

APPENDIX E: SYNCHRO AND TRAFFIX FILES

APPENDIX E: EXISTING PM SYNCHRO/TRAFFIX FILES

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Existing **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 5

Intersection: 1: Tamalpias Dr & Madera Boulevard **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	59	60	102	5	53.1	D	--
	T	109	104	95	12	52.2	D	--
	R	140	131	94	6	8.0	A	--
	Subtotal	308	295	96	--	32.8	C	--
SB	L	300	303	101	17	60.9	E	--
	T	64	79	123	8	62.1	E	--
	R	157	146	93	13	19.0	B	--
	Subtotal	521	529	102	--	49.5	D	--
EB	L	234	227	97	12	87.7	F	--
	T	569	577	101	11	28.0	C	--
	R	39	42	108	10	22.3	C	--
	Subtotal	842	846	100	--	43.7	D	--
WB	L	178	179	101	15	55.1	E	--
	T	685	665	97	28	24.1	C	--
	R	282	292	104	6	9.2	A	--
	Subtotal	1145	1137	99	--	25.1	C	--
Total	2816	2806	100	--	36.1	D	--	

Intersection: 2: Tamalpias Dr & Town Center Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	351	340	97	18	23.4	C	--
	R	58	61	105	4	5.4	A	--
	Subtotal	409	401	98	--	20.7	C	--
EB	T	1009	1012	100	21	4.4	A	--
	Subtotal	1009	1012	100	--	4.4	A	--
WB	T	1087	1076	99	30	6.0	A	--
	R	385	387	101	12	2.5	A	--
	Subtotal	1472	1463	99	--	5.1	A	--
Total	2890	2876	100	--	7.0	A	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Existing **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 5

Intersection: 3: Tamalpias Dr & US 101 South **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	507	514	101	31	18.9	B	--
	R	403	416	103	17	12.2	B	--
	Subtotal	910	929	102	--	15.9	B	--
EB	T	865	846	98	26	8.1	A	--
	Subtotal	865	846	98	--	8.1	A	--
WB	T	1069	1048	98	40	8.8	A	--
	R	460	436	95	19	5.7	A	--
	Subtotal	1529	1484	97	--	7.9	A	--
Total		3304	3259	99	--	10.2	B	--

Intersection: 4: Tamalpias Dr & US 101 NB Off-Ramp **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	794	771	97	38	21.8	C	--
	R	580	577	99	30	11.3	B	--
	Subtotal	1374	1348	98	--	17.3	B	--
EB	T	828	832	100	31	11.2	B	--
	R	544	526	97	22	7.4	A	--
	Subtotal	1372	1359	99	--	9.7	A	--
WB	T	735	709	96	20	9.5	A	--
	Subtotal	735	709	96	--	9.5	A	--
Total		3481	3416	98	--	12.7	B	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Existing **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 5

Intersection: 5: Tamalpias Dr & San Clemente Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	928	919	99	35	21.0	C	--
	R	140	143	102	8	19.4	B	--
	Subtotal	1068	1062	99	--	20.8	C	--
EB	T	587	589	100	17	33.0	C	--
	R	688	689	100	23	0.2	A	--
	Subtotal	1275	1277	100	--	15.3	B	--
WB	L	95	103	108	7	37.6	D	--
	T	451	447	99	11	15.7	B	--
	Subtotal	546	550	101	--	19.8	B	--
Total	2889	2889	100	--	18.2	B	--	

Intersection: 6: South Entrance & Tamalpias Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	295	294	100	16	24.4	C	--
	T	432	436	101	20	3.7	A	--
	Subtotal	727	729	100	--	12.0	B	--
SB	T	278	281	101	4	5.4	A	--
	R	4	3	75	1	2.0	A	--
	Subtotal	282	284	101	--	5.4	A	--
EB	L	26	26	100	8	16.0	B	--
	R	268	269	100	10	3.9	A	--
	Subtotal	294	295	100	--	5.0	A	--
Total	1303	1308	100	--	9.0	A	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Existing **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 5

Intersection: 7: Middle Entrance & Tamalpias Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	89	88	99	7	16.3	B	--
	T	369	374	101	21	1.8	A	--
	Subtotal	458	462	101	--	4.6	A	--
SB	T	145	142	98	7	2.8	A	--
	Subtotal	145	142	98	--	2.8	A	--
EB	L	34	34	100	5	17.5	B	--
	R	137	143	104	11	3.0	A	--
	Subtotal	171	178	104	--	5.8	A	--
Total		774	781	101	--	4.5	A	--

Intersection: 8: Tamalpias Dr & Northeast Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	79	80	101	12	8.2	A	--
	T	4	4	100	1	8.2	A	--
	R	34	32	94	4	2.1	A	--
	Subtotal	117	116	99	--	6.5	A	--
SB	L	2	2	100	1	7.6	A	--
	T	1	2	200	2	5.1	A	--
	R	9	12	133	1	2.2	A	--
	Subtotal	12	16	133	--	3.2	A	--
EB	L	2	3	100	1	16.6	B	--
	T	109	109	100	11	5.5	A	--
	R	43	45	105	3	2.2	A	--
	Subtotal	154	156	101	--	4.7	A	--
WB	L	15	14	93	5	18.4	B	--
	T	388	392	101	23	6.4	A	--
	Subtotal	403	407	101	--	6.8	A	--
Total		686	695	101	--	6.2	A	--

