42	0.42	0.22	0.49	0.49
Volume/Cap:	0.40	1.00	1.00	1.00	1.07	1.07	1.07	0.43	0.03	0.43	0.37	1.07
Delay/Veh:	58.4	98.3	119.9	88.1	98.0	98.0	124.2	23.5	19.3	39.4	18.1	81.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	98.3	119.9	88.1	98.0	98.0	124.2	23.5	19.3	39.4	18.1	81.4
LOS by Move:	E	F	F	F	F	F	F	C	B	D	B	F
HCM2kAvgQ:	1	11	10	15	23	23	16	9	0	5	7	42

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #3 Park Plaza Drive/John Daly Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 12 Average Delay (sec/veh): 62.6
Optimal Cycle: 68 Level Of Service: E

Street Name:	Park Plaza Drive						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.9	4.9	4.0	4.9	4.9
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	149	42	300	42	0	202	65	1204	73	249	1483	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	42	300	42	0	202	65	1204	73	249	1483	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	42	300	42	0	202	65	1204	73	249	1483	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	42	300	42	0	202	65	1204	73	249	1483	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	42	300	42	0	202	65	1204	73	249	1483	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1805	1900	1615	1805	0	1615	1805	3610	1615	3502	3535	64
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.19	0.02	0.00	0.13	0.04	0.33	0.05	0.07	0.42	0.42
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.24	0.24	0.05	0.00	0.05	0.05	0.49	0.49	0.10	0.54	0.54
Volume/Cap:	0.71	0.09	0.77	0.43	0.00	2.29	0.66	0.68	0.09	0.68	0.77	0.77
Delay/Veh:	57.1	32.6	48.4	53.3	0.0	668.1	66.4	22.4	14.9	52.5	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	32.6	48.4	53.3	0.0	668.1	66.4	22.4	14.9	52.5	21.9	21.9
LOS by Move:	E	C	D	D	A	F	E	C	B	D	C	C
HCM2kAvgQ:	6	1	11	2	0	22	3	17	1	5	22	22

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #4 I-280 Ramp/John Daly Blvd

Cycle (sec): 50 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 6 Average Delay (sec/veh): 7.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 Ramps						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permit+Prot			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	6	0	0	0	0	10	10	6	0	0
Y+R:	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.6	3.6	3.5	4.0	4.0
Lanes:	0 0	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	550	0	0	0	0	1440	388	595	2006	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	550	0	0	0	0	1440	388	595	2006	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	550	0	0	0	0	1440	388	595	2006	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	550	0	0	0	0	1440	388	595	2006	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	550	0	0	0	0	1440	388	595	2006	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.75	1.00	1.00	1.00	1.00	0.88	0.88	0.92	0.91	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.36	0.64	2.00	3.00	0.00
Final Sat.:	0	0	2842	0	0	0	0	3955	1066	3502	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.36	0.36	0.17	0.39	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.57	0.57	0.27	0.84	0.00
Volume/Cap:	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.63	0.63	0.63	0.46	0.00
Delay/Veh:	0.0	0.0	20.0	0.0	0.0	0.0	0.0	7.6	7.6	17.6	1.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	20.0	0.0	0.0	0.0	0.0	7.6	7.6	17.6	1.1	0.0
LOS by Move:	A	A	B	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	0	6	0	0	0	0	8	8	5	3	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #5 Junipero Serra Blvd/John Daly Blvd

Cycle (sec): 125 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 12 Average Delay (sec/veh): 136.0
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Junipero Serra Blvd						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	6	6	6	6	6	6	8	8	8	6	6	6
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.1	4.1	4.1
Lanes:	2 0	0	1	1	1 0	0	1	1	2 1	0	1	1 0	2	0	1
Volume Module:												
Base Vol:	843	601	465	343	455	1083	711	576	507	384	979	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	843	601	465	343	455	1083	711	576	507	384	979	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	843	601	465	343	455	1083	711	576	507	384	979	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	601	465	343	455	1083	711	576	507	384	979	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	843	601	465	343	455	1083	711	576	507	384	979	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.95	0.89	0.89	0.87	0.89	0.89	0.90	0.90	0.85
Lanes:	2.00	1.00	1.00	1.00	0.59	1.41	2.02	1.58	1.40	1.13	2.87	1.00
Final Sat.:	3502	1777	1777	1805	1005	2392	3321	2690	2368	1921	4898	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.34	0.26	0.19	0.45	0.45	0.21	0.21	0.21	0.20	0.20	0.25
Crit Moves:		****			****				****	****		
Green/Cycle:	0.25	0.25	0.40	0.34	0.34	0.50	0.16	0.16	0.16	0.15	0.15	0.49
Volume/Cap:	0.95	1.33	0.65	0.56	1.33	0.90	1.33	1.33	1.33	1.33	1.33	0.51
Delay/Veh:	64.7	205	31.0	34.8	197	35.8	207.5	207	207.5	209.7	210	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	205	31.0	34.8	197	35.8	207.5	207	207.5	209.7	210	22.3
LOS by Move:	E	F	C	C	F	D	F	F	F	F	F	C
HCM2kAvgQ:	21	43	15	11	54	30	28	28	28	28	28	11

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #6 Bart Exit/John Daly Blvd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 6 Average Delay (sec/veh): 3.7
Optimal Cycle: 24 Level Of Service: A

Street Name:	Bart Exit						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	6	4	4	4	0	6	6	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0
Lanes:	0 0	0	1	1 1	0	0	2	0 0	3	1 0	0 1	2	0	0
Volume Module:												
Base Vol:	0	0	1	18	3	169	0	1414	35	6	1610	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	18	3	169	0	1414	35	6	1610	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	18	3	169	0	1414	35	6	1610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	18	3	169	0	1414	35	6	1610	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	18	3	169	0	1414	35	6	1610	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.81	0.81	0.75	1.00	0.91	0.91	0.85	0.85	1.00
Lanes:	0.00	0.00	1.00	1.71	0.29	2.00	0.00	3.90	0.10	0.01	2.99	0.00
Final Sat.:	0	0	1644	2642	440	2842	0	6722	166	18	4837	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.06	0.00	0.21	0.21	0.33	0.33	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.14	0.14	0.14	0.14	0.00	0.76	0.76	0.76	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.05	0.05	0.44	0.00	0.28	0.28	0.44	0.44	0.00
Delay/Veh:	0.0	0.0	22.4	22.6	22.6	24.6	0.0	2.2	2.2	2.6	2.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	22.4	22.6	22.6	24.6	0.0	2.2	2.2	2.6	2.6	0.0
LOS by Move:	A	A	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	2	0	2	2	4	4	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #7 De Long Street/John Daly Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 9 Average Delay (sec/veh): 35.1
Optimal Cycle: 70 Level Of Service: D

Street Name:	De Long Street						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	4	4	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 1	0	0 0	0 1	0	0 1	2 0	2	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	38	15	0	37	0	218	410	941	22	4	1388	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	15	0	37	0	218	410	941	22	4	1388	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	15	0	37	0	218	410	941	22	4	1388	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	15	0	37	0	218	410	941	22	4	1388	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	15	0	37	0	218	410	941	22	4	1388	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	1.00	0.74	1.00	0.85	0.92	0.91	0.91	0.94	0.94	0.94
Lanes:	0.72	0.28	0.00	1.00	0.00	1.00	2.00	2.93	0.07	0.01	1.87	0.12
Final Sat.:	1094	432	0	1404	0	1615	3502	5053	118	10	3348	220
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.03	0.00	0.13	0.12	0.19	0.19	0.41	0.41	0.41
Crit Moves:						****		****		****		
Green/Cycle:	0.17	0.17	0.00	0.17	0.00	0.17	0.17	0.23	0.23	0.52	0.59	0.59
Volume/Cap:	0.20	0.20	0.00	0.16	0.00	0.80	0.70	0.80	0.80	0.80	0.70	0.70
Delay/Veh:	43.2	43.2	0.0	42.8	0.0	62.6	51.1	47.0	47.0	26.0	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	0.0	42.8	0.0	62.6	51.1	47.0	47.0	26.0	18.4	18.4
LOS by Move:	D	D	A	D	A	E	D	D	D	C	B	B
HCM2kAvgQ:	2	2	0	1	0	10	9	14	14	25	21	21

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #8 John Daly Blvd/Mission St/Hillside Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.420
Loss Time (sec): 12 Average Delay (sec/veh): 148.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Mission St						John Daly Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	538	1150	52	200	957	627	246	421	214	118	337	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	1150	52	200	957	627	246	421	214	118	337	337
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	538	1150	52	200	957	627	246	421	214	118	337	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	1150	52	200	957	627	246	421	214	118	337	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	538	1150	52	200	957	627	246	421	214	118	337	337
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.86	0.86	0.92	0.95	0.95	0.99	0.99	0.85
Lanes:	1.00	2.87	0.13	1.00	2.00	1.00	2.00	0.66	0.34	0.26	0.74	1.00
Final Sat.:	1805	4933	223	1805	3254	1627	3502	1195	608	486	1389	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.23	0.23	0.11	0.29	0.39	0.07	0.35	0.35	0.24	0.24	0.21
Crit Moves:	****					****		****			****	
Green/Cycle:	0.21	0.33	0.33	0.16	0.27	0.27	0.25	0.25	0.25	0.17	0.17	0.17
Volume/Cap:	1.42	0.71	0.71	0.71	1.08	1.42	0.28	1.42	1.42	1.42	1.42	1.22
Delay/Veh:	251.4	37.0	37.0	56.7	93.5	238.1	36.7	247	247.0	256.3	256	177.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	251.4	37.0	37.0	56.7	93.5	238.1	36.7	247	247.0	256.3	256	177.5
LOS by Move:	F	D	D	E	F	F	D	F	F	F	F	F
HCM2kAvgQ:	41	15	15	8	29	51	4	48	48	35	35	23

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #9 Mission St/Hillcrest Dr

Cycle (sec): 65 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 6 Average Delay (sec/veh): 1.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Mission St						Hillcrest Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	0	10	10	10	0	0	0	0	0	0
Y+R:	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	43	1447	0	0	1629	28	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1447	0	0	1629	28	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1447	0	0	1629	28	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1447	0	0	1629	28	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1447	0	0	1629	28	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	5084	87	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.06	0.91	0.00	0.00	0.84	0.84	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.38	0.31	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	31.4	0.4	0.0	0.0	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	0.4	0.0	0.0	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	2	0	0	3	3	0	0	0	0	0	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #10 Mission St/Crocker Ave/Flournoy St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 9 Average Delay (sec/veh): 28.6
Optimal Cycle: 60 Level Of Service: C

Street Name:	Crocker St/Flournoy St						Mission St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	0	0	0	6	6	6	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	1 0	0	0 0	0 0	1	0 1	1 0	0	0 1!	0 1
Volume Module:												
Base Vol:	0	267	41	0	0	0	34	613	52	464	0	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	267	41	0	0	0	34	613	52	464	0	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	267	41	0	0	0	34	613	52	464	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	267	41	0	0	0	34	613	52	464	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	267	41	0	0	0	34	613	52	464	0	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.98	0.98	1.00	1.00	1.00	0.95	0.94	0.94	0.92	1.00	0.92
Lanes:	0.00	0.87	0.13	0.00	0.00	0.00	1.00	1.84	0.16	0.79	0.00	1.21
Final Sat.:	0	1617	248	0	0	0	1805	3288	279	1375	0	2112
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.00	0.00	0.00	0.02	0.19	0.19	0.34	0.00	0.12
Crit Moves:		****						****		****		
Green/Cycle:	0.00	0.21	0.21	0.00	0.00	0.00	0.24	0.24	0.24	0.43	0.00	0.43
Volume/Cap:	0.00	0.78	0.78	0.00	0.00	0.00	0.08	0.78	0.78	0.78	0.00	0.27
Delay/Veh:	0.0	39.0	39.0	0.0	0.0	0.0	23.6	32.9	32.9	23.5	0.0	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.0	39.0	0.0	0.0	0.0	23.6	32.9	32.9	23.5	0.0	14.5
LOS by Move:	A	D	D	A	A	A	C	C	C	C	A	B
HCM2kAvgQ:	0	9	9	0	0	0	1	10	10	14	0	3

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #11 Mission St/Templeton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Street Name:	Templeton Ave							Mission St					
Approach:	North Bound			South Bound				East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	109	0	20	0	0	0	0	421	163	112	397	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	109	0	20	0	0	0	0	421	163	112	397	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	109	0	20	0	0	0	0	421	163	112	397	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	109	0	20	0	0	0	0	421	163	112	397	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	109	0	20	0	0	0	0	421	163	112	397	0								
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.84	0.00	0.16	0.00	1.00	0.00	0.00	1.44	0.56	0.44	1.56	0.00								
Final Sat.:	472	0	87	0	512	0	0	959	390	272	988	0								
Capacity Analysis Module:																				
Vol/Sat:	0.23	xxxx	0.23	xxxx	0.00	xxxx	xxxx	0.44	0.42	0.41	0.40	xxxx								
Crit Moves:	****				****			****		****										
Delay/Veh:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	12.0	11.2	12.2	11.9	0.0								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	10.8	0.0	10.8	0.0	0.0	0.0	0.0	12.0	11.2	12.2	11.9	0.0								
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*								
ApproachDel:	10.8			xxxxxx				11.8			11.9									
Delay Adj:	1.00			xxxxx				1.00			1.00									
ApprAdjDel:	10.8			xxxxxx				11.8			11.9									
LOS by Appr:	B			*				B			B									
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.8	0.7	0.7	0.7	0.6	0.6								

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #12 Mission St/Westlake Ave

Cycle (sec): 65 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 9 Average Delay (sec/veh): 18.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Mission St							Westlake Ave					
Approach:	North Bound			South Bound				East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Prot+Permit					Prot+Permit					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	5	5	5	5	5	5	5	5	5	5	4	10	10	4	10	10				
Y+R:	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	40	1428	9	14	1146	122	250	7	85	0	19	10								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	40	1428	9	14	1146	122	250	7	85	0	19	10								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	40	1428	9	14	1146	122	250	7	85	0	19	10								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	40	1428	9	14	1146	122	250	7	85	0	19	10								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	40	1428	9	14	1146	122	250	7	85	0	19	10								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.73	0.73	0.73	1.00	0.95	0.95								
Lanes:	1.00	1.99	0.01	1.00	1.81	0.19	0.73	0.02	0.25	0.00	0.66	0.34								
Final Sat.:	1805	3584	23	1805	3217	342	1013	28	344	0	1186	624								
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.40	0.40	0.01	0.36	0.36	0.25	0.25	0.25	0.00	0.02	0.02								
Crit Moves:		****		****				****												
Green/Cycle:	0.61	0.48	0.48	0.54	0.46	0.46	0.30	0.30	0.30	0.00	0.30	0.30								
Volume/Cap:	0.13	0.82	0.82	0.05	0.77	0.77	0.82	0.82	0.82	0.00	0.05	0.05								
Delay/Veh:	8.8	17.6	17.6	10.1	16.9	16.9	33.6	33.6	33.6	0.0	16.2	16.2								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	8.8	17.6	17.6	10.1	16.9	16.9	33.6	33.6	33.6	0.0	16.2	16.2								
LOS by Move:	A	B	B	B	B	B	C	C	C	A	B	B								
HCM2kAvgQ:	0	16	16	0	13	13	9	9	9	0	0	0								