Corte Madera General Plan Amendment
Existing
PM Peak Hour

Scenario Report

Scenario: Existing PM

Command: Exist PM

Volume: Exist PM

Geometry: Existing PM

Impact Fee: Default Impact Fee

Trip Generation: No Project

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Existing

 Corte Madera General Plan Amendment
 Existing
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base			Future			Change in
		LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 9 Eastman/Tamalpais	A	8.8	0.343	A	8.8	0.343	+ 0.000	D/V
# 10 Council Crest/Madera-Tamal Vis	F	70.6	1.300	F	70.6	1.300	+ 0.000	V/C
# 11 Wornum/Redwood	B	13.5	0.627	B	13.5	0.627	+ 0.000	D/V
# 12 Wornum/Tamal Vista	B	13.4	0.644	B	13.4	0.644	+ 0.000	D/V
# 13 Fifer/Tamal Vista	D	35.3	0.881	D	35.3	0.881	+ 0.000	D/V
# 14 Fifer/Lucky	D	33.0	0.000	D	33.0	0.000	+ 0.000	D/V
# 15 101 On-Industrial/Redwood	B	14.3	0.506	B	14.3	0.506	+ 0.000	D/V
# 16 Corte Madera/Redwood	D	51.2	0.913	D	51.2	0.913	+ 0.000	D/V
# 17 San Clemente/Paradise	B	10.3	0.634	B	10.3	0.634	+ 0.000	D/V
# 18 Harbor/Paradise	B	11.3	0.389	B	11.3	0.389	+ 0.000	D/V
# 19 El Camino-Seawolf/Paradise	B	13.2	0.364	B	13.2	0.364	+ 0.000	D/V

Corte Madera General Plan Amendment
Existing
PM Peak Hour

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

Intersection #9 Eastman/Tamalpais

Cycle (sec): 90 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 32 Level Of Service: A

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

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for each movement.

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

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for each movement.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

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

Intersection #10 Council Crest/Madera-Tamal Vista

Cycle (sec): 100 Critical Vol./Cap.(X): 1.300
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 70.6
Optimal Cycle: 0 Level Of Service: F

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

Volume Module: Table with 13 columns for different traffic movements and rows for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 13 columns for different traffic movements and rows for Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns for different traffic movements and rows for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, AllWayAvgQ.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

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

Intersection #11 Wornum/Redwood

Cycle (sec): 58 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 42 Level Of Service: B

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

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

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

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

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

Intersection #12 Wornum/Tamal Vista

Cycle (sec): 58 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 41 Level Of Service: B

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

Volume Module table with 12 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 5 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

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

Intersection #13 Fifer/Tamal Vista

Cycle (sec): 70 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 75 Level Of Service: D

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

Volume Module:

Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, Delay/Veh, etc.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

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

Intersection #14 Fifer/Lucky

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[33.0]

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

Volume Module: Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) across four directions.

Critical Gap Module: Table with 12 columns for gap metrics (Critical Gp, FollowUpTim) across four directions.

Capacity Module: Table with 12 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) across four directions.

Level of Service Module: Table with 12 columns for LOS metrics (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) across four directions.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 101 On-Industrial/Redwood

Cycle (sec): 120 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 37 Level Of Service: B

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

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

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

Intersection #16 Corte Madera/Redwood

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 51.2
Optimal Cycle: 116 Level Of Service: D

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

Volume Module: Table with columns for various adjustment factors (Base Vol, Growth Adj, etc.) and values for North, South, East, and West bounds.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values for North, South, East, and West bounds.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ values for North, South, East, and West bounds.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 San Clemente/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 33 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit, Protected, Split Phase), Rights (Include, Ovl, Include), Min. Green, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

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

Intersection #18 Harbor/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 30 Level Of Service: B

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

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for each movement.

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

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for each movement.

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

Corte Madera General Plan Amendment
Existing
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 El Camino-Seawolf/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 34 Level Of Service: B

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

Volume Module table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for saturation flow related metrics like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

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

**APPENDIX E: CUMULATIVE WITH PROJECT PM
SYNCHRO/TRAFFIX FILES**

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Cumulative with Project **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 8

Intersection: 1: Tamalpais Dr & Madera Boulevard **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	70	65	93	8	52.4	D	--
	T	134	137	102	6	52.4	D	--
	R	188	186	99	13	29.7	C	--
	Subtotal	392	388	99	--	41.5	D	--
SB	L	348	259	74	35	736.4	F	--
	T	85	62	73	6	726.9	F	--
	R	211	159	75	23	659.4	F	--
	Subtotal	644	480	75	--	709.7	F	--
EB	L	247	205	83	15	657.1	F	--
	T	767	662	86	37	289.2	F	--
	R	90	79	88	4	281.5	F	--
	Subtotal	1104	946	86	--	368.1	F	--
WB	L	200	167	84	12	57.4	E	--
	T	874	716	82	26	25.8	C	--
	R	426	350	82	15	10.5	B	--
	Subtotal	1500	1233	82	--	25.7	C	--
Total	3640	3046	84	--	241.8	F	--	

Intersection: 2: Tamalpais Dr & Town Center Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	621	615	99	21	25.0	C	--
	R	132	137	104	19	6.0	A	--
	Subtotal	753	752	100	--	21.5	C	--
EB	T	1303	1108	85	58	27.6	C	--
	Subtotal	1303	1108	85	--	27.6	C	--
WB	T	1368	1098	80	37	10.9	B	--
	R	694	566	82	17	4.6	A	--
	Subtotal	2062	1664	81	--	8.8	A	--
Total	4118	3524	86	--	17.4	B	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Cumulative with Project **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 8

Intersection: 3: Tamalpais Dr & US 101 South **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	666	502	75	24	326.9	F	--
	R	430	329	77	24	164.1	F	--
	Subtotal	1096	831	76	--	262.4	F	--
EB	T	1332	1185	89	30	20.4	C	--
	Subtotal	1332	1185	89	--	20.4	C	--
WB	T	1632	1337	82	26	29.8	C	--
	R	630	598	95	25	17.8	B	--
	Subtotal	2262	1935	86	--	26.1	C	--
Total		4690	3951	84	--	74.1	E	--

Intersection: 4: Tamalpais Dr & US 101 NB Off-Ramp **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	1080	791	73	33	245.3	F	--
	R	809	596	74	30	112.4	F	--
	Subtotal	1889	1387	73	--	188.2	F	--
EB	T	1334	1090	82	22	106.3	F	--
	R	664	597	90	21	74.5	E	--
	Subtotal	1998	1687	84	--	95.0	F	--
WB	T	1182	1143	97	32	16.4	B	--
	Subtotal	1182	1143	97	--	16.4	B	--
Total		5069	4218	83	--	104.3	F	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Cumulative with Project **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 8

Intersection: 5: Tamalpais Dr & San Clemente Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	1129	1069	95	27	119.9	F	--
	R	232	219	94	10	137.9	F	--
	Subtotal	1361	1288	95	--	122.9	F	--
EB	T	1085	858	79	14	32.7	C	--
	R	928	747	80	36	1.0	A	--
	Subtotal	2013	1604	80	--	17.9	B	--
WB	L	214	204	95	11	110.6	F	--
	T	906	914	101	28	20.5	C	--
	Subtotal	1120	1118	100	--	36.9	D	--
Total		4494	4010	89	--	57.0	E	--

Intersection: 6: South Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	670	535	80	13	29.7	C	--
	T	647	540	83	18	8.2	A	--
	Subtotal	1317	1075	82	--	18.9	B	--
SB	T	549	542	99	21	19.3	B	--
	R	9	9	100	3	14.8	B	--
	Subtotal	558	551	99	--	19.2	B	--
EB	L	70	71	101	15	20.9	C	--
	R	571	572	100	14	11.3	B	--
	Subtotal	641	643	100	--	12.3	B	--
Total		2516	2269	90	--	17.1	B	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Cumulative with Project **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 8

Intersection: 7: Middle Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	200	170	85	12	20.7	C	--
	T	517	440	85	24	2.3	A	--
	Subtotal	717	610	85	--	7.4	A	--
SB	T	314	309	98	19	4.6	A	--
	R	4	4	100	2	3.8	A	--
	Subtotal	318	313	98	--	4.6	A	--
EB	L	64	66	103	8	18.7	B	--
	R	244	242	99	15	4.1	A	--
	Subtotal	308	308	100	--	7.2	A	--
Total		1343	1231	92	--	6.6	A	--

Intersection: 8: Redwood Hwy & Northeast Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	152	150	99	6	10.5	B	--
	T	4	3	75	2	9.9	A	--
	R	67	69	103	7	2.3	A	--
	Subtotal	223	222	100	--	7.9	A	--
SB	L	5	5	100	2	6.8	A	--
	T	1	1	100	0	2.3	A	--
	R	9	9	100	3	1.7	A	--
	Subtotal	15	15	100	--	3.4	A	--
EB	L	2	2	100	1	20.1	C	--
	T	246	240	98	20	9.9	A	--
	R	55	51	93	9	3.8	A	--
	Subtotal	303	293	97	--	8.9	A	--
WB	L	92	83	89	5	18.7	B	--
	T	489	426	87	24	7.7	A	--
	Subtotal	581	509	88	--	9.5	A	--
Total		1122	1039	93	--	8.9	A	--

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

Scenario Report

Scenario: Cumulative - with Proj PM

Command: Cumulative no G/W with Proj PM
Volume: Cumulative no G/W with Proj PM
Geometry: with Proj PM
Impact Fee: Default Impact Fee
Trip Generation: Cumulative with Proj PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Existing