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #13 Mission St/School St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 9 Average Delay (sec/veh): 30.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Mission St						School St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	6	6	6	15	15	15	6	15	15
Y+R:	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	259	1348	0	0	1028	196	293	0	252	0	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	1348	0	0	1028	196	293	0	252	0	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	1348	0	0	1028	196	293	0	252	0	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1348	0	0	1028	196	293	0	252	0	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	1348	0	0	1028	196	293	0	252	0	0	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	0.87
Lanes:	1.00	2.00	0.00	0.00	1.68	0.32	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1805	3610	0	0	2959	564	1805	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.14	0.37	0.00	0.00	0.35	0.35	0.16	0.00	0.16	0.00	0.00	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.16	0.56	0.00	0.00	0.40	0.40	0.19	0.00	0.34	0.00	0.00	0.16
Volume/Cap:	0.87	0.66	0.00	0.00	0.87	0.87	0.87	0.00	0.45	0.00	0.00	0.30
Delay/Veh:	62.5	15.4	0.0	0.0	32.8	32.8	59.1	0.0	24.8	0.0	0.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	15.4	0.0	0.0	32.8	32.8	59.1	0.0	24.8	0.0	0.0	36.0
LOS by Move:	E	B	A	A	C	C	E	A	C	A	A	D
HCM2kAvgQ:	10	15	0	0	21	21	11	0	6	0	0	2

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #14 Mission St/Market St/San Pedro Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 12 Average Delay (sec/veh): 67.3
Optimal Cycle: 180 Level Of Service: E

Street Name:	Mission St/San Pedro Rd						Market St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	6	10	10	8	8	8	8	8	8
Y+R:	3.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 1	0 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	724	1432	66	194	825	316	328	460	171	96	437	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	724	1432	66	194	825	316	328	460	171	96	437	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	724	1432	66	194	825	316	328	460	171	96	437	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	724	1432	66	194	825	316	328	460	171	96	437	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	724	1432	66	194	825	316	328	460	171	96	437	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.87	0.87	0.91	0.91	0.91	0.94	0.94	0.85
Lanes:	1.00	2.87	0.13	1.00	2.17	0.83	1.03	1.44	0.53	1.00	2.00	1.00
Final Sat.:	1805	4924	227	1805	3593	1376	1771	2484	924	1789	3578	1615
Capacity Analysis Module:												
Vol/Sat:	0.40	0.29	0.29	0.11	0.23	0.23	0.19	0.19	0.19	0.05	0.12	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.38	0.44	0.44	0.16	0.22	0.22	0.18	0.18	0.18	0.12	0.12	0.12
Volume/Cap:	1.05	0.66	0.66	0.66	1.05	1.05	1.05	1.05	1.05	0.46	1.05	0.22
Delay/Veh:	83.1	25.3	25.3	49.0	85.4	85.4	90.1	90.1	90.1	45.7	103	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	25.3	25.3	49.0	85.4	85.4	90.1	90.1	90.1	45.7	103	44.7
LOS by Move:	F	C	C	D	F	F	F	F	F	D	F	D
HCM2kAvgQ:	34	15	15	7	21	21	18	18	18	4	13	1

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #15 El Camino Real/F Street

Cycle (sec): 70 | Critical Vol./Cap.(X): 0.437
Loss Time (sec): 9 | Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED | Level Of Service: B

Street Name:	El Camino Real						F Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	10	10	10	10	10	4	4	4	0	0	0
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	3.5	3.5	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	158	1632	0	0	1028	105	105	0	175	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1632	0	0	1028	105	105	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1632	0	0	1028	105	105	0	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1632	0	0	1028	105	105	0	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	1632	0	0	1028	105	105	0	175	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	1.00	0.90	0.90	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	2.72	0.28	0.55	0.00	1.45	0.00	0.00	0.00
Final Sat.:	3502	5187	0	0	4640	474	922	0	2459	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.00	0.00	0.22	0.22	0.11	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.10	0.61	0.00	0.00	0.51	0.51	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.44	0.52	0.00	0.00	0.44	0.44	0.44	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	30.3	7.9	0.0	0.0	11.0	11.0	22.1	0.0	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	7.9	0.0	0.0	11.0	11.0	22.1	0.0	20.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	2	8	0	0	6	6	4	0	2	0	0	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #16 Hillside Blvd/Chester St/A St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.485
Loss Time (sec): 0 | Average Delay (sec/veh): 12.0
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Hillside Blvd						Chester St/A St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	57	516	28	11	297	31	16	62	38	17	79	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	516	28	11	297	31	16	62	38	17	79	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	516	28	11	297	31	16	62	38	17	79	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	516	28	11	297	31	16	62	38	17	79	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	516	28	11	297	31	16	62	38	17	79	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	1.72	0.09	0.06	1.76	0.18	0.14	0.53	0.33	0.14	0.67	0.19
Final Sat.:	118	1080	59	38	1039	110	77	298	183	79	366	107
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.47	0.29	0.29	0.28	0.21	0.21	0.21	0.22	0.22	0.22
Crit Moves:	****			****			****				****	
Delay/Veh:	13.5	13.2	12.9	10.9	10.8	10.6	10.4	10.4	10.4	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.2	12.9	10.9	10.8	10.6	10.4	10.4	10.4	10.5	10.5	10.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	13.2			10.8			10.4			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			10.8			10.4			10.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.9	0.8	0.8	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #17 Hillside Blvd/Market St

Cycle (sec): 95 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 9 Average Delay (sec/veh): 30.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Hillside Blvd						Market Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	8	8	8	8	8	8	8	8	8	8	8
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	253	309	75	109	272	71	41	329	186	118	344	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	309	75	109	272	71	41	329	186	118	344	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	309	75	109	272	71	41	329	186	118	344	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	309	75	109	272	71	41	329	186	118	344	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	309	75	109	272	71	41	329	186	118	344	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.97	0.97	0.97	0.44	0.90	0.90	0.31	0.94	0.94
Lanes:	1.00	1.00	1.00	0.24	0.60	0.16	1.00	1.28	0.72	1.00	1.87	0.13
Final Sat.:	1805	1900	1615	443	1106	289	830	2182	1233	595	3353	224
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.05	0.25	0.25	0.25	0.05	0.15	0.15	0.20	0.10	0.10
Crit Moves:		****				****				****		
Green/Cycle:	0.24	0.24	0.24	0.37	0.37	0.37	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.58	0.67	0.19	0.67	0.67	0.67	0.17	0.51	0.51	0.67	0.35	0.35
Delay/Veh:	33.6	36.4	28.8	27.9	27.9	27.9	25.1	28.2	28.2	39.0	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	36.4	28.8	27.9	27.9	27.9	25.1	28.2	28.2	39.0	26.4	26.4
LOS by Move:	C	D	C	C	C	C	C	C	C	D	C	C
HCM2kAvgQ:	7	9	2	12	12	12	1	7	7	4	5	5

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #18 Junipero Serra Blvd/North Garage

Cycle (sec): 65 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 6 Average Delay (sec/veh): 9.4
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Junipero Serra Bvld						North Garage					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	4	6	6	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	4.2	4.9	4.9	4.0	4.0	4.0	3.7	3.7	3.7
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1991	66	152	960	0	0	0	0	5	0	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1991	66	152	960	0	0	0	0	5	0	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1991	66	152	960	0	0	0	0	5	0	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1991	66	152	960	0	0	0	0	5	0	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1991	66	152	960	0	0	0	0	5	0	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.04	0.08	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.68	0.68	0.81	0.78	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.81	0.06	0.50	0.34	0.00	0.00	0.00	0.00	0.02	0.00	0.81
Delay/Veh:	0.0	9.6	3.5	12.4	2.1	0.0	0.0	0.0	0.0	25.1	0.0	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	3.5	12.4	2.1	0.0	0.0	0.0	0.0	25.1	0.0	49.2
LOS by Move:	A	A	A	B	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	17	0	2	3	0	0	0	0	0	0	6

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #19 Junipero Serra Blvd/Westlake Ave

Cycle (sec): 60 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 6 Average Delay (sec/veh): 14.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Junipero Serra Blvd						Westlake Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	4	10	0	0	0	0	5	5	5
Y+R:	4.9	4.9	4.9	3.5	4.9	4.0	4.0	4.0	4.0	3.5	3.5	3.5
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1528	431	234	734	0	0	0	0	121	0	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1528	431	234	734	0	0	0	0	121	0	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1528	431	234	734	0	0	0	0	121	0	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1528	431	234	734	0	0	0	0	121	0	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1528	431	234	734	0	0	0	0	121	0	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1615	1805	3610	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.27	0.13	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.15
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.54	0.54	0.17	0.70	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.78	0.49	0.78	0.29	0.00	0.00	0.00	0.00	0.34	0.00	0.78
Delay/Veh:	0.0	13.2	9.1	36.8	3.4	0.0	0.0	0.0	0.0	21.4	0.0	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	9.1	36.8	3.4	0.0	0.0	0.0	0.0	21.4	0.0	35.1
LOS by Move:	A	B	A	D	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	14	5	6	3	0	0	0	0	2	0	7

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

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General Plan with Project PM

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

Intersection #20 Junipero Serra Blvd/School St/87th St

Cycle (sec): 80 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 12 Average Delay (sec/veh): 41.3
Optimal Cycle: 97 Level Of Service: D

Street Name:	Junipero Serra Blvd						School Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	3	6	6	3	6	6	5	5	5	5	5	5
Y+R:	3.5	4.6	4.6	3.5	4.6	4.6	4.0	4.0	4.0	3.6	3.6	3.6
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	95	348	112	129	724	160	147	331	39	117	267	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	348	112	129	724	160	147	331	39	117	267	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	348	112	129	724	160	147	331	39	117	267	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	348	112	129	724	160	147	331	39	117	267	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	348	112	129	724	160	147	331	39	117	267	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.92	0.92	0.99	0.99	0.85	0.99	0.99	0.85
Lanes:	1.00	1.51	0.49	1.00	1.64	0.36	0.31	0.69	1.00	0.30	0.70	1.00
Final Sat.:	1805	2633	847	1805	2877	636	576	1296	1615	570	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.07	0.25	0.25	0.26	0.26	0.02	0.21	0.21	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.22	0.22	0.12	0.28	0.28	0.28	0.28	0.28	0.23	0.23	0.23
Volume/Cap:	0.90	0.60	0.60	0.60	0.90	0.90	0.90	0.90	0.09	0.90	0.90	0.41
Delay/Veh:	94.3	29.4	29.4	38.2	38.8	38.8	45.8	45.8	21.1	51.5	51.5	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.3	29.4	29.4	38.2	38.8	38.8	45.8	45.8	21.1	51.5	51.5	27.0
LOS by Move:	F	C	C	D	D	D	D	D	C	D	D	C
HCM2kAvgQ:	5	6	6	4	15	15	15	15	1	13	13	4

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

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General Plan with Project PM

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

Intersection #21 Junipero Serra Blvd/Washington Street

Cycle (sec): 145 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 9 Average Delay (sec/veh): 66.4
Optimal Cycle: 168 Level Of Service: E

Street Name:	Junipero Serra Blvd						Washington Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	6	6	4	6	6	6	6	6	10	10	10
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	0	1 0	0 1	0	1 0	0 1	1 0	1
Volume Module:												
Base Vol:	236	1393	77	492	627	29	228	316	370	14	194	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1393	77	492	627	29	228	316	370	14	194	337
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	236	1393	77	492	627	29	228	316	370	14	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1393	77	492	627	29	228	316	370	14	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	236	1393	77	492	627	29	228	316	370	14	194	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.99	0.99	0.88	0.88	0.88	0.95	0.95	1.00
Lanes:	1.00	2.84	0.16	1.00	0.96	0.04	0.50	0.69	0.81	0.13	1.87	1.00
Final Sat.:	1805	4876	270	1805	1803	83	835	1158	1356	242	3357	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.27	0.35	0.35	0.27	0.27	0.27	0.06	0.06	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.30	0.30	0.28	0.42	0.42	0.28	0.28	0.28	0.07	0.07	0.00
Volume/Cap:	0.82	0.96	0.96	0.96	0.82	0.82	0.96	0.96	0.96	0.81	0.84	0.00
Delay/Veh:	75.7	63.9	63.9	79.9	43.6	43.6	72.2	72.4	72.4	83.5	88.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	63.9	63.9	79.9	43.6	43.6	72.2	72.4	72.4	83.5	88.2	0.0
LOS by Move:	E	E	E	E	D	D	E	E	E	F	F	A
HCM2kAvgQ:	12	28	28	26	27	27	26	26	26	7	7	0

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

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General Plan with Project PM

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

Intersection #22 Junipero Serra Blvd/San Pedro Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 12 Average Delay (sec/veh): 36.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Junipero Serra Blvd						San Pedro Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	8	8	3	6	6	4	6	6	3	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	2	0 1	1 0	1	1 0	2 0	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	334	1054	516	79	802	33	456	228	25	376	235	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	1054	516	79	802	33	456	228	25	376	235	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	1054	516	79	802	33	456	228	25	376	235	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	1054	516	79	802	33	456	228	25	376	235	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	1054	516	79	802	33	456	228	25	376	235	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.92	0.99	0.99	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	2.00	0.90	0.10	1.00	1.47	0.53
Final Sat.:	1805	3610	1615	1805	3447	142	3502	1687	185	1805	2545	921
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.32	0.04	0.23	0.23	0.13	0.14	0.14	0.21	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.41	0.41	0.06	0.26	0.26	0.23	0.15	0.15	0.24	0.16	0.16
Volume/Cap:	0.89	0.70	0.77	0.77	0.89	0.89	0.57	0.89	0.89	0.89	0.57	0.57
Delay/Veh:	54.1	22.1	26.9	68.9	40.3	40.3	30.2	61.8	61.8	51.0	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	22.1	26.9	68.9	40.3	40.3	30.2	61.8	61.8	51.0	34.4	34.4
LOS by Move:	D	C	C	E	D	D	C	E	E	D	C	C
HCM2kAvgQ:	12	13	13	4	15	15	6	10	10	13	5	5

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

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General Plan with Project PM

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

Intersection #23 Junipero Serra Blvd/D Street

Cycle (sec): 55 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Junipero Serra Blvd						D Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.0	4.0	4.0	3.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	460	34	142	358	642	988	223	128	25	309	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	460	34	142	358	642	988	223	128	25	309	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	460	34	142	358	642	988	223	128	25	309	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	460	34	142	358	642	988	223	128	25	309	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	460	34	142	358	642	988	223	128	25	309	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.91	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3469	1735	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.02	0.08	0.10	0.40	0.28	0.13	0.08	0.01	0.09	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.08	0.18	0.18	0.09	0.20	0.53	0.34	0.34	0.34	0.17	0.17	0.17
Volume/Cap:	0.93	0.70	0.12	0.84	0.51	0.74	0.84	0.38	0.23	0.08	0.51	0.84
Delay/Veh:	79.2	24.5	19.0	54.0	20.4	13.4	21.4	13.9	13.3	19.5	21.6	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	24.5	19.0	54.0	20.4	13.4	21.4	13.9	13.3	19.5	21.6	42.5
LOS by Move:	E	C	B	D	C	B	C	B	B	B	C	D
HCM2kAvgQ:	6	5	1	5	4	10	11	3	2	0	3	7