 Corte Madera General Plan
 Cumulative With and Without Project
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection		Base		Future			Change in
		LOS	Del/ Veh	V/ C	LOS	Del/ Veh	
# 9 Eastman/Tamalpais	A	9.0	0.392	A	8.8	0.400	-0.141 D/V
# 10 Council Crest/Madera-Tamal Vis	F	68.3	1.288	F	104.4	1.545	+ 0.258 V/C
# 11 Wornum/Redwood	B	13.9	0.656	B	16.1	0.760	+ 2.209 D/V
# 12 Wornum/Tamal Vista	B	15.4	0.714	B	15.7	0.730	+ 0.302 D/V
# 13 Fifer/Tamal Vista	D	39.6	0.915	D	42.6	0.933	+ 2.984 D/V
# 14 Fifer/Lucky	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V
# 15 101 On-Industrial/Redwood	B	16.6	0.669	B	18.4	0.742	+ 1.797 D/V
# 16 Corte Madera/Redwood	D	44.0	0.869	D	48.6	0.910	+ 4.581 D/V
# 17 San Clemente/Paradise	B	10.5	0.679	B	10.3	0.717	-0.218 D/V
# 18 Harbor/Paradise	B	12.1	0.504	B	12.5	0.546	+ 0.389 D/V
# 19 El Camino-Seawolf/Paradise	B	14.7	0.451	B	14.4	0.478	-0.308 D/V

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #9 Eastman/Tamalpais

Cycle (sec): 90 Critical Vol./Cap.(X): 0.400
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	4	0	4	4	0	4	4	10	10	4	10	10				
Lanes:	0	1	0	0	1	0	0	0	1	1	0	1	0	1	1	0

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Volume Module:

Base Vol:	30	0	30	40	0	10	40	940	35	35	980	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	40	0	10	40	940	35	35	980	30
Added Vol:	0	0	0	0	0	0	0	49	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	40	0	10	40	989	35	35	1005	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:	30	0	30	40	0	10	40	989	35	35	1005	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	40	0	10	40	989	35	35	1005	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	30	40	0	10	40	989	35	35	1005	30

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.72	1.00	0.72	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.80	0.00	0.20	1.00	1.93	0.07	1.00	1.94	0.06
Final Sat.:	1383	0	1615	1090	0	272	1805	3469	123	1805	3491	104

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Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.04	0.02	0.29	0.29	0.02	0.29	0.29
Crit Moves:				***			***			***		
Green/Cycle:	0.09	0.00	0.09	0.09	0.00	0.09	0.06	0.67	0.67	0.10	0.72	0.72
Volume/Cap:	0.24	0.00	0.20	0.40	0.00	0.40	0.40	0.43	0.43	0.19	0.40	0.40
Delay/Veh:	38.9	0.0	38.5	40.6	0.0	40.6	43.7	7.0	7.0	37.3	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	0.0	38.5	40.6	0.0	40.6	43.7	7.0	7.0	37.3	5.1	5.1
LOS by Move:	D	A	D	D	A	D	D	A	A	D	A	A
HCM2kAvgQ:	1	0	1	2	0	2	2	7	7	1	6	6

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #10 Council Crest/Madera-Tamal Vista

Cycle (sec): 100 Critical Vol./Cap.(X): 1.545
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 104.4
Optimal Cycle: 0 Level Of Service: F

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	1	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	10	530	120	370	410	5	5	10	20	300	5	340
Growth Adj:	1.00	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	530	120	370	410	5	5	10	20	300	5	340
Added Vol:	0	88	22	0	23	0	0	0	0	5	0	0
VCM & CMTC:	0	12	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	630	142	370	433	5	5	10	20	305	5	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	630	142	370	433	5	5	10	20	305	5	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	630	142	370	433	5	5	10	20	305	5	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	630	142	370	433	5	5	10	20	305	5	340

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	1.00	1.00	1.00	0.99	0.01	0.14	0.29	0.57	0.98	0.02	1.00
Final Sat.:	375	408	430	435	459	5	55	110	220	412	7	487

Capacity Analysis Module:

Vol/Sat:	0.03	1.55	0.33	0.85	0.94	0.94	0.09	0.09	0.09	0.74	0.74	0.70
Crit Moves:	****			****			****			****		
Delay/Veh:	12.3	280	14.6	42.5	56.1	56.1	13.1	13.1	13.1	31.5	31.5	25.0
Delay Adj:	1.00	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	280	14.6	42.5	56.1	56.1	13.1	13.1	13.1	31.5	31.5	25.0
LOS by Move:	B	F	B	E	F	F	B	B	B	D	D	D
ApproachDel:	228.3			49.9			13.1			28.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	228.3			49.9			13.1			28.1		
LOS by Appr:	F			E			B			D		
AllWayAvgQ:	0.0	30.4	0.5	3.8	5.9	5.9	0.1	0.1	0.1	2.4	2.4	2.0

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #11 Wornum/Redwood

Cycle (sec): 58 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	2	4	0	0	4	4	4	0	4	0	0	0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	140	400	0	0	100	220	600	0	220	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:	140	400	0	0	100	220	600	0	220	0	0	0
Added Vol:	1	48	0	0	21	10	76	0	13	0	0	0
VCM & CMTC:	0	23	0	0	0	0	12	0	0	0	0	0
Initial Fut:	141	471	0	0	121	230	688	0	233	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:	141	471	0	0	121	230	688	0	233	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	471	0	0	121	230	688	0	233	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:	141	471	0	0	121	230	688	0	233	0	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.08	0.25	0.00	0.00	0.06	0.14	0.38	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.17	0.33	0.00	0.00	0.15	0.65	0.50	0.00	0.50	0.00	0.00	0.00
Volume/Cap:	0.45	0.76	0.00	0.00	0.42	0.22	0.76	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	22.5	23.0	0.0	0.0	23.2	4.1	15.4	0.0	8.6	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:	22.5	23.0	0.0	0.0	23.2	4.1	15.4	0.0	8.6	0.0	0.0	0.0
LOS by Move:	C	C	A	A	C	A	B	A	A	A	A	A
HCM2kAvgQ:	3	10	0	0	2	2	12	0	3	0	0	0

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #12 Wornum/Tamal Vista

Cycle (sec): 58 Critical Vol./Cap.(X): 0.730
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	4	4	2	4	0	0	0	0	4	0	4
Lanes:	0	0	1	0	1	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	530	390	350	520	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	530	390	350	520	0	0	0	0	160	0	210
Added Vol:	0	12	76	13	12	0	0	0	0	10	0	1
VCM & CMTC:	0	0	12	0	0	0	0	0	0	0	0	0
Initial Fut:	0	542	478	363	532	0	0	0	0	170	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	542	478	363	532	0	0	0	0	170	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	542	478	363	532	0	0	0	0	170	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	542	478	363	532	0	0	0	0	170	0	211

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.30	0.20	0.28	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.39	0.57	0.28	0.67	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.73	0.52	0.73	0.42	0.00	0.00	0.00	0.00	0.53	0.00	0.73
Delay/Veh:	0.0	18.8	8.2	24.5	4.7	0.0	0.0	0.0	0.0	23.2	0.0	31.6
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	18.8	8.2	24.5	4.7	0.0	0.0	0.0	0.0	23.2	0.0	31.6
LOS by Move:	A	B	A	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	6	8	5	0	0	0	0	4	0	5

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #13 Fifer/Tamal Vista

Cycle (sec): 70 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 42.6
Optimal Cycle: 95 Level Of Service: D

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

Volume Module: Table with 13 columns for different traffic metrics and 13 rows for various volume and adjustment factors.

Saturation Flow Module: Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #14 Fifer/Lucky

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	15	590	35	45	0	0	0	0	950	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	590	35	45	0	0	0	0	950	0	35
Added Vol:	0	0	5	5	0	0	0	0	0	7	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	595	40	45	0	0	0	0	957	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:	0	15	595	40	45	0	0	0	0	957	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	595	40	45	0	0	0	0	957	0	42

Critical Gap Module:

Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxxx	1956	0	1943	1935	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
Potent Cap.:	xxxxx	65	900	50	67	xxxxx	xxxxx	xxxxx	xxxxx	900	xxxxx	xxxxx
Move Cap.:	xxxxx	0	900	0	0	xxxxx	xxxxx	xxxxx	xxxxx	900	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	0.66	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1.06	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	22.8	xxxxx	xxxxxx
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	69.3	xxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	0	0	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:		F			F			*			*	

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #15 101 On-Industrial/Redwood

Cycle (sec): 120 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 63 Level Of Service: B

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

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, VCM & CMTC, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

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

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #16 Corte Madera/Redwood

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 48.6
 Optimal Cycle: 180 Level Of Service: D

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

Volume Module:

Base Vol:	10	340	310	340	130	30	20	80	5	190	90	560
Growth Adj:	1.00	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	340	310	340	130	30	20	80	5	190	90	560
Added Vol:	0	0	5	38	0	0	0	6	0	0	3	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	340	315	378	130	30	20	86	5	190	93	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	340	315	378	130	30	20	86	5	190	93	582
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	340	315	378	130	30	20	86	5	190	93	582
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	340	315	378	130	30	20	86	5	190	93	582

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.96	0.96	0.96	0.99	0.99	0.99	0.97	0.97	0.85
Lanes:	0.03	0.97	1.00	0.70	0.24	0.06	0.18	0.77	0.05	0.67	0.33	1.00
Final Sat.:	54	1844	1615	1279	440	102	337	1450	84	1235	604	1615

Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.20	0.30	0.30	0.30	0.06	0.06	0.06	0.15	0.15	0.36
Crit Moves:			****	****			****					****
Green/Cycle:	0.21	0.21	0.21	0.32	0.33	0.33	0.07	0.13	0.13	0.33	0.40	0.40
Volume/Cap:	0.89	0.86	0.91	0.91	0.89	0.89	0.91	0.46	0.46	0.46	0.39	0.91
Delay/Veh:	59.9	54.6	65.4	50.6	46.9	46.9	101.0	41.8	41.8	26.9	21.9	45.7
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:	59.9	54.6	65.4	50.6	46.9	46.9	101.0	41.8	41.8	26.9	21.9	45.7
LOS by Move:	E	D	E	D	D	D	F	D	D	C	C	D
HCM2kAvgQ:	14	13	13	20	19	19	6	4	4	7	6	21

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #17 San Clemente/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 34 Level Of Service: B

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

Volume Module: Table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and values for North, South, East, and West bounds.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values for North, South, East, and West bounds.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ values for North, South, East, and West bounds.