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #24 Junipero Serra Blvd/Southgate Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 Average Delay (sec/veh): 29.4
Optimal Cycle: 47 Level Of Service: C

Street Name:	Junipero Serra Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	0	0	0
Y+R:	4.0	5.3	5.3	4.3	4.3	4.3	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	253	425	0	0	529	396	552	0	240	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	425	0	0	529	396	552	0	240	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	425	0	0	529	396	552	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	425	0	0	529	396	552	0	240	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	425	0	0	529	396	552	0	240	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.00	0.00	0.15	0.25	0.31	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.19	0.53	0.00	0.00	0.34	0.34	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.73	0.16	0.00	0.00	0.44	0.73	0.73	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	49.5	13.4	0.0	0.0	28.7	37.2	30.5	0.0	22.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	13.4	0.0	0.0	28.7	37.2	30.5	0.0	22.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	D	C	A	C	A	A	A
HCM2kAvgQ:	10	3	0	0	7	13	17	0	6	0	0	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #25 Junipero Serra Blvd/Colma Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 6 Average Delay (sec/veh): 28.4
Optimal Cycle: 52 Level Of Service: C

Street Name:	Junipero Serra Blvd						Colma Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	6	6	6	4	4	4
Y+R:	5.3	5.3	5.3	4.0	5.3	5.3	4.0	4.0	4.0	3.2	3.2	3.2
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	233	736	274	406	0	0	0	0	653	0	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	233	736	274	406	0	0	0	0	653	0	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	233	736	274	406	0	0	0	0	653	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	233	736	274	406	0	0	0	0	653	0	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	233	736	274	406	0	0	0	0	653	0	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3610	1615	3502	3610	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.46	0.08	0.11	0.00	0.00	0.00	0.00	0.19	0.00	0.12
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.60	0.60	0.10	0.70	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.11	0.76	0.76	0.16	0.00	0.00	0.00	0.00	0.76	0.00	0.50
Delay/Veh:	0.0	9.5	19.9	57.3	5.6	0.0	0.0	0.0	0.0	42.6	0.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	19.9	57.3	5.6	0.0	0.0	0.0	0.0	42.6	0.0	36.3
LOS by Move:	A	A	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	2	20	6	2	0	0	0	0	12	0	6

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #26 Junipero Serra Blvd/Serramonte Blvd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 12 Average Delay (sec/veh): 39.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Junipero Serra Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.0	4.0	3.0	4.6	4.6
Lanes:	2 0	2	0 1	1 0	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	539	269	318	81	602	31	360	734	374	412	716	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	269	318	81	602	31	360	734	374	412	716	55
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	539	269	318	81	602	0	360	734	374	412	716	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	269	318	81	602	0	360	734	374	412	716	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	269	318	81	602	0	360	734	374	412	716	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.95	0.95	1.00	0.92	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3610	1615	1805	3610	1900	3502	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.20	0.04	0.17	0.00	0.10	0.20	0.23	0.23	0.20	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.28	0.28	0.07	0.18	0.00	0.17	0.25	0.25	0.25	0.33	0.33
Volume/Cap:	0.91	0.26	0.69	0.66	0.91	0.00	0.60	0.80	0.91	0.91	0.60	0.10
Delay/Veh:	52.6	23.6	31.5	51.1	50.5	0.0	34.0	34.6	54.3	52.9	24.4	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	23.6	31.5	51.1	50.5	0.0	34.0	34.6	54.3	52.9	24.4	19.6
LOS by Move:	D	C	C	D	D	A	C	C	D	D	C	B
HCM2kAvgQ:	11	3	9	3	12	0	5	12	13	14	9	1

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #27 Sullivan Ave/Washington St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 12 Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Sullivan Ave						Washington St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	3	7	7	3	7	7	7	6	6	4	6	6
Y+R:	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0
Lanes:	1 0	1	1 1	1 0	0 1	0	1 0	1	1 0	1 0	0 1	0
Volume Module:												
Base Vol:	141	451	699	57	222	13	27	210	197	153	181	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	451	699	57	222	13	27	210	197	153	181	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	451	699	57	222	13	27	210	197	153	181	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	451	699	57	222	13	27	210	197	153	181	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	451	699	57	222	13	27	210	197	153	181	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.99	0.99	0.95	0.88	0.88	0.95	0.93	0.93
Lanes:	1.00	1.18	1.82	1.00	0.94	0.06	1.00	1.03	0.97	1.00	0.54	0.46
Final Sat.:	1805	1930	2992	1805	1781	104	1805	1727	1620	1805	950	819
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.03	0.12	0.12	0.01	0.12	0.12	0.08	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.35	0.35	0.05	0.25	0.25	0.12	0.24	0.24	0.16	0.28	0.28
Volume/Cap:	0.51	0.67	0.67	0.63	0.51	0.51	0.13	0.51	0.51	0.51	0.67	0.67
Delay/Veh:	24.9	17.6	17.6	41.6	20.5	20.5	24.0	20.5	20.5	24.4	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	17.6	17.6	41.6	20.5	20.5	24.0	20.5	20.5	24.4	22.5	22.5
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	8	8	2	4	4	1	4	4	3	7	7

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #28 Sullivan Ave/Pierce Street

Cycle (sec): 45 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 9 Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Sullivan Ave						Pierce St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permit+Prot			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	8	8	8	5	5	5	5	5	5
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Lanes:	0 1	1	0 0	0 0	1	1 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	122	270	0	0	543	7	14	0	132	710	65	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	270	0	0	543	7	14	0	132	710	65	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	270	0	0	543	7	14	0	132	710	65	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	270	0	0	543	7	14	0	132	710	65	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	270	0	0	543	7	14	0	132	710	65	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.94	1.00	1.00	0.95	0.95	0.87	1.00	0.87	0.96	0.96	0.96
Lanes:	0.62	1.38	0.00	0.00	1.97	0.03	0.10	0.00	0.90	1.84	0.15	0.01
Final Sat.:	864	2449	0	0	3557	46	159	0	1501	3334	278	17
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.00	0.00	0.15	0.15	0.09	0.00	0.09	0.21	0.23	0.23
Crit Moves:	****				****		****					****
Green/Cycle:	0.36	0.36	0.00	0.00	0.21	0.21	0.12	0.00	0.12	0.32	0.32	0.32
Volume/Cap:	0.34	0.31	0.00	0.00	0.73	0.73	0.73	0.00	0.73	0.67	0.73	0.73
Delay/Veh:	14.4	10.5	0.0	0.0	20.3	20.3	32.0	0.0	32.0	14.7	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	10.5	0.0	0.0	20.3	20.3	32.0	0.0	32.0	14.7	16.2	16.2
LOS by Move:	B	B	A	A	C	C	C	A	C	B	B	B
HCM2kAvgQ:	2	2	0	0	6	6	4	0	4	6	7	7

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #29 Sullivan Ave/San Pedro Rd/Eastmoor Ave

Cycle (sec): 82 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 12 Average Delay (sec/veh): 31.3
Optimal Cycle: 76 Level Of Service: C

Street Name:	Sullivan Ave						San Pedro Rd/Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	8	8	8	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	0 0	1	1 0	1 0	1	1 0	2 0	0	1 0
Volume Module:												
Base Vol:	4	233	376	0	825	494	170	335	122	213	310	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	233	376	0	825	494	170	335	122	213	310	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	233	376	0	825	494	170	335	122	213	310	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	233	376	0	825	494	170	335	122	213	310	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	233	376	0	825	494	170	335	122	213	310	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	1.00	0.90	0.90	0.95	0.91	0.91	0.92	0.97	0.97
Lanes:	1.00	1.00	1.00	0.00	1.25	0.75	1.00	1.47	0.53	2.00	0.78	0.22
Final Sat.:	1805	1637	1637	0	2132	1276	1805	2540	925	3502	1435	403
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.23	0.00	0.39	0.39	0.09	0.13	0.13	0.06	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.51	0.51	0.00	0.43	0.43	0.11	0.22	0.22	0.12	0.24	0.24
Volume/Cap:	0.03	0.28	0.45	0.00	0.89	0.89	0.89	0.59	0.59	0.49	0.89	0.89
Delay/Veh:	35.4	11.7	13.2	0.0	28.8	28.8	73.3	29.7	29.7	34.4	50.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	11.7	13.2	0.0	28.8	28.8	73.3	29.7	29.7	34.4	50.0	50.0
LOS by Move:	D	B	B	A	C	C	E	C	C	C	D	D
HCM2kAvgQ:	0	4	7	0	20	20	7	6	6	3	13	13

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #30 Sullivan Ave/I-280 On Ramp

Cycle (sec): 82 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 9 Average Delay (sec/veh): 15.5
Optimal Cycle: 29 Level Of Service: B

Street Name:	Sullivan Ave						I-280 On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	8	6	8	8	6	6	6	0	0	0
Y+R:	3.5	4.2	4.2	4.0	4.2	4.2	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	0 1	2 0	0	1 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	52	316	119	666	341	117	63	49	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	316	119	666	341	117	63	49	2	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	316	119	666	341	117	63	49	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	316	119	666	341	117	63	49	2	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	316	119	666	341	117	63	49	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.96	0.96	0.87	0.87	0.87	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.74	0.26	1.00	0.96	0.04	0.00	0.00	0.00
Final Sat.:	1805	3610	1615	3502	1361	467	1650	1586	65	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.07	0.19	0.25	0.25	0.04	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.27	0.27	0.52	0.70	0.70	0.11	0.11	0.11	0.00	0.00	0.00
Volume/Cap:	0.36	0.33	0.28	0.37	0.36	0.36	0.36	0.29	0.29	0.00	0.00	0.00
Delay/Veh:	37.2	24.4	24.2	11.9	5.0	5.0	34.7	34.1	34.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	24.4	24.2	11.9	5.0	5.0	34.7	34.1	34.1	0.0	0.0	0.0
LOS by Move:	D	C	C	B	A	A	C	C	C	A	A	A
HCM2kAvgQ:	2	4	3	5	5	5	2	2	2	0	0	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #31 Sullivan Ave/Southgate Ave

Cycle (sec): 80 | Critical Vol./Cap.(X): 0.602
Loss Time (sec): 6 | Average Delay (sec/veh): 19.1
Optimal Cycle: 32 | Level Of Service: B

Street Name:	Sullivan Ave						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	6	4	4	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2
Volume Module:												
Base Vol:	0	0	0	330	0	168	181	476	0	0	495	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	330	0	168	181	476	0	0	495	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	330	0	168	181	476	0	0	495	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	330	0	168	181	476	0	0	495	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	330	0	168	181	476	0	0	495	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.77	1.00	0.85	0.95	0.95	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.26	0.74
Final Sat.:	0	0	0	1461	0	1615	1805	3610	0	0	2148	1263
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.10	0.10	0.13	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.17	0.55	0.00	0.00	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.28	0.60	0.24	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	17.7	34.3	9.4	0.0	0.0	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	0.0	17.7	34.3	9.4	0.0	0.0	20.6	20.6
LOS by Move:	A	A	A	C	A	B	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	3	5	3	0	0	9	9

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #32 Callan Blvd/Southgate Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 | Average Delay (sec/veh): 21.5
Optimal Cycle: 0 | Level Of Service: C

Street Name:	Callan Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	277	0	116	0	0	0	0	489	290	172	521	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	0	116	0	0	0	0	489	290	172	521	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	0	116	0	0	0	0	489	290	172	521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	116	0	0	0	0	489	290	172	521	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	116	0	0	0	0	489	290	172	521	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.26	0.74	0.50	1.50	0.00
Final Sat.:	852	0	493	0	0	0	0	664	419	247	765	0
Capacity Analysis Module:												
Vol/Sat:	0.33	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.74	0.69	0.70	0.68	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	14.4	0.0	11.6	0.0	0.0	0.0	0.0	25.6	21.6	24.2	22.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	0.0	11.6	0.0	0.0	0.0	0.0	25.6	21.6	24.2	22.9	0.0
LOS by Move:	B	*	B	*	*	*	*	D	C	C	C	*
ApproachDel:	13.6			xxxxxx				24.1			23.2	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	13.6			xxxxxx				24.1			23.2	
LOS by Appr:	B			*				C			C	
AllWayAvgQ:	0.4	0.0	0.3	0.0	0.0	0.0	0.0	2.5	2.0	2.0	1.8	0.0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #33 St Francis Blvd/Southgate Ave

Cycle (sec): 80 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 6 Average Delay (sec/veh): 13.0
Optimal Cycle: 21 Level Of Service: B

Street Name:	St Francis Blvd						Southgate Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	122	109	121	47	65	31	26	233	44	93	246	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	109	121	47	65	31	26	233	44	93	246	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	109	121	47	65	31	26	233	44	93	246	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	109	121	47	65	31	26	233	44	93	246	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	109	121	47	65	31	26	233	44	93	246	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.92	0.92	0.53	0.95	0.95	0.49	0.98	0.98	0.53	0.97	0.97
Lanes:	1.00	0.47	0.53	1.00	0.68	0.32	1.00	0.84	0.16	1.00	0.77	0.23
Final Sat.:	1317	829	921	1009	1225	584	939	1560	295	1005	1420	416
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.05	0.05	0.05	0.03	0.15	0.15	0.09	0.17	0.17
Crit Moves:		****									****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.23	0.33	0.33	0.12	0.13	0.13	0.05	0.28	0.28	0.18	0.33	0.33
Delay/Veh:	16.2	16.9	16.9	15.3	15.3	15.3	9.3	10.7	10.7	10.1	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.9	16.9	15.3	15.3	15.3	9.3	10.7	10.7	10.1	11.1	11.1
LOS by Move:	B	B	B	B	B	B	A	B	B	B	B	B
HCM2kAvgQ:	2	4	4	1	2	2	0	4	4	1	5	5

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #34 I-280 NB On Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 6 Average Delay (sec/veh): 4.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	I-280 NB On Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	6	10	10	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.9	3.9	4.1	4.1	4.1
Lanes:	0 0	0	0 0	0 0	0	0 0	2 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	646	1307	0	0	868	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	646	1307	0	0	868	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	646	1307	0	0	868	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	646	1307	0	0	868	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	646	1307	0	0	868	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.95	1.00	1.00	0.95	0.95
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	0	0	0	3502	3610	0	0	3602	8
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.36	0.00	0.00	0.24	0.24
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.85	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.43	0.00	0.00	0.50	0.50
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.8	0.0	0.0	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	10.1	0.8	0.0	0.0	7.3	7.3
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	4	3	0	0	4	4

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #35 I-280 SB Off Ramp/Serramonte Blvd

Cycle (sec): 40 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 6 Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	I-280 SB Off Ramp						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	6	6	6	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	3.7	3.7	3.7	3.6	3.6	3.6	4.6	4.6	4.6
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	2	0 0	0 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	581	0	723	0	1415	0	0	625	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	581	0	723	0	1415	0	0	625	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	581	0	723	0	1415	0	0	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	581	0	723	0	1415	0	0	625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	581	0	723	0	1415	0	0	625	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	3502	0	2842	0	3610	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.25	0.00	0.39	0.00	0.00	0.12	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.52	0.00	0.00	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.76	0.00	0.76	0.00	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	15.5	0.0	9.6	0.0	0.0	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	15.5	0.0	9.6	0.0	0.0	5.4	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	7	0	9	0	0	2	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #36 Serramonte Blvd/Gellert Blvd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 12 Average Delay (sec/veh): 35.9
Optimal Cycle: 58 Level Of Service: D