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

Corte Madera General Plan
 Cumulative With and Without Project
 PM Peak Hour

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

 Intersection #18 Harbor/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.546
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
 Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10			
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0

Volume Module:

Base Vol:	160	0	10	10	5	25	70	860	130	25	810	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:	160	0	10	10	5	25	70	860	130	25	810	10
Added Vol:	17	0	0	0	0	0	0	78	4	0	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	0	10	10	5	25	70	938	134	25	905	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:	177	0	10	10	5	25	70	938	134	25	905	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	0	10	10	5	25	70	938	134	25	905	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:	177	0	10	10	5	25	70	938	134	25	905	10

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	1.00	0.71	0.85	0.85	0.85	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	0.95	0.00	0.05	0.67	0.33	1.00	1.00	1.75	0.25	1.00	1.98	0.02
Final Sat.:	1275	0	72	1075	538	1615	1805	3099	443	1805	3563	39

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.14	0.01	0.01	0.02	0.04	0.30	0.30	0.01	0.25	0.25
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.00	0.24	0.24	0.24	0.24	0.12	0.53	0.53	0.07	0.47	0.47
Volume/Cap:	0.58	0.00	0.58	0.04	0.04	0.06	0.31	0.58	0.58	0.21	0.54	0.54
Delay/Veh:	22.6	0.0	22.6	17.5	17.5	17.6	24.8	10.1	10.1	27.4	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	0.0	22.6	17.5	17.5	17.6	24.8	10.1	10.1	27.4	11.7	11.7
LOS by Move:	C	A	C	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	4	0	4	0	0	0	2	8	8	1	7	7

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

Corte Madera General Plan
Cumulative With and Without Project
PM Peak Hour

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

Intersection #19 El Camino-Seawolf/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Lanes:	0	1	0	0	0	1	0	1	1	0	1	1

Volume Module:

Base Vol:	160	5	15	5	5	60	120	520	240	5	630	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:	160	5	15	5	5	60	120	520	240	5	630	5
Added Vol:	0	0	0	0	0	0	0	78	0	0	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	5	15	5	5	60	120	598	240	5	725	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:	160	5	15	5	5	60	120	598	240	5	725	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	5	15	5	5	60	120	598	240	5	725	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:	160	5	15	5	5	60	120	598	240	5	725	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.85	0.87	0.87	0.87	0.95	0.91	0.91	0.95	0.95	0.95
Lanes:	0.97	0.03	1.00	0.07	0.07	0.86	1.00	1.43	0.57	1.00	1.99	0.01
Final Sat.:	1236	39	1615	118	118	1412	1805	2465	989	1805	3582	25

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.01	0.04	0.04	0.04	0.07	0.24	0.24	0.00	0.20	0.20
Crit Moves:	****						****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.13	0.47	0.47	0.07	0.40	0.40
Volume/Cap:	0.52	0.52	0.04	0.17	0.17	0.17	0.50	0.52	0.52	0.04	0.50	0.50
Delay/Veh:	20.9	20.9	17.1	17.9	17.9	17.9	25.9	11.5	11.5	26.3	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	17.1	17.9	17.9	17.9	25.9	11.5	11.5	26.3	13.7	13.7
LOS by Move:	C	C	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	3	3	0	1	1	1	3	6	6	0	6	6

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

**APPENDIX E: CUMULATIVE WITHOUT PROJECT
PM SYNCHRO/TRAFFIX FILES**

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Cumulative No Project **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 5

Intersection: 1: Tamalpias Dr & Madera Boulevard **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	70	67	96	11	52.6	D	--
	T	130	120	92	9	50.8	D	--
	R	180	182	101	9	10.7	B	--
	Subtotal	380	369	97	--	31.3	C	--
SB	L	230	232	101	6	50.0	D	--
	T	85	84	99	6	53.1	D	--
	R	210	218	104	17	18.5	B	--
	Subtotal	525	534	102	--	37.7	D	--
EB	L	235	235	100	18	93.8	F	--
	T	730	732	100	22	30.9	C	--
	R	90	91	101	4	26.0	C	--
	Subtotal	1055	1058	100	--	44.5	D	--
WB	L	200	204	102	11	55.9	E	--
	T	850	854	100	23	25.6	C	--
	R	320	323	101	14	9.9	A	--
	Subtotal	1370	1381	101	--	26.4	C	--
Total	3330	3341	100	--	34.5	C	--	

Intersection: 2: Tamalpias Dr & Town Center Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	460	451	98	17	21.9	C	--
	R	90	88	98	16	6.9	A	--
	Subtotal	550	539	98	--	19.5	B	--
EB	T	1140	1146	101	27	7.0	A	--
	Subtotal	1140	1146	101	--	7.0	A	--
WB	T	1280	1293	101	20	10.6	B	--
	R	410	423	103	11	3.0	A	--
	Subtotal	1690	1716	102	--	8.7	A	--
Total	3380	3401	101	--	9.8	A	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Cumulative No Project **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 5