Street Name:	Gellert Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.1	4.1	3.5	4.1	4.1
Lanes:	1 1	0	1 1	1 1	0	1 0	1 0	2	0 1	2 0	1	0 2
Volume Module:												
Base Vol:	289	147	478	496	253	41	75	499	95	607	420	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	147	478	496	253	41	75	499	95	607	420	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	147	478	496	253	41	75	499	95	607	420	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	147	478	496	253	41	75	499	95	607	420	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	147	478	496	253	41	75	499	95	607	420	495
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.91	0.91	0.91	0.95	0.95	0.85	0.92	1.00	0.75
Lanes:	1.33	0.67	2.00	1.88	0.96	0.16	1.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	2171	1104	3275	3271	1669	270	1805	3610	1615	3502	1900	2842
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.15	0.15	0.15	0.15	0.04	0.14	0.06	0.17	0.22	0.17
Crit Moves:			****			****		****		****		
Green/Cycle:	0.21	0.21	0.21	0.22	0.22	0.22	0.07	0.20	0.20	0.25	0.38	0.61
Volume/Cap:	0.62	0.62	0.68	0.68	0.68	0.68	0.58	0.68	0.29	0.68	0.58	0.29
Delay/Veh:	40.1	40.1	41.3	41.0	41.0	41.0	55.6	43.3	37.7	39.3	28.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	41.3	41.0	41.0	41.0	55.6	43.3	37.7	39.3	28.0	10.5
LOS by Move:	D	D	D	D	D	D	E	D	D	D	C	B
HCM2kAvgQ:	8	8	9	10	10	10	3	9	3	11	11	5

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #37 Serramonte Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.354
Loss Time (sec): 0 Average Delay (sec/veh): 88.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Callan Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	164	315	99	85	382	145	100	279	150	50	271	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	315	99	85	382	145	100	279	150	50	271	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	315	99	85	382	145	100	279	150	50	271	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	315	99	85	382	145	100	279	150	50	271	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	315	99	85	382	145	100	279	150	50	271	351
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.66	1.00	1.00	1.00	1.00	1.00	1.30	0.70	1.00	1.00	1.00
Final Sat.:	121	233	380	306	326	343	305	421	234	313	332	356
Capacity Analysis Module:												
Vol/Sat:	1.35	1.35	0.26	0.28	1.17	0.42	0.33	0.66	0.64	0.16	0.82	0.99
Crit Moves:	****				****			****				****
Delay/Veh:	203.5	204	15.1	18.5	137	20.2	19.8	32.7	30.3	16.1	47.1	76.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	203.5	204	15.1	18.5	137	20.2	19.8	32.7	30.3	16.1	47.1	76.5
LOS by Move:	F	F	C	C	F	C	C	D	D	C	E	F
ApproachDel:	171.3				93.1			29.6			60.1	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	171.3				93.1			29.6			60.1	
LOS by Appr:	F				F			D			F	
AllWayAvgQ:	18.7	18.7	0.3	0.4	11.2	0.7	0.5	1.7	1.6	0.2	3.1	6.3

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #38 Serramonte Blvd/Rt 1 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 0 Level Of Service: C

Street Name:	Rt 1 Ramps						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	20	145	105	208	34	53	259	169	70	134	242	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	145	105	208	34	53	259	169	70	134	242	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	145	105	208	34	53	259	169	70	134	242	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	145	105	208	34	53	259	169	70	134	242	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	145	105	208	34	53	259	169	70	134	242	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.54	0.39	0.86	0.14	1.00	1.00	0.71	0.29	0.71	1.29	1.00
Final Sat.:	34	246	178	367	60	489	450	348	144	295	551	466
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.57	0.57	0.11	0.58	0.49	0.49	0.45	0.44	0.00
Crit Moves:		****			****		****			****		
Delay/Veh:	20.0	20.0	20.0	20.1	20.1	10.5	20.0	15.9	15.9	17.4	16.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	20.0	20.1	20.1	10.5	20.0	15.9	15.9	17.4	16.6	0.0
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	*
ApproachDel:	20.0				18.4			18.0			16.9	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	20.0				18.4			18.0			16.9	
LOS by Appr:	C				C			C			C	
AllWayAvgQ:	1.2	1.2	1.2	1.1	1.1	0.1	1.2	0.8	0.8	0.7	0.7	0.0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #39 Serramonte Blvd/St Francis Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Street Name:	St Francis Blvd						Serramonte Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	5	17	5	298	25	20	4	162	1	3	78	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	17	5	298	25	20	4	162	1	3	78	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	17	5	298	25	20	4	162	1	3	78	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	17	5	298	25	20	4	162	1	3	78	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	17	5	298	25	20	4	162	1	3	78	200
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.63	0.19	0.87	0.07	0.06	0.02	0.97	0.01	0.01	0.28	0.71
Final Sat.:	110	374	110	583	49	39	15	626	4	8	202	519
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.51	0.51	0.51	0.26	0.26	0.26	0.39	0.39	0.39
Crit Moves:	****			****				****			****	
Delay/Veh:	8.6	8.6	8.6	13.0	13.0	13.0	9.9	9.9	9.9	10.3	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	13.0	13.0	13.0	9.9	9.9	9.9	10.3	10.3	10.3
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:	8.6			13.0			9.9			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			13.0			9.9			10.3		
LOS by Appr:	A			B			A			B		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.9	0.9	0.3	0.3	0.3	0.5	0.5	0.5

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #40 St Francis Blvd/Clarinada Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 0 Average Delay (sec/veh): 29.0
Optimal Cycle: 0 Level Of Service: D

Street Name:	St Francis Blvd						Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	68	131	24	43	157	5	4	24	63	145	191	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	131	24	43	157	5	4	24	63	145	191	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	131	24	43	157	5	4	24	63	145	191	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	131	24	43	157	5	4	24	63	145	191	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	131	24	43	157	5	4	24	63	145	191	325
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.59	0.11	0.21	0.77	0.02	0.04	0.26	0.70	0.22	0.29	0.49
Final Sat.:	169	325	60	115	419	13	25	150	393	154	203	345
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.37	0.37	0.37	0.16	0.16	0.16	0.94	0.94	0.94
Crit Moves:		****			****		****					****
Delay/Veh:	13.1	13.1	13.1	12.8	12.8	12.8	9.8	9.8	9.8	42.0	42.0	42.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	12.8	12.8	12.8	9.8	9.8	9.8	42.0	42.0	42.0
LOS by Move:	B	B	B	B	B	B	A	A	A	E	E	E
ApproachDel:	13.1			12.8			9.8			42.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			12.8			9.8			42.0		
LOS by Appr:	B			B			A			E		
AllWayAvgQ:	0.6	0.6	0.6	0.5	0.5	0.5	0.2	0.2	0.2	6.6	6.6	6.6

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #41 St Francis Blvd/Eastmoor Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.795
Loss Time (sec): 0 | Average Delay (sec/veh): 18.3
Optimal Cycle: 0 | Level Of Service: C

Street Name:	St Francis Blvd							Eastmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1! 0	0	0	0	0	0	0	1	0	0	
Volume Module:													
Base Vol:	62	0	126	0	0	0	0	352	30	137	432	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	62	0	126	0	0	0	0	352	30	137	432	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	62	0	126	0	0	0	0	352	30	137	432	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	62	0	126	0	0	0	0	352	30	137	432	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	62	0	126	0	0	0	0	352	30	137	432	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	0.92	0.08	0.24	0.76	0.00	
Final Sat.:	194	0	394	0	0	0	0	634	54	172	544	0	
Capacity Analysis Module:													
Vol/Sat:	0.32	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	0.55	0.55	0.79	0.79	xxxx	
Crit Moves:	****							****			****		
Delay/Veh:	11.0	0.0	11.0	0.0	0.0	0.0	0.0	13.9	13.9	23.6	23.6	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	11.0	0.0	11.0	0.0	0.0	0.0	0.0	13.9	13.9	23.6	23.6	0.0	
LOS by Move:	B	*	B	*	*	*	*	B	B	C	C	*	
ApproachDel:	11.0			xxxxxx				13.9			23.6		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	11.0			xxxxxx				13.9			23.6		
LOS by Appr:	B			*				B			C		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	1.1	1.1	1.1	3.1	3.1	3.1	

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #42 Clarinada Ave/Rt 1 Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.129
Loss Time (sec): 0 | Average Delay (sec/veh): 59.9
Optimal Cycle: 0 | Level Of Service: F

Street Name:	Rt 1 Ramps							Clarinada Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	1
Volume Module:													
Base Vol:	582	0	317	0	0	0	0	47	73	433	58	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	582	0	317	0	0	0	0	47	73	433	58	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	582	0	317	0	0	0	0	47	73	433	58	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	582	0	317	0	0	0	0	47	73	433	58	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	582	0	317	0	0	0	0	47	73	433	58	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00	
Final Sat.:	516	0	614	0	0	0	0	470	518	466	989	0	
Capacity Analysis Module:													
Vol/Sat:	1.13	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	0.10	0.14	0.93	0.06	xxxx	
Crit Moves:	****					****			****	****			
Delay/Veh:	104.9	0.0	14.4	0.0	0.0	0.0	0.0	11.1	10.7	53.1	10.4	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	104.9	0.0	14.4	0.0	0.0	0.0	0.0	11.1	10.7	53.1	10.4	0.0	
LOS by Move:	F	*	B	*	*	*	*	B	B	F	B	*	
ApproachDel:	73.0			xxxxxx				10.8			48.0		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	73.0			xxxxxx				10.8			48.0		
LOS by Appr:	F			*				B			E		
AllWayAvgQ:	13.6	0.0	1.0	0.0	0.0	0.0	0.0	0.1	0.2	5.5	0.1	0.0	

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #43 Clarinada Ave/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 Average Delay (sec/veh): 16.9
Optimal Cycle: 0 Level Of Service: C

Street Name:	Callan Blvd								Clarinada Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
Lanes:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	399	280		0		0	277		87		49		0		256		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	399	280		0		0	277		87		49		0		256		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	399	280		0		0	277		87		49		0		256		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Reduced Vol:	399	280		0		0	277		87		49		0		256		0		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	399	280		0		0	277		87		49		0		256		0		0	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	2.00		0.00		0.00	1.52		0.48		1.00		0.00		1.00		0.00		0.00	
Final Sat.:	519	1101		0		0	842		273		466		0		555		0		0	
Capacity Analysis Module:																				
Vol/Sat:	0.77	0.25		xxxx		xxxx	0.33		0.32		0.11		xxxx		0.46		xxxx		xxxx	
Crit Moves:	****						****								****					
Delay/Veh:	28.3	11.2		0.0		0.0	11.9		11.4		10.9		0.0		13.7		0.0		0.0	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	28.3	11.2		0.0		0.0	11.9		11.4		10.9		0.0		13.7		0.0		0.0	
LOS by Move:	D	B		*		*	B		B		B		*		B		*		*	
ApproachDel:	21.2						11.8				13.3						xxxxxx			
Delay Adj:	1.00						1.00				1.00						xxxxx			
ApprAdjDel:	21.2						11.8				13.3						xxxxxx			
LOS by Appr:	C						B				B						*			
AllWayAvgQ:	2.7	0.3		0.0		0.0	0.5		0.4		0.1		0.0		0.7		0.0		0.0	

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #44 Hickey Blvd/Skyline Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.378
Loss Time (sec): 12 Average Delay (sec/veh): 127.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Skyline Blvd								Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	4	8	8			4	8	8			6	6	6			4	4	4		
Y+R:	3.0	5.0	5.0			3.0	5.0	5.0			3.5	3.5	3.5			3.5	3.5	3.5		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	1	0	1
Volume Module:																				
Base Vol:	159	842		76		411	896		1123		382	484		274		164	535		64	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	159	842		76		411	896		1123		382	484		274		164	535		64	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	159	842		76		411	896		1123		382	484		274		164	535		64	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	159	842		76		411	896		1123		382	484		274		164	535		64	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	159	842		76		411	896		1123		382	484		274		164	535		64	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.95	0.95		0.85		0.95	0.95		0.85		0.98	0.98		0.85		0.94	0.94		0.85	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.00	1.00		1.00		0.47	1.53		1.00	
Final Sat.:	1805	3610		1615		1805	3610		1615		1858	1858		1615		837	2730		1615	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.23		0.05		0.23	0.25		0.70		0.21	0.26		0.17		0.20	0.20		0.04	
Crit Moves:	****								****			****					****			
Green/Cycle:	0.06	0.29		0.29		0.28	0.50		0.50		0.19	0.19		0.19		0.14	0.14		0.14	
Volume/Cap:	1.38	0.81		0.16		0.81	0.49		1.38		1.09	1.38		0.90		1.38	1.38		0.28	
Delay/Veh:	271.1	44.6		32.1		49.7	19.8		207.4		106.9	228		74.7		233.5	233		46.6	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	271.1	44.6		32.1		49.7	19.8		207.4		106.9	228		74.7		233.5	233		46.6	
LOS by Move:	F	D		C		D	B		F		F	F		E		F	F		D	
HCM2kAvgQ:	13	17		2		16	11		79		22	36		13		28	28		2	

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #45 Hickey Blvd/St Francis Blvd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[26.3]

Street Name:	St Francis Blvd									Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	0		0		4	32		4		38	41		660		24	6		686		58
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		4	32		4		38	41		660		24	6		686		58
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		4	32		4		38	41		660		24	6		686		58
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		4	32		4		38	41		660		24	6		686		58
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		6.9	7.5		6.5		6.9	4.1		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		3.3	3.5		4.0		3.3	2.2		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		342	1139		1493		372	744		xxxx		xxxxx	684		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		660	159		124		631	873		xxxx		xxxxx	919		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		660	151		118		631	873		xxxx		xxxxx	919		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		0.01	0.21		0.03		0.06	0.05		xxxx		xxxx	0.01		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		0.0	xxxx		xxxx		xxxxx	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Control Del:	xxxxx		xxxx		10.5	xxxxx		xxxx		xxxxx	9.3		xxxx		xxxxx	8.9		xxxx		xxxxx
LOS by Move:	*		*		B	*		*		*	A		*		*	A		*		*
Movement:	LT -		LTR -		RT	LT -		LTR -		RT	LT -		LTR -		RT	LT -		LTR -		RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		242		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		1.2		xxxxx	0.1		xxxx		xxxxx	0.0		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		26.3		xxxxx	9.3		xxxx		xxxxx	8.9		xxxx		xxxxx
Shared LOS:	*		*		*	*		D		*	A		*		*	A		*		*
ApproachDel:	10.5					26.3					xxxxxx					xxxxxx				
ApproachLOS:	B					D					*					*				

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #46 Hickey Blvd/Callan Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 9 Average Delay (sec/veh): 25.0
Optimal Cycle: 37 Level Of Service: C