Intersection: 3: Tamalpias Dr & US 101 South **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	600	614	102	16	61.7	E	--
	R	430	428	100	17	20.5	C	--
	Subtotal	1030	1042	101	--	44.8	D	--
EB	T	1060	1059	100	23	17.4	B	--
	Subtotal	1060	1059	100	--	17.4	B	--
WB	T	1260	1287	102	30	13.5	B	--
	R	560	542	97	25	8.3	A	--
	Subtotal	1820	1829	100	--	12.0	B	--
Total		3910	3930	101	--	22.1	C	--

Intersection: 4: Tamalpias Dr & US 101 NB Off-Ramp **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	960	973	101	27	41.9	D	--
	R	640	631	99	26	29.0	C	--
	Subtotal	1600	1604	100	--	36.9	D	--
EB	T	1070	1076	101	13	35.7	D	--
	Subtotal	1660	1666	100	--	31.0	C	--
WB	T	860	856	100	27	12.2	B	--
	Subtotal	860	856	100	--	12.2	B	--
Total		4120	4127	100	--	29.4	C	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Cumulative No Project **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 5

Intersection: 5: Tamalpias Dr & San Clemente Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	1080	1069	99	19	29.4	C	--
	R	170	169	99	9	30.7	C	--
	Subtotal	1250	1238	99	--	29.5	C	--
EB	T	700	678	97	12	54.0	D	--
	R	880	863	98	30	0.5	A	--
	Subtotal	1580	1541	98	--	24.0	C	--
WB	L	180	187	104	11	46.2	D	--
	T	510	526	103	30	16.4	B	--
	Subtotal	690	713	103	--	24.2	C	--
Total	3520	3491	99	--	26.0	C	--	

Intersection: 6: South Entrance & Tamalpias Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	370	359	97	32	30.1	C	--
	T	500	484	97	22	4.4	A	--
	Subtotal	870	843	97	--	15.3	B	--
SB	T	420	431	103	18	7.5	A	--
	R	5	3	60	2	5.4	A	--
	Subtotal	425	435	102	--	7.5	A	--
EB	L	60	67	112	11	15.9	B	--
	R	270	283	105	6	4.4	A	--
	Subtotal	330	350	106	--	6.6	A	--
Total	1625	1629	100	--	11.4	B	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Cumulative No Project **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 5

Intersection: 7: Middle Entrance & Tamalpias Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	120	116	97	3	18.1	B	--
	T	440	436	99	19	2.0	A	--
	Subtotal	560	552	99	--	5.4	A	--
SB	T	285	289	101	11	3.6	A	--
	Subtotal	285	289	101	--	3.6	A	--
EB	L	55	52	95	3	16.4	B	--
	R	140	144	103	6	3.5	A	--
	Subtotal	195	195	100	--	6.9	A	--
Total		1040	1036	100	--	5.2	A	--

Intersection: 8: Tamalpias Dr & Northeast Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	110	103	94	14	9.6	A	--
	T	4	3	75	2	6.6	A	--
	R	50	48	96	7	2.2	A	--
	Subtotal	164	155	95	--	7.3	A	--
SB	L	5	4	80	1	6.6	A	--
	T	1	2	200	1	5.7	A	--
	R	9	10	111	1	2.4	A	--
	Subtotal	15	16	107	--	3.9	A	--
EB	L	2	2	100	2	16.4	B	--
	T	230	237	103	10	7.1	A	--
	R	45	47	104	6	3.9	A	--
	Subtotal	277	285	103	--	6.6	A	--
WB	L	40	39	98	6	15.8	B	--
	T	455	450	99	18	8.1	A	--
	Subtotal	495	489	99	--	8.7	A	--
Total		951	945	99	--	7.8	A	--

APPENDIX E: ALTERNATIVE 1 PM SYNCHRO/TRAFFIX FILES

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 1 - Village at Corte Madera **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 8

Intersection: 1: Tamalpais Dr & Madera Boulevard **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	70	72	103	5	51.9	D	--
	T	130	133	102	11	51.4	D	--
	R	187	190	102	16	11.5	B	--
	Subtotal	387	394	102	--	32.3	C	--
SB	L	233	231	99	20	53.8	D	--
	T	85	86	101	10	57.3	E	--
	R	210	214	102	16	19.5	B	--
	Subtotal	528	531	101	--	40.5	D	--
EB	L	235	232	99	27	129.6	F	--
	T	761	756	99	36	36.0	D	--
	R	90	88	98	9	34.0	C	--
	Subtotal	1086	1076	99	--	56.1	E	--
WB	L	200	198	99	20	60.7	E	--
	T	869	849	98	39	26.6	C	--
	R	324	324	100	21	10.1	B	--
	Subtotal	1393	1372	98	--	27.6	C	--
Total	3394	3373	99	--	39.3	D	--	