Street Name:	Callan Blvd									Hickey Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	6		6		6	2		2		2	6		6		6	6		6		6
Y+R:	3.6		3.6		3.6	4.6		4.6		4.6	4.0		4.9		4.9	4.0		4.9		4.9
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	118		87		22	150		211		117	157		486		92	59		548		231
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	118		87		22	150		211		117	157		486		92	59		548		231
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	118		87		22	150		211		117	157		486		92	59		548		231
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	118		87		22	150		211		117	157		486		92	59		548		231
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	118		87		22	150		211		117	157		486		92	59		548		231
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.36		0.97		0.97	0.66		0.95		0.95	0.95		0.93		0.93	0.95		0.91		0.91
Lanes:	1.00		0.80		0.20	1.00		0.64		0.36	1.00		1.68		0.32	1.00		1.41		0.59
Final Sat.:	686		1471		372	1248		1156		641	1805		2963		561	1805		2425		1022
Capacity Analysis Module:																				
Vol/Sat:	0.17		0.06		0.06	0.12		0.18		0.18	0.09		0.16		0.16	0.03		0.23		0.23
Crit Moves:								****			****							****		
Green/Cycle:	0.34		0.34		0.34	0.34		0.34		0.34	0.16		0.42		0.42	0.15		0.42		0.42
Volume/Cap:	0.51		0.18		0.18	0.36		0.54		0.54	0.54		0.39		0.39	0.21		0.54		0.54
Delay/Veh:	28.7		23.6		23.6	25.6		28.1		28.1	40.8		20.2		20.2	37.4		22.5		22.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	28.7		23.6		23.6	25.6		28.1		28.1	40.8		20.2		20.2	37.4		22.5		22.5
LOS by Move:	C		C		C	C		C		C	D		C		C	D		C		C
HCM2kAvgQ:	4		2		2	4		9		9	5		6		6	2		10		10

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #47 Hickey Blvd/I-280 SB Ramps

Cycle (sec): 50 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 6 Average Delay (sec/veh): 18.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	I-280 SB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	4	4	4	8	8	8	4	8	8
Y+R:	4.0	4.0	4.0	4.2	4.2	4.2	4.0	4.0	4.0	3.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	1! 0	1	0 0	1	1 0	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	603	0	534	0	631	803	344	1291	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	603	0	534	0	631	803	344	1291	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	603	0	534	0	631	803	344	1291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	603	0	534	0	631	803	344	1291	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	603	0	534	0	631	803	344	1291	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.87	0.87	0.92	0.95	1.00
Lanes:	0.00	0.00	0.00	1.53	0.00	1.47	0.00	1.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2634	0	2529	0	1653	1653	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.21	0.00	0.38	0.49	0.10	0.36	0.00
Crit Moves:				****					****	****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.53	0.53	0.11	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.85	0.00	0.73	0.92	0.92	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	30.0	0.0	23.4	0.0	10.5	20.6	50.3	5.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.0	0.0	23.4	0.0	10.5	20.6	50.3	5.6	0.0
LOS by Move:	A	A	A	C	A	C	A	B	C	D	A	A
HCM2kAvgQ:	0	0	0	11	0	9	0	10	18	6	7	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #48 Hickey Blvd/I-280 NB Ramps

Cycle (sec): 65 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 12 Average Delay (sec/veh): 32.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	I-280 NB Ramps						Hickey Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.5	4.5	3.0	4.0	4.0
Lanes:	1 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	845	110	429	57	105	91	219	805	201	174	784	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	845	110	429	57	105	91	219	805	201	174	784	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	845	110	429	57	105	91	219	805	0	174	784	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	845	110	429	57	105	91	219	805	0	174	784	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	845	110	429	57	105	91	219	805	0	174	784	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.98	0.98	0.85	0.95	0.95	1.00	0.95	0.94	0.94
Lanes:	1.77	0.23	1.00	0.35	0.65	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	3221	419	1615	657	1211	1615	1805	3610	1900	1805	3351	227
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.27	0.09	0.09	0.06	0.12	0.22	0.00	0.10	0.23	0.23
Crit Moves:				****	****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.10	0.10	0.10	0.14	0.29	0.00	0.12	0.27	0.27
Volume/Cap:	0.86	0.86	0.87	0.87	0.87	0.56	0.87	0.78	0.00	0.78	0.87	0.87
Delay/Veh:	28.0	28.0	36.4	61.2	61.2	32.4	53.1	25.2	0.0	43.7	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	36.4	61.2	61.2	32.4	53.1	25.2	0.0	43.7	31.1	31.1
LOS by Move:	C	C	D	E	E	C	D	C	A	D	C	C
HCM2kAvgQ:	12	12	12	6	6	3	7	10	0	6	12	12

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #49 Skyline Blvd/Westmoor Ave

Cycle (sec): 70 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Skyline Blvd						Westmoor Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	3.5	5.8	5.8	3.5	5.8	5.8	3.0	4.0	4.0	3.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	138	1579	259	232	1287	176	13	49	154	161	122	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1579	259	232	1287	176	13	49	154	161	122	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1579	259	232	1287	176	13	49	154	161	122	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1579	259	232	1287	176	13	49	154	161	122	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1579	259	232	1287	176	13	49	154	161	122	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.16	0.13	0.36	0.11	0.01	0.03	0.10	0.09	0.06	0.10
Crit Moves:		****		****					****	****		
Green/Cycle:	0.11	0.48	0.48	0.14	0.51	0.51	0.07	0.11	0.11	0.10	0.13	0.13
Volume/Cap:	0.69	0.91	0.33	0.91	0.69	0.21	0.10	0.24	0.91	0.91	0.50	0.76
Delay/Veh:	40.0	23.8	11.4	62.1	14.0	9.4	30.5	29.4	73.9	72.9	30.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	23.8	11.4	62.1	14.0	9.4	30.5	29.4	73.9	72.9	30.0	44.8
LOS by Move:	D	C	B	E	B	A	C	C	E	E	C	D
HCM2kAvgQ:	4	21	4	9	12	2	0	1	6	7	3	5

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #50 Geneva Ave/Carter St

Cycle (sec): 85 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 9 Average Delay (sec/veh): 10.6
Optimal Cycle: 53 Level Of Service: B

Street Name:	Carter St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	8	8	8	6	6	6	0	21	21	6	36	36
Y+R:	5.0	5.0	5.0	4.0	4.0	4.0	0.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 1	0 1	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	278	0	106	0	0	0	0	999	137	183	1100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	0	106	0	0	0	0	999	137	183	1100	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	0	0	0	0	0	0	999	137	183	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	0	0	0	0	0	0	999	137	183	1100	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	0.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
FinalVolume:	292	0	0	0	0	0	0	1049	144	183	1155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	1805	0	1900	0	0	0	0	3275	449	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.32	0.10	0.30	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.16	0.65	0.00
Volume/Cap:	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.65	0.65	0.47	0.00
Delay/Veh:	20.9	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11.1	25.5	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11.1	25.5	5.0	0.0
DesignQueue:	11	0	0	0	0	0	0	16	16	7	10	0

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #51 Geneva Ave/Schwerin St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 6 Average Delay (sec/veh): 17.1
Optimal Cycle: 34 Level Of Service: B

Street Name:	Schwerin St						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.6	4.6	4.6	4.6	4.6
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	11	28	172	24	46	135	122	1065	44	195	1328	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	28	172	24	46	135	122	1065	44	195	1328	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	28	172	24	46	135	122	1065	44	195	1328	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	28	172	24	46	135	122	1065	44	195	1328	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	28	172	24	46	135	122	1065	44	195	1328	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.85	0.85	0.85	0.95	0.94	0.94	0.95	0.95	0.95
Lanes:	0.05	0.13	0.82	0.12	0.22	0.66	1.00	1.92	0.08	1.00	1.94	0.06
Final Sat.:	87	221	1359	189	363	1066	1805	3446	142	1805	3482	110
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.13	0.13	0.13	0.07	0.31	0.31	0.11	0.38	0.38
Crit Moves:					****		****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.54	0.54	0.54	0.19	0.62	0.62
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.43	0.58	0.58	0.56	0.62	0.62
Delay/Veh:	35.9	35.9	35.9	36.0	36.0	36.0	15.4	14.5	14.5	35.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	35.9	36.0	36.0	36.0	15.4	14.5	14.5	35.0	11.1	11.1
LOS by Move:	D	D	D	D	D	D	B	B	B	C	B	B
HCM2kAvgQ:	6	6	6	6	6	6	3	11	11	6	13	13

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #52 Geneva Ave/Bayshore Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.531
Loss Time (sec): 12 Average Delay (sec/veh): 184.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bayshore Blvd						Geneva Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.0	4.6	4.6	4.0	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Lanes:	2 0	2 0	1	2 0	2 0	2	1 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	499	1256	212	968	1454	663	427	433	204	207	574	752
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	1256	212	968	1454	663	427	433	204	207	574	752
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	1256	212	968	1454	663	427	433	204	207	574	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	1256	212	968	1454	663	427	433	204	207	574	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	1256	212	968	1454	663	427	433	204	207	574	752
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.75	0.95	0.95	0.85	0.95	0.91	0.85
Lanes:	2.00	2.00	1.00	2.00	2.00	2.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3610	1615	3502	3610	2842	1805	3610	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.13	0.28	0.40	0.23	0.24	0.12	0.13	0.11	0.11	0.47
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.23	0.23	0.18	0.30	0.30	0.15	0.24	0.24	0.22	0.30	0.30
Volume/Cap:	1.34	1.53	0.58	1.53	1.34	0.77	1.53	0.50	0.53	0.53	0.36	1.53
Delay/Veh:	208.9	280	33.2	283.6	189	33.1	294.2	30.0	31.0	32.4	24.6	280.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	208.9	280	33.2	283.6	189	33.1	294.2	30.0	31.0	32.4	24.6	280.2
LOS by Move:	F	F	C	F	F	C	F	C	C	C	C	F
HCM2kAvgQ:	17	48	6	37	47	11	32	6	5	6	5	54

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #53 Carter St/Martin St

Cycle (sec): 45 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 6 Average Delay (sec/veh): 5.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Carter St						Martin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	6	6
Y+R:	4.6	4.6	4.6	4.6	4.6	4.6	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	5	332	119	47	140	1	2	8	0	49	12	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	332	119	47	140	1	2	8	0	49	12	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	332	119	47	140	1	2	8	0	49	12	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	332	119	47	140	1	2	8	0	49	12	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	332	119	47	140	1	2	8	0	49	12	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	1.00	0.85	0.55	1.00	1.00	0.95	0.95	1.00	0.78	0.78	0.85
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.20	0.80	1.00	0.80	0.20	1.00
Final Sat.:	1258	1900	1615	1047	1885	13	362	1449	1900	1190	292	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.07	0.04	0.07	0.07	0.01	0.01	0.00	0.04	0.04	0.05
Crit Moves:		****										****
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.19	0.19	0.00	0.19	0.19	0.19
Volume/Cap:	0.01	0.26	0.11	0.07	0.11	0.11	0.03	0.03	0.00	0.22	0.22	0.26
Delay/Veh:	2.3	2.9	2.5	2.5	2.5	2.5	15.0	15.0	0.0	15.9	15.9	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	2.9	2.5	2.5	2.5	2.5	15.0	15.0	0.0	15.9	15.9	16.1
LOS by Move:	A	A	A	A	A	A	B	B	A	B	B	B
HCM2kAvgQ:	0	2	1	0	1	1	0	0	0	1	1	1

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

15454 Daly City General Plan EIR
General Plan with Project PM

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

Intersection #54 Guadalupe Canyon Pkwy/Carter St

Cycle (sec): 65 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 9 Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Carter St						Guadalupe Canyon Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	6	6	6	3	10	10	10	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	32	0	108	221	112	0	0	350	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	0	108	221	112	0	0	350	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	0	108	221	112	0	0	350	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	108	221	112	0	0	350	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	0	108	221	112	0	0	350	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.07	0.12	0.03	0.00	0.00	0.10	0.18
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.31	0.77	0.00	0.00	0.46	0.46
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.72	0.39	0.04	0.00	0.00	0.21	0.39
Delay/Veh:	0.0	0.0	0.0	27.2	0.0	44.8	18.1	1.8	0.0	0.0	10.6	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.2	0.0	44.8	18.1	1.8	0.0	0.0	10.6	12.0
LOS by Move:	A	A	A	C	A	D	B	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	4	4	0	0	0	2	4

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

Appendix D: NWIC Records Search

CALIFORNIA
HISTORICAL
RESOURCES
INFORMATION
SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
Email: leigh.jordan@sonoma.edu
http://www.sonoma.edu/nwic

May 1, 2012 NWIC File No.: 11-1115

Melinda Hue
Dyett & Bhatia
755 Sansome Street
Suite 400
San Francisco, CA 94111

Re: Record search results for the proposed Daly City General Plan planning area

Dear Ms. Hue:

Per your request received by our office on 9 April 2012, a records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for San Mateo County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

Review of this information indicates that there is record of 58 cultural resource studies that combine to cover approximately 15% of the Daly City General Plan planning area. These studies consist of a mixture of architectural and archaeological studies and generally are concentrated around the Highway 280 corridor, the coastal margin, and around the periphery of San Bruno Mountain. Please refer to the attached bibliography for a listing of these 58 reports.

The Daly City General Plan planning area contains seven recorded archaeological resources: P-41-000052 (CA-SMA-48), a unknown Native American site; P-41-000053 (CA-SMA-49), a Native American habitation site; P-41-000075 (CA-SMA-72), a Native American habitation site; P-41-000496 (CA-SMA-356), a Native American habitation site with known burials; P-41-002219 (CA-SMA-385H), remains of an historic-era water conveyance system; P-41-002278, an early 20th century artifact deposit; and P-41-002281, a site with both Native American and historic-era cultural material.

The State Office of Historic Preservation Historic Property Directory (OHP HPD) (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places) lists 51 addresses that correlate to addresses within the Daly City General Plan planning area. For more information, see the attached pages from the OHP HPD for specific addresses and see below for a summary of the status codes for

the 51 listed addresses:

2 properties with **2S2**, meaning they are individual properties determined eligible for the National Register (NR) by consensus through Section 106 process, and listed in the California Register (CR).

46 properties with **6Y**, meaning they were determined ineligible for the NR by consensus through Section 106 process, but have not been evaluated for the CR or Local Listing.

1 properties with **7N**, meaning it needs to be reevaluated.

2 properties with **7R**, meaning they were identified in a Reconnaissance Level Survey, but not evaluated.

In addition to these inventories, the NWIC base maps show six recorded buildings or structures that have been recorded within the Daly City General Plan planning area: P-41-002059 (Cow Palace); P-41-002168 (Westlake Community Baptist Church); P-41-002178 (Crocker Masonic Temple); P-41-002193 (Westmoor High School); P-41-002195 (Holy Child and Saint Martin Episcopal Church); and P-41-002272 (Clearwire CA-SFO0278A).

At the time of Euroamerican contact the Native Americans that lived in this portion of the peninsula were speakers of the Costanoan or Ohlone language, part of the Utian language family (Levy 1978:485). The settlement patterns of Native Americans living on the San Francisco peninsula were significantly disrupted earlier than in other regions of the state. However, as in other areas, settlement patterns would indicate a mixture of residential occupation of villages and seasonal rounds to exploit resources at their peak. Reconstruction of tribal names and locations undertaken by Milliken (1995), based principally on mission registers, would place Daly City as being located within the northern portion of the area controlled by the Urebure and the southern portion of the Yelamu (1995:258). In his thesis, Milliken describes one of the principal villages of the Urebure, Siplichiquin, as located "near a former small lake in the valley of Colma Creek along the Daly City-Colma municipal boundary"; while another group camped at a place known as the " village of the Beach of Merced" (1983:80). Two of the Yelamu principal villages, Amuctac and Tubsinte, were located in and around Visitation Valley (1983:75).

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of San Mateo County have been found in close proximity to sources of water (including perennial and intermittent streams and springs), near the bay margin and its associated wetlands, along the coastal terraces and sheltered valleys, and near ecotones and other productive environments. The boundary of the Daly City General Plan planning area spans the San Francisco Peninsula from coast to bay and contains the upper reaches of the Colma Creek drainage and the headwaters of Lake Merced. In addition, the area is located along a principal travel corridor between the ocean and the bay.

The Daly City General Plan planning area contains a variety of landforms that range from pre-Quaternary deposits and bedrock, to Pleistocene and Holocene-age alluvial fans deposits, and from dune and beach sand to artificial fill. While locations that are characterized as bedrock or Pleistocene-age deposits may have only the potential to contain archaeological materials on or near the surface, those from later periods contain the increased potential for containing buried archaeological deposits that are capped in sterile material or fill.

Given the correlation of these environmental factors, coupled with the generalized ethnographic sensitivity, there is a high potential of unrecorded Native American resources (including buried deposits with no surface indications) within the Daly City General Plan planning area.

Review of historical literature and maps indicated the possibility of historic-period archaeological resources within the Daly City General Plan planning area. In 1776, Juan Bautista de Anza led an expedition party through up the peninsula in search of a suitable site for a presidio and a mission. The route of El Camino Real would continue from the late 18th century to present day as a principal thoroughfare and, as such, increased the level of development and use of the area. The "Mission Street Gap," as it was later called, was thus a central point in the developing transportation network of the Spanish and Mexican periods (Hoover et ale 1966:392).

Following the discovery of gold, the rough road soon became much improved and more heavily traveled. When people traveled south from San Francisco, they passed through the gap in the hills where San Jose Avenue and Mission Street joined and became El Camino Real. Later, stagecoaches between San Jose and San Francisco were also using this route and much heavier traffic along this route led to the establishment of inns and roadhouses to serve the travelers along the way.

Later changes would bring new forms of travel as in 1891-1893, the first electric trolley line was built through the area to connect San Francisco and northern San Mateo County. The San Francisco-San Mateo Electric Railroad was in operation by 1893, with 30 cars running on 21 miles of track between San Francisco and South San Francisco. In April of 1906, the San Francisco earthquake and fire transformed the area, creating an almost instant new city, as various locations were to serve as places of refuge for some of the thousands of people displaced by the disaster. Real estate promoters also moved in, encouraging newly homeless families to move to the suburbs. After considering several permanent names for the new community, Daly City was chosen for dairyman John Daly. The new city grew rapidly, had a post office in 1908, and was incorporated in 1911. Between 1910 and 1920 the population of-Daly City expanded from about 400 to 3,770.

With this in mind, there is a high potential of identifying unrecorded historic-period archaeological resources in the Daly City General Plan planning area.

RECOMMENDATIONS:

1) The purpose of the Daly City General Plan is to provide a planning document that will guide future development. Given the presence of known cultural resources and the likelihood of additional unrecorded cultural resources in the area, it is recommended that future projects be considered on an individual basis under the NWIC's Project Review Program. This Program is organized to aid cities and counties in meeting their CEQA obligations during the initial study phase. These reviews result in project specific information and recommendations, and are completed in five working days. Please contact the NWIC Coordinator at 707/588-8455 for additional information.

2) As per Senate Bill 18 (Chapter 905, Statutes of 2004), local governments are required to consult with California Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of general plans (defined in Government Code §65300 et seq.). Each time a local government considers a proposal to adopt or amend the general plan, they are required to contact the appropriate tribes identified by the Native American Heritage Commission.

3) There are seven recorded archaeological resources in the Daly City General Plan planning area. It is recommended that prior to development, prefield screening determine whether any previously recorded archaeological resources are present within the proposed project area and, if so, it is recommended that a professional archaeologist assess the resource(s) and provide project-specific recommendations. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

4) There is a high possibility of identifying Native American archaeological resources and a high possibility of identifying historic-period archaeological resources in the project area. We recommend a qualified archaeologist conduct further archival and field study to identify cultural resources. It is further recommended that any development within the Daly City General Plan planning area include a good faith effort to identify any buried archaeological deposits. Field study may include, but is not limited to, pedestrian survey, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of archaeological resources. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

5) The Daly City General Plan planning area contains 51 recorded buildings or structures and numerous unrecorded or evaluated buildings or structures that meet the 45-year age threshold. Therefore, prior to commencement of project activities, it is recommended that the built environment be assessed by a professional familiar with the architecture and history of San Mateo County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

6) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

7) If archaeological resources are encountered **during construction,** work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

8) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: http://ohp.parks.ca.gov/default.asp?page_id=1069

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,

Bryan Much
Assistant Coordinator

Bibliographic References for Studies

Mara Melandry

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Rebecca Loveland Anastasio, Donna M. Garaventa, Stuart A. Guedon, Robert M. Harmon, and John W. Schoenfelder (Basin Research Associates, Inc.)
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Suzanne Baker and Michael Smith (Archaeological/Historical Consultants)
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Cartier, Robert
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Colin I. Busby (Basin Research Associates, Inc.)
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1998 *Archaeological Survey Report, 04-SMA-35, PM 28.8/30.8 EA 1S1801 Proposed Repair of Roadway, (Caltrans)*
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Mike Avina (Jones & Stokes)

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Ric Windmiller

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Carolyn Losee (Archaeological Resources Technology)

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2005 *Records Search Results for T-Mobile Project SF-13329, 2001 Junipero Serra Boulevard, Daly City, CA 94014 (letter report)*
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Wayne H. Bonner (Michael Brandman Associates)

2005 *Cultural Resource Records Search Results and Site Visit for DWHorizon, LLC Telecommunications Facility Candidate, 99 Elmwood Drive, Daly City, San Mateo County, California (letter report)*
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**Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRE	CRIT
102076	41-001797	MISSION RD	ALL SAINT'S MASOLEUM	COLMA	P	1982	HIST.RES.	DOE-41-96-0124-0019	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
102077	41-001798	MISSION RD	REST ROOMS	COLMA	P	1956	HIST.RES.	DOE-41-94-0006-0020	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
102078	41-001799	MISSION RD	POST-WAR UTILITY BUILDINGS	COLMA	P	1950	HIST.RES.	DOE-41-94-0006-0021	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
102079	41-001800	MISSION RD	FLOWER BUILDING	COLMA	P		HIST.RES.	DOE-41-96-0124-0022	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
102273	41-001801	MISSION RD	FRANK LAGOMARSINO VEGETABLE FARM	COLMA	P		HIST.RES.	DOE-41-96-0075-9999	04/18/96	2D2	
							PROJ.REVW.	UMTA900828A	04/18/96	2D2	
101750	41-001650	1281 MISSION RD		COLMA	P	1900	HIST.RES.	DOE-41-96-0060-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101751	41-001651	1289 MISSION RD		COLMA	P	1930	HIST.RES.	DOE-41-96-0061-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101769	41-001662	1309 MISSION RD		COLMA	P	1900	HIST.RES.	DOE-41-96-0074-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101770	41-001663	1431 MISSION RD		COLMA	P	1918	HIST.RES.	DOE-41-96-0075-0001	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101771	41-001664	1433 MISSION RD		COLMA	P	1908	HIST.RES.	DOE-41-96-0075-0002	04/18/96	7J	
							PROJ.REVW.	UMTA900828A	04/18/96	7J	
102276	41-001802	1439 MISSION RD		COLMA	P	1917	HIST.RES.	DOE-41-96-0075-0003	04/18/96	3S	
							PROJ.REVW.	UMTA900828A	04/18/96	3S	
102277	41-001803	1445 MISSION RD		COLMA	P	1918	HIST.RES.	DOE-41-96-0075-0004	04/18/96	3S	
							PROJ.REVW.	UMTA900828A	04/18/96	3S	
102278	41-001804	1451 MISSION RD		COLMA	P	1918	HIST.RES.	DOE-41-96-0075-0005	04/18/96	3S	
							PROJ.REVW.	UMTA900828A	04/18/96	3S	
102279	41-001805	1457 MISSION RD		COLMA	P	1918	HIST.RES.	DOE-41-96-0075-0006	04/18/96	3S	
							PROJ.REVW.	UMTA900828A	04/18/96	3S	
102056	41-001778	1500 MISSION RD	HOLY CROSS CEMETERY	COLMA	P	1886	HIST.RES.	DOE-41-94-0006-9999	09/22/94	2S2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2S2	BC
005162	41-000540	OLD MISSION RD	SEPULCHER OF ARCHBISHOP ALEMANY, H	COLMA	P		HIST.SURV.	4014-0001-0000	01/01/83	7N	
005165	41-000543	11 WASHINGTON ST	COLMA RAILROAD STATION SITE, SCHOO	COLMA	U	1864	HIST.RES.	DOE-41-96-0070-0000	04/18/96	2S2	
							PROJ.REVW.	UMTA900828A	04/18/96	2S2	
							HIST.SURV.	4015-0002-0000	03/22/95	7R	
							PROJ.REVW.		03/10/81	2S2	
							PROJ.REVW.		10/28/77	2S	
							PROJ.REVW.	65001000	03/10/01	2S	
140193		535 87TH ST		DALY CITY	P	1947	HIST.RES.	DOE-43-03-0007-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030516J	05/23/03	6Y	
129905	41-002068	748 BEECHWOOD DR		DALY CITY	P	1955	HIST.RES.	DOE-41-02-0003-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211C	02/15/02	6Y	
073998	41-001422	478 BELLEVUE AVE		DALY CITY	U	1930	PROJ.REVW.	HUD911108B	11/26/91	6Y	
074277	41-001423	718 BELLEVUE AVE		DALY CITY	U	1939	PROJ.REVW.	HUD911220J	01/14/92	6Y	
166215		31 BEPLER		DALY CITY	P	1957	PROJ.REVW.	HUD070525I	06/04/07	6Y	
179143		163 EDGEMONT DR	WESTMOOR HIGH SCHOOL	DALY CITY	M	1957	PROJ.REVW.	FCC100121E	03/02/10	6Y	
162658		99 ELMWOOD DR	WESTLAKE COMMUNITY BAPTIST CHURCH	DALY CITY	P	1954	PROJ.REVW.	FCC060622M	07/16/06	6Y	
088927	41-001464	214 EVERGREEN AVE		DALY CITY	P	1914	PROJ.REVW.	HUD940301G	04/04/94	6Y	
005167	41-000545	127 FLOURNOY ST		DALY CITY	P	1923	PROJ.REVW.	HUD860513A	06/06/86	6Y	
091700	41-001518	163 FRANKFORT ST		DALY CITY	P	1926	PROJ.REVW.	HUD940808Z	10/04/94	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
128602	41-002059	2500 GENEVA AVE	COW PALACE	DALY CITY		1935	HIST.RES.	DOE-41-01-0050-0000	09/06/01	2S2	A
							PROJ.REVW.	FCC990331A	09/06/01	2S2	A
065782	41-001307	601 HANOVER ST		DALY CITY	U		PROJ.REVW.	HUD890410A	05/10/89	6Y	
163372		836 HANOVER ST		DALY CITY	P	1912	PROJ.REVW.	HUD060906A	09/06/06	6Y	
065442	41-001301	925 HANOVER ST		DALY CITY	U		PROJ.REVW.	HUD880927A	10/20/88	6Y	
076442	41-001425	998 HANOVER ST		DALY CITY	U	1932	PROJ.REVW.	HUD920324C	04/21/92	6Y	
147227		904 HEATHER RD		DALY CITY	P	1948	HIST.RES.	DOE-41-04-0008-0000	04/20/04	6Y	
							PROJ.REVW.	HUD040326E	04/20/04	6Y	
129906	41-002069	792 HIGATE DR		DALY CITY	P	1960	HIST.RES.	DOE-41-02-0004-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211D	02/15/02	6Y	
159545		17 HILLCREST DR	CROCKER MASONIC LODGE	DALY CITY	P	1936	PROJ.REVW.	FCC100421E	05/30/10	2S2	
							PROJ.REVW.	FCC060823A	11/06/06	2S2	
							PROJ.REVW.	FCC050902D	01/11/06	2S2	C
065275	41-001300	50 HILLCREST DR	APARTMENT BLDG TRANSITIONAL HOUSIN	DALY CITY	U		PROJ.REVW.	HUD870723E	08/03/87	6Y	
129249	41-002062	121 HILLCREST DR		DALY CITY	P	1917	HIST.RES.	DOE-41-01-0053-0000	10/17/01	6Y	
							PROJ.REVW.	HUD010906B	10/17/01	6Y	
005166	41-000544	LAKE MERCED BLVD	BRODERICK AND TERRY DUEL SITE	DALY CITY	M	1859	HIST.SURV.	4015-0003-0000		7N	
							HIST.RES.	SHL-0019-0000	06/01/32	7L	
157856		755 LARCHMONT DR		DALY CITY	P	1949	PROJ.REVW.	HUD051128Y	12/27/05	6Y	
140015		209 MACDONALD AVE		DALY CITY	P	1923	HIST.RES.	DOE-41-03-0005-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030519A	05/23/03	6Y	
066643	41-001332	303 MIRIAM ST		DALY CITY	U		PROJ.REVW.	HUD880425A	05/25/88	6Y	
152782		26 MUIRWOOD DR		DALY CITY	P	1946	HIST.RES.	DOE-41-05-0004-0000	02/04/05	6Y	
							PROJ.REVW.	HUD050127B	02/04/05	6Y	
099098	41-001589	98 MUIRWOOD DR		DALY CITY	P	1945	PROJ.REVW.	HUD951103C	12/28/95	6Y	
155782		254 N.MAYFAIR AVE		DALY CITY	P	1950	PROJ.REVW.	HUD050919L	10/03/05	6Y	
069175	41-001383	498 N PARKVIEW AVE		DALY CITY	U	1926	PROJ.REVW.	HUD900924A	10/25/90	6Y	
129903	41-002066	39 OCEAN GROVE AVE		DALY CITY	P	1956	HIST.RES.	DOE-41-01-0001-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211A	02/15/02	6Y	
005168	41-000546	43 PARTRIDGE LANE		DALY CITY	P	1928	HIST.SURV.	4015-0005-0000		7R	
067027	41-001340	65 PARTRIDGE LANE		DALY CITY	U		PROJ.REVW.	HUD891205A	12/29/89	6Y	
066413	41-001322	118 PEORIA ST	RESIDENTIAL REHABILITATION	DALY CITY	U		PROJ.REVW.	HUD950919L	11/15/95	6Y	
							PROJ.REVW.	HUD871217B	01/20/88	6Y	
183123		620 POINTE PACIFIC DR		DALY CITY	U		PROJ.REVW.	FCC100421E	05/30/10	6Y	
129907	41-002070	221 S PARKVIEW AVE		DALY CITY	P	1907	HIST.RES.	DOE-41-02-0005-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211F	02/15/02	6Y	
064957	41-001283	434 SAN DIEGO AVE	RESIDENCE	DALY CITY	U		PROJ.REVW.	HUD860929D	10/22/86	6Y	
129120	41-002061	166 SANTA CRUZ AVE		DALY CITY	P	1907	HIST.RES.	DOE-41-01-0052-0000	12/03/01	6Y	
							PROJ.REVW.	HUD011127E	12/03/01	6Y	
077678	41-001435	806 SCHWERIN ST		DALY CITY	U	1935	PROJ.REVW.	HUD920826C	09/29/92	6Y	
136818		1004 SCHWERIN ST		DALY CITY	P	1943	HIST.RES.	DOE-41-03-0002-0000	02/03/03	6Y	
							PROJ.REVW.	HUD030114B	02/03/03	6Y	
065852	41-001308	187 SOUTHGATE AVE	MORRIS PLAN	DALY CITY	U		HIST.RES.	DOE-41-89-0001-0000	05/31/89	6Y	
							PROJ.REVW.	FDIC890511G	05/31/89	6Y	
005164	41-000542	SR 35	BRIDGE #35-77	DALY CITY	S	1922	HIST.SURV.	4015-0001-0000		7R	
126705	41-002008	287 ST FRANCIS BLVD		DALY CITY	P	1958	HIST.RES.	DOE-41-00-0001-0000	10/27/00	6Y	
							PROJ.REVW.	HUD000918Q	10/27/00	6Y	
181450		1900 SULLIVAN AVE	SETON MEDICAL CENTER	DALY CITY	P	1962	PROJ.REVW.	FCC100517K	10/05/10	6Y	
066560	41-001327	198 VISTA GRANDE AVE		DALY CITY	U		PROJ.REVW.	HUD880323A	04/22/88	6Y	
067088	41-001344	113 W MOLTKE ST		DALY CITY	U		PROJ.REVW.	HUD900117A	02/09/90	6Y	
005169	41-000547	351 WELLINGTON AVE		DALY CITY	P	1915	PROJ.REVW.	HUD860714B	08/14/86	6Y	
							HIST.RES.	DOE-41-86-0005-0000	08/14/86	6Y	
129904	41-002067	106 WESTDALE AVE		DALY CITY	P	1949	HIST.RES.	DOE-41-02-0002-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211B	02/15/02	6Y	
178266		131 WESTMOOR AVE		DALY CITY	D	1957	PROJ.REVW.	FCC090922D	12/07/09	6Y	
145060		388 WINCHESTER ST		DALY CITY	P	1926	HIST.RES.	DOE-41-03-0008-0000	12/01/03	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	FRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	HUD031101C	12/01/03	6Y	
065745	41-001305	209 WOODROW ST		DALY CITY	U		PROJ.REVW.	HUD890320I	04/04/89	6Y	
067120	41-001345	130 WYANDOTTE AVE	REHABILITATION RESI	DALY CITY	U		PROJ.REVW.	HUD900129K	02/23/90	6Y	
146930		261 WYANDOTTE AVE		DALY CITY	P	1949	HIST.RES.	DOE-41-04-0006-0000	05/18/04	6Y	
							PROJ.REVW.	HUD040428D	05/18/04	6Y	
147228		1343 CAMELLIA DR		EAST PALO ALTO	P	1951	HIST.RES.	DOE-41-04-0009-0000	04/20/04	6Y	
							PROJ.REVW.	HUD040326F	04/20/04	6Y	
097687	41-001556	1910 CLARKE AVE		EAST PALO ALTO	P	1945	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097686	41-001555	1953 CLARKE AVE		EAST PALO ALTO	P	1927	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097685	41-001554	1960 CLARKE AVE		EAST PALO ALTO	P	1926	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097675	41-001544	1977 CLARKE AVE		EAST PALO ALTO	P	1941	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097676	41-001545	1981 CLARKE AVE		EAST PALO ALTO	P	1942	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097677	41-001546	1985 CLARKE AVE		EAST PALO ALTO	P	1942	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097684	41-001553	1995 CLARKE AVE		EAST PALO ALTO	P	1944	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097678	41-001547	1999 CLARKE AVE		EAST PALO ALTO	P	1944	PROJ.REVW.	HUD950620I	07/24/95	6Y	
167218		2157 COOLEY AVE		EAST PALO ALTO	P	1953	PROJ.REVW.	HUD070731C	08/06/07	6Y	
140199		216 DAPHNE WY		EAST PALO ALTO	P	1951	HIST.RES.	DOE-43-03-0011-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030516R	05/23/03	6Y	
097679	41-001548	717 DONAHUE ST		EAST PALO ALTO	P	1922	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097680	41-001549	745 DONAHUE ST		EAST PALO ALTO	P		PROJ.REVW.	HUD950620I	07/24/95	6Y	
097681	41-001550	799 DONAHUE ST		EAST PALO ALTO	P	1941	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097682	41-001551	801 DONAHUE ST		EAST PALO ALTO	P	1936	PROJ.REVW.	HUD950620I	07/24/95	6Y	
097683	41-001552	823 DONAHUE ST		EAST PALO ALTO	P	1927	PROJ.REVW.	HUD950620I	07/24/95	6Y	
175106		2584 EMMETT WY		EAST PALO ALTO	P	1956	PROJ.REVW.	HUD090310G	03/30/09	6Y	
089511	41-001468	1974 EUCLID AVE		EAST PALO ALTO	P	1940	PROJ.REVW.	HUD940505C	06/06/94	6Y	
089200	41-001466	2043 EUCLID AVE		EAST PALO ALTO	P	1930	PROJ.REVW.	HUD940406D	04/26/94	6Y	
156538		2794 GEORGETOWN ST		EAST PALO ALTO	P	1953	PROJ.REVW.	HUD051011H	11/09/05	6Y	
163461		2800 ILLINOIS ST		EAST PALO ALTO	P	1952	PROJ.REVW.	HUD061004D	10/04/06	6Y	
150565		2264 MENALTO AVE		EAST PALO ALTO	P	1925	HIST.RES.	DOE-41-04-0016-0000	01/23/04	6Y	
							PROJ.REVW.	HUD031231H	01/23/04	6Y	
140194		517 SACRAMENTO ST		EAST PALO ALTO	P	1927	HIST.RES.	DOE-43-03-0008-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030516L	05/23/03	6Y	
140197		525 SACRAMENTO ST		EAST PALO ALTO	P	1927	HIST.RES.	DOE-43-03-0009-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030516M	05/23/03	6Y	
008742	41-001014	SR 101	BRIDGE #35-13	EAST PALO ALTO	S	1931	HIST.SURV.	4303-0001-0000		7R	
067184	41-001347	2124 UNIVERSITY AVE	PROPERTY REAHBILITATION	EAST PALO ALTO	U		PROJ.REVW.	HUD900220A	03/21/90	6Y	
171467		2201 UNIVERSITY AVE		EAST PALO ALTO	P	1950	PROJ.REVW.	HUD080401C	04/25/08	6Y	
181436		2372 UNIVERSITY AVE		EAST PALO ALTO	P		PROJ.REVW.	HUD101122D	11/30/10	6Y	
183997		1532 URSULA WY		EAST PALO ALTO	P	1956	PROJ.REVW.	HUD101005C	10/18/10	6Y	
173048		330 WEEKS ST		EAST PALO ALTO	P	1941	PROJ.REVW.	HUD080804A	08/12/08	6Y	
170883		459 WISTERIA DR		EAST PALO ALTO	P	1951	PROJ.REVW.	HUD080401F	04/11/08	6Y	
005171	41-000549	BALBOA ST	EL GRANADA OCEAN SHORE RR STATION,	EL GRANADA	P	1930	HIST.SURV.	4018-0001-0002		5D2	
005170	41-000548	850 FRANCISCO ST		EL GRANADA	P	1920	HIST.SURV.	4018-0001-0001		5D2	
181526		200 SANTIAGO ST		EL GRANADA	M		PROJ.REVW.	HUD110204F	02/07/11	6Y	
005172	41-000550	SR 1	GRANADA/EL GRANADA	EL GRANADA	P	1906	NAT.REG.	41-0016	02/27/96	7J	
							HIST.SURV.	4018-0001-9999		5S2	
005176	41-000554	CAPISTRANO RD	PRINCETON HOTEL/PRINCETON INN	(VIC) EL GRANADA	P	1908	HIST.RES.	NPS-79000543-0000	01/31/79	1S	
							HIST.SURV.	4018-0006-0000	01/01/79	1S	
005173	41-000551	MIRANDA RD	MIRAMAR HEALTH AND DENTIST	(VIC) EL GRANADA	P	1958	HIST.SURV.	4018-0003-0000		7R	
005174	41-000552	301 MIRANDA RD	MIRAMAR GROCERY, J GILLES GROCERY	(VIC) EL GRANADA	P	1900	HIST.SURV.	4018-0004-0000		5S2	
005175	41-000553	PROSPECT WY	PRINCETON BY THE SEA PIER	(VIC) EL GRANADA	P	1920	HIST.SURV.	4018-0005-0000		5S2	

Appendix E: Tribal Consultation

TRIBAL CONSULTATION LIST REQUEST

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax
E-mail -- nahc@pacbell.net

Project Title: DALY CITY GENERAL PLAN

Local Government: CITY OF DALY CITY Contact Person: MICHAEL VAN LONKHUYSEN

PLANNING DIVISION Phone: (650) 991-8158

Street Address: 333 90TH STREET Fax: (650) 991-8070

City: DALY CITY Zip: 94015

Project Location:

County: SAN MATEO City/Community: DALY CITY

Local Action Type:

X General Plan ___ General Plan Element ___ Specific Plan

___ General Plan Amendment ___ Specific Plan Amendment

___ Pre-Planning Outreach Activity

Project Description:

The City of Daly City has prepared a comprehensive update of its General Plan, including Housing and Coastal Elements. The State of California requires every city to have a comprehensive General Plan, which identifies future needs in areas including land use, transportation, open space and conservation, public services, and environmental quality. Due to the unique nature of Daly City as a substantially built-out City, the General Plan provides an abundance of policies related to accommodating population growth within a fixed land resource. The General Plan, for example, focuses significant policy matter toward accommodating increased density through the provision of developer incentives to create larger parcels, increased minimum lot sizes for parcels zoned for commercial and multi-family development, and parking reductions where appropriate.

NAHC Use Only

Date Received: _____

Date Completed _____

Native American Tribal Consultation lists are only applicable for consulting with California Native American tribes per Government Code Section 65352.3.

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390

April 26, 2012

Michael Van Lonkhuysen
City of Daly City
333 90th Street
Daly City, CA 94015

Sent Via Fax: 650-991-8070
# of Pages: 2

RE: SB 18 Tribal Consultation: Daly City General Plan, San Mateo County

Dear Mr. Van Lonkhuysen:

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. Attached is a consultation list of tribes with traditional lands or cultural places located within the requested General Plan boundaries.

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) to determine if any cultural places are located within the area(s) affected by the proposed action. NAHC Sacred Lands File requests must be made in writing. All requests must include: county, USGS quad map name, township, range and section. Local governments should be aware, however, that records maintained by the NAHC and CHRIS are not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a cultural place.

If you receive notification of change of addresses and phone numbers from Tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at (916) 653-4038.

Sincerely,

Debbie Pilas-Treadway
Enviromental Specialist III

Native American Tribal Consultation List
City of Daly City
April 26, 2012

Amah/MutsunTribal Band
Irene Zwierlein, Chairperson
789 Canada Road — Ohlone/Costanoan
Woodside , CA 94062
amah_mutsun@yahoo.com
(650) 851-7747 - Home
650-400-4806 cell preferred

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28 — Ohlone/Costanoan
Hollister , CA 95024
ams@indiancanyon.org
831-637-4238

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
2574 Seaboard Avenue — Ohlone / Costanoan
San Jose , CA 95131
muwekma@muwekma.org
408-205-9714

The Ohlone Indian Tribe
Andrew Galvan
PO Box 3152 — Ohlone/Costanoan
Fremont , CA 94539 — Bay Miwok
chochenyo@AOL.com — Plains Miwok
(510) 882-0527 - Cell — Patwin

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.

CITY OF DALY CITY

333-90TH STREET

DALY CITY, CA 94015-1895

PHONE: (650) 991-8000

April 30, 2012

Andrew Galvan
The Ohlone Indian Tribe
Post Office Box 3152
Fremont, CA 94539

Re: City of Daly City General Plan

Dear Mr. Galvan:

The City of Daly City is currently assessing potential impacts to cultural resources as part of the City's General Plan Update process. The proposed General Plan will guide the future physical condition of the City and includes policies related to future land uses, circulation improvements, and housing construction. Additional policies will include those related to the City's coastal, open space, and park lands. The General Plan Update does not include any specific projects or development applications.

The area affected by the General Plan encompasses the entirety of the City of Daly City (7.7 square miles) as identified in Attachment A. The City includes coastline along the west and is bordered by San Bruno Mountain to the east.

There is one known archeological within Daly City, San Mateo County Site SMa-72, at Mussel Rock. A records search at the Northwest Information Center for the presence of recorded Native American sites within and adjacent to the Planning Area is currently underway. The City of Daly City, would appreciate receiving any comments you may have regarding cultural resources or sacred site issues within the Planning Area.

Please feel free to provide written comments via email, fax, or letter or contact me over the phone. I can be reached at mvanlonkhuysen@dalycity.org or (650) 991-8158. We look forward to your response before May 25, 2012, if possible.

Thank you for your assistance.

Sincerely,

Michael VanLonkhuysen
Senior Planner

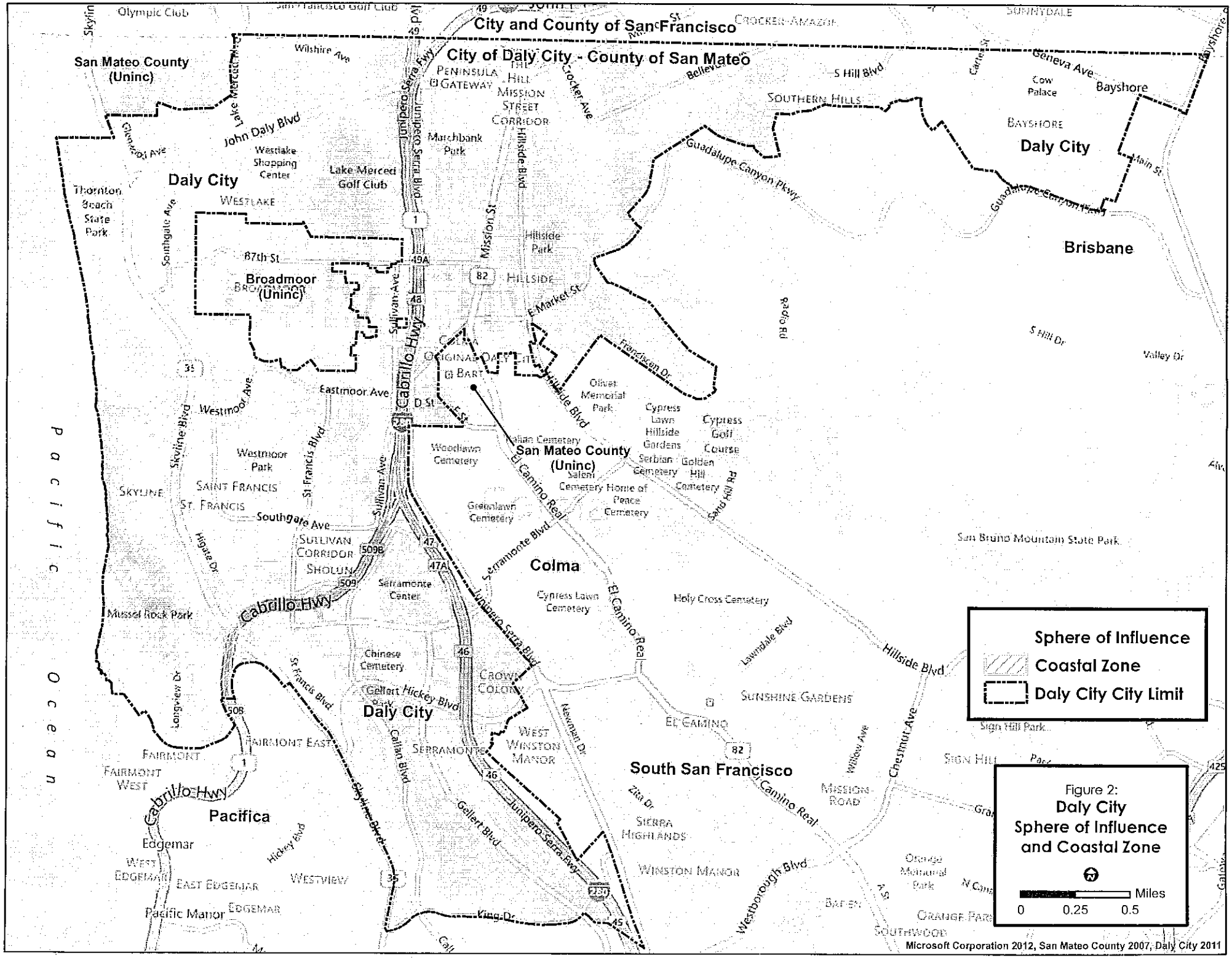

Figure 2:
Daly City
Sphere of Influence
and Coastal Zone

ATTACHMENT A

CITY OF DALY CITY

333-90TH STREET

DALY CITY, CA 94015-1895

PHONE: (650) 991-8000

April 30, 2012

Rosemary Cambra, Chairperson
Muwekma Ohlone Indian Tribe of the Bay Area
2574 Seaboard Avenue
San Jose, CA 95131

Re: City of Daly City General Plan

Dear Ms. Cambra:

The City of Daly City is currently assessing potential impacts to cultural resources as part of the City's General Plan Update process. The proposed General Plan will guide the future physical condition of the City and includes policies related to future land uses, circulation improvements, and housing construction. Additional policies will include those related to the City's coastal, open space, and park lands. The General Plan Update does not include any specific projects or development applications.

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Sincerely,

Michael VanLonkhuysen
Senior Planner

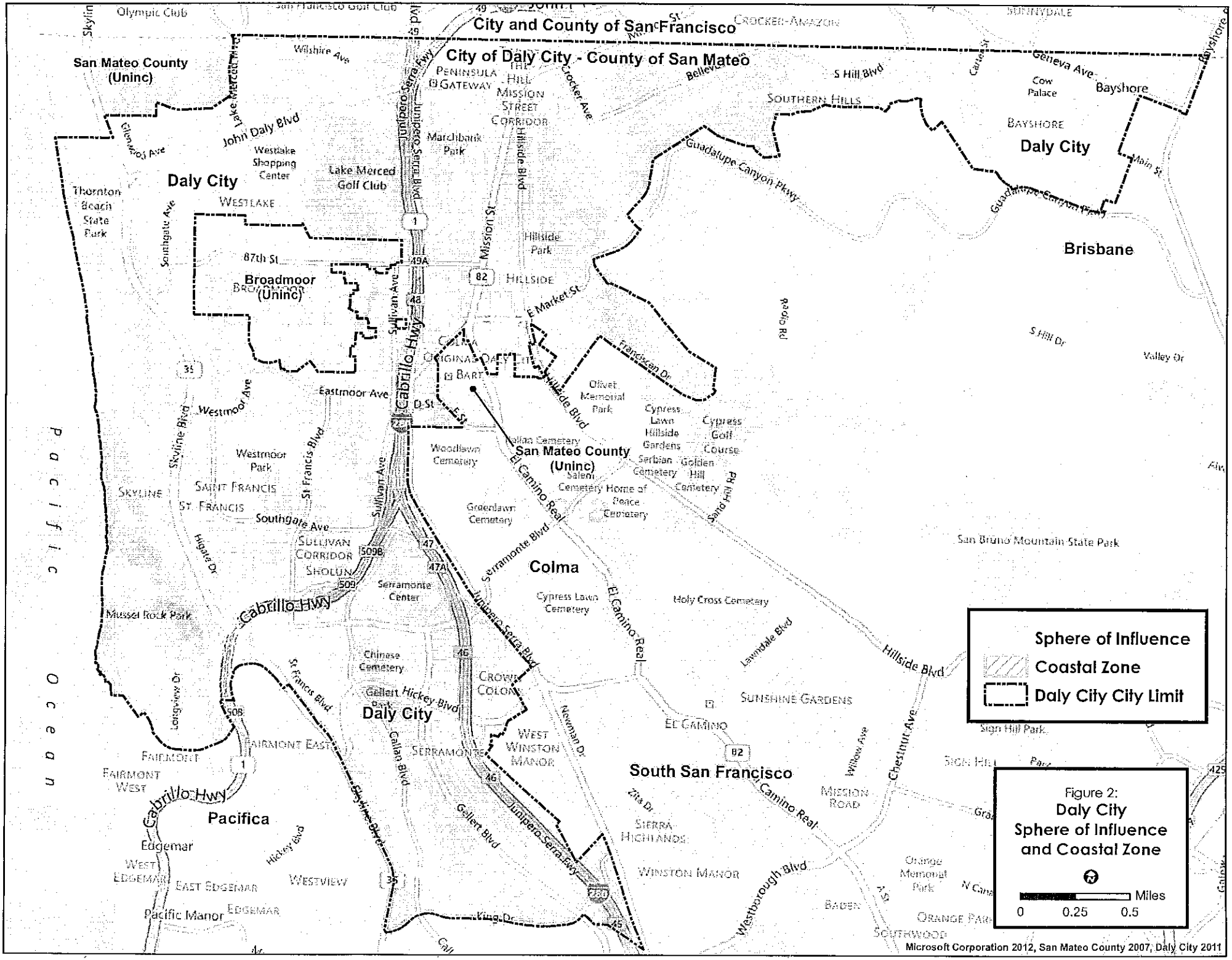

Figure 2:
Daly City
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ATTACHMENT A

CITY OF DALY CITY

333-90TH STREET

DALY CITY, CA 94015-1895

PHONE: (650) 991-8000

April 30, 2012

Amah/Mutsun Tribal Band
Irene Zwierlein, Chairperson
789 Canada Road
Woodside, CA 94062

Re: City of Daly City General Plan

Dear Ms. Zwierlein:

The City of Daly City is currently assessing potential impacts to cultural resources as part of the City's General Plan Update process. The proposed General Plan will guide the future physical condition of the City and includes policies related to future land uses, circulation improvements, and housing construction. Additional policies will include those related to the City's coastal, open space, and park lands. The General Plan Update does not include any specific projects or development applications.

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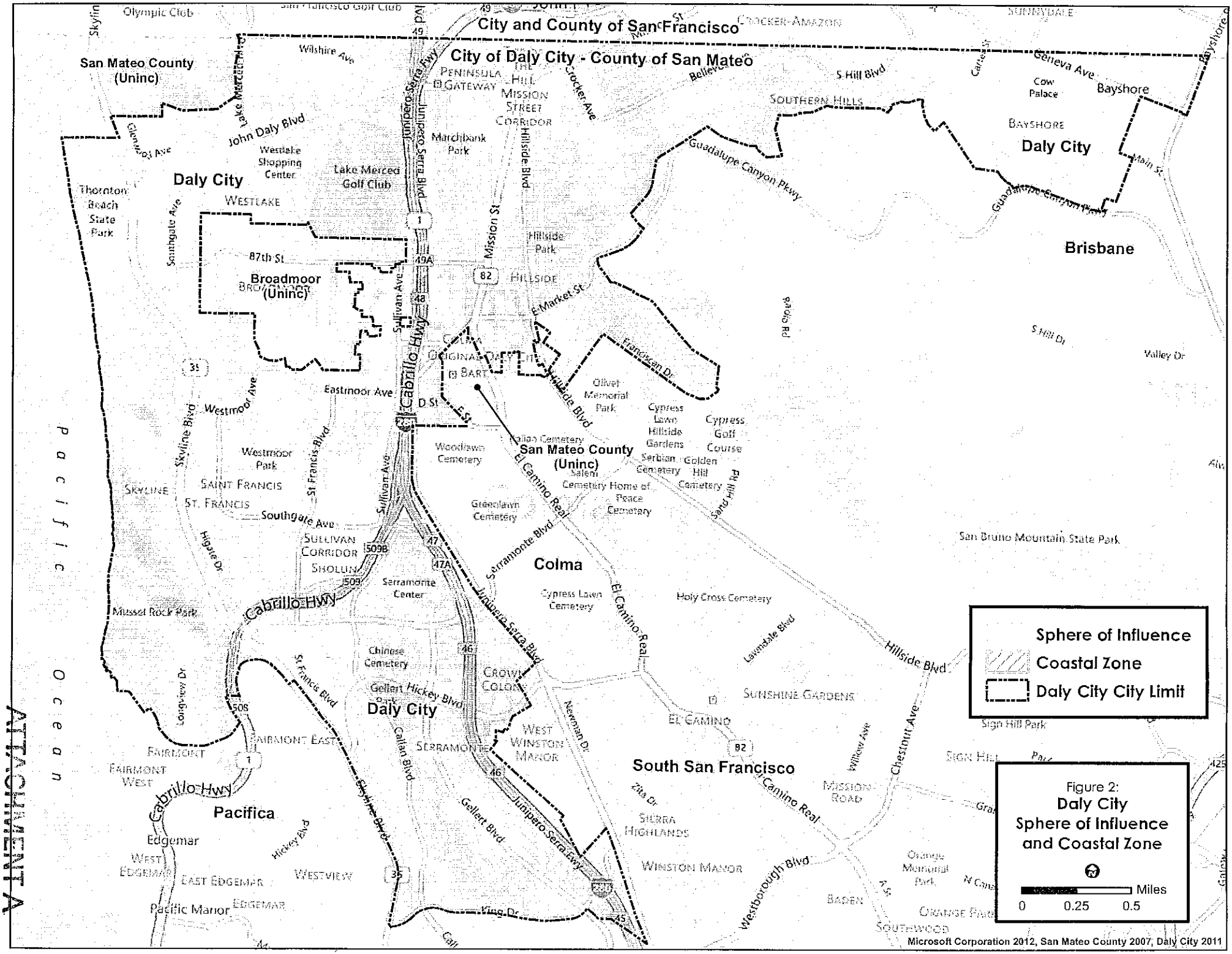
Thank you for your assistance.

Sincerely,

Michael VonLonkhuysen
Senior Planner



ATTACHMENT A

CITY OF DALY CITY

333-90TH STREET

DALY CITY, CA 94015-1895

PHONE: (650) 991-8000

April 30, 2012

Ann Marie Sayers, Chairperson
Indian Canyon Mutsun Band of Costanoan
Post Office Box 28
Hollister, CA 95024

Re: City of Daly City General Plan

Dear Ms. Sayers:

The City of Daly City is currently assessing potential impacts to cultural resources as part of the City's General Plan Update process. The proposed General Plan will guide the future physical condition of the City and includes policies related to future land uses, circulation improvements, and housing construction. Additional policies will include those related to the City's coastal, open space, and park lands. The General Plan Update does not include any specific projects or development applications.

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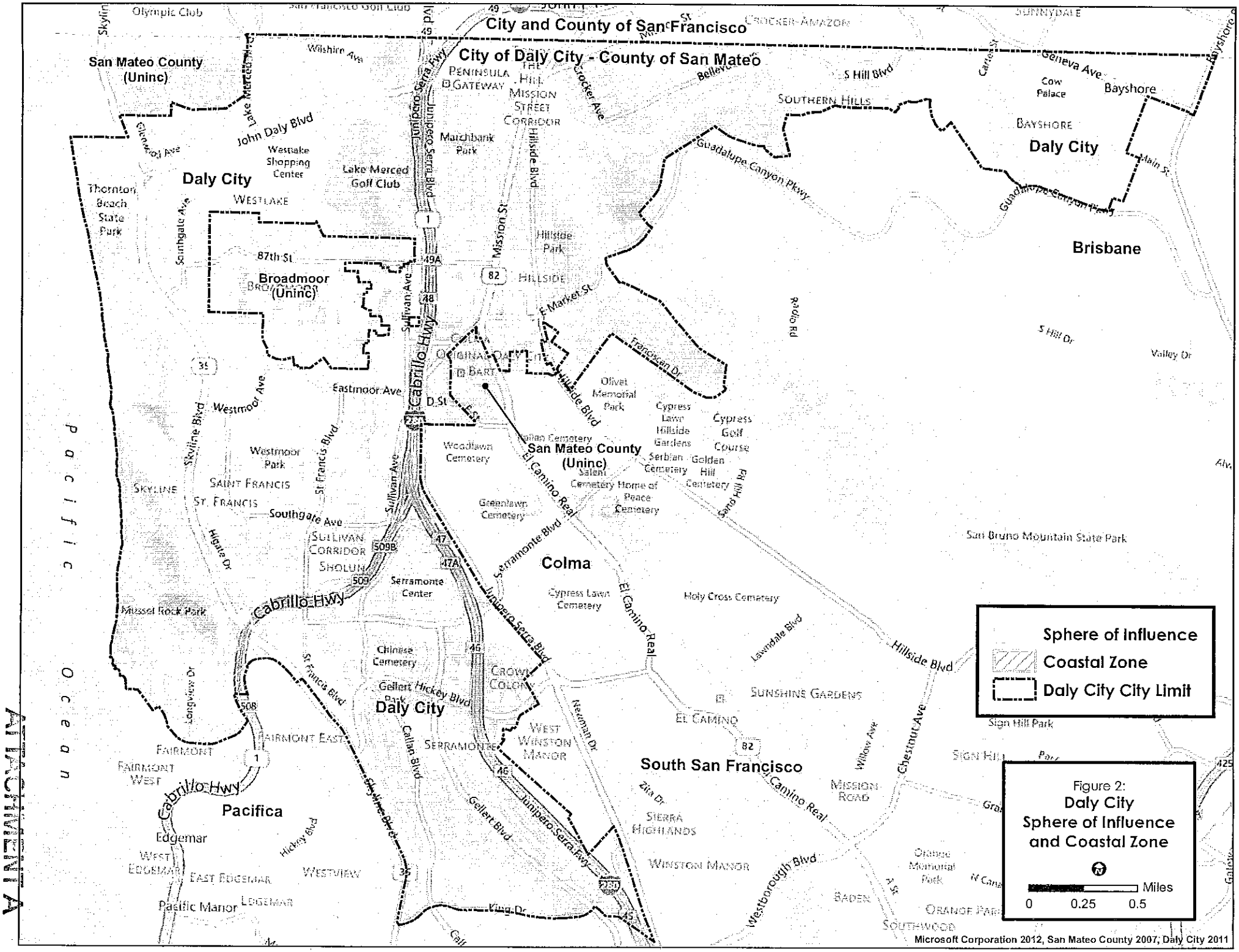
Thank you for your assistance.

Sincerely,

Michael VanLonkhuysen
Senior Planner



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