Intersection: 2: Tamalpais Dr & Town Center Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	463	462	100	17	23.4	C	--
	R	90	89	99	11	6.8	A	--
	Subtotal	553	551	100	--	20.7	C	--
EB	T	1181	1177	100	35	7.1	A	--
	Subtotal	1181	1177	100	--	7.1	A	--
WB	T	1303	1280	98	34	10.9	B	--
	R	419	425	101	15	3.0	A	--
	Subtotal	1722	1705	99	--	8.9	A	--
Total	3456	3433	99	--	10.2	B	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 1 - Village at Corte Madera **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 8

Intersection: 3: Tamalpais Dr & US 101 South **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	637	618	97	29	28.4	C	--
	R	430	444	103	17	17.4	B	--
	Subtotal	1067	1062	100	--	23.8	C	--
EB	T	1104	1096	99	36	13.8	B	--
	Subtotal	1104	1096	99	--	13.8	B	--
WB	T	1292	1261	98	35	11.7	B	--
	R	598	593	99	17	9.1	A	--
	Subtotal	1890	1853	98	--	10.9	B	--
Total		4061	4011	99	--	15.1	B	--

Intersection: 4: Tamalpais Dr & US 101 NB Off-Ramp **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	960	934	97	32	141.0	F	--
	R	723	697	96	25	138.8	F	--
	Subtotal	1683	1631	97	--	140.1	F	--
EB	T	1150	1108	96	36	48.8	D	--
	Subtotal	1741	1706	98	--	41.4	D	--
WB	T	930	920	99	22	13.6	B	--
	Subtotal	930	920	99	--	13.6	B	--
Total		4354	4257	98	--	73.2	E	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 1 - Village at Corte Madera **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 8

Intersection: 5: Tamalpais Dr & San Clemente Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	1080	1054	98	30	109.9	F	--
	R	218	212	97	12	131.8	F	--
	Subtotal	1298	1266	98	--	113.6	F	--
EB	T	863	822	95	23	43.8	D	--
	R	880	854	97	19	0.7	A	--
	Subtotal	1743	1675	96	--	21.8	C	--
WB	L	217	214	99	11	160.9	F	--
	T	637	639	100	27	22.2	C	--
	Subtotal	854	853	100	--	57.0	E	--
Total	3895	3794	97	--	60.4	E	--	

Intersection: 6: South Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	489	458	94	17	30.8	C	--
	T	592	577	97	21	7.4	A	--
	Subtotal	1081	1034	96	--	17.8	B	--
SB	T	477	478	100	22	46.5	D	--
	R	8	8	100	2	22.2	C	--
	Subtotal	485	486	100	--	46.1	D	--
EB	L	70	70	100	10	23.1	C	--
	R	377	380	101	21	26.2	C	--
	Subtotal	447	450	101	--	25.7	C	--
Total	2013	1970	98	--	26.6	C	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 1 - Village at Corte Madera **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 8

Intersection: 7: Middle Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	188	187	99	20	20.7	C	--
	T	474	459	97	19	2.3	A	--
	Subtotal	662	646	98	--	7.7	A	--
SB	T	314	311	99	18	5.8	A	--
	R	3	4	133	2	2.9	A	--
	Subtotal	317	315	99	--	5.8	A	--
EB	L	65	66	102	5	18.4	B	--
	R	171	181	105	14	7.2	A	--
	Subtotal	236	247	105	--	10.2	B	--
Total		1215	1207	99	--	7.7	A	--

Intersection: 8: Redwood Hwy & Northeast Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	130	129	99	13	9.4	A	--
	T	4	5	125	2	9.0	A	--
	R	68	73	107	6	2.0	A	--
	Subtotal	202	207	102	--	6.8	A	--
SB	L	5	4	80	2	7.0	A	--
	T	1	1	100	1	8.4	A	--
	R	9	9	100	5	2.5	A	--
	Subtotal	15	14	93	--	4.2	A	--
EB	L	2	2	100	1	16.1	B	--
	T	244	237	97	19	8.2	A	--
	R	52	54	104	8	3.1	A	--
	Subtotal	298	292	98	--	7.3	A	--
WB	L	53	54	102	10	18.6	B	--
	T	486	473	97	17	7.8	A	--
	Subtotal	539	526	98	--	8.9	A	--
Total		1054	1039	99	--	8.0	A	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 1 - Mitigated Results **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 6

Intersection: 1: Tamalpais Dr & Madera Boulevard **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	70	67	96	12	48.4	D	--
	T	130	125	96	13	48.6	D	--
	R	187	184	98	21	10.6	B	--
	Subtotal	387	376	97	--	30.0	C	--
SB	L	233	234	100	22	53.9	D	--
	T	85	80	94	13	57.6	E	--
	R	210	212	101	9	18.2	B	--
	Subtotal	528	527	100	--	40.1	D	--
EB	L	235	247	105	24	88.1	F	--
	T	761	758	100	36	32.2	C	--
	R	90	91	101	6	27.6	C	--
	Subtotal	1086	1096	101	--	44.4	D	--
WB	L	200	196	98	7	54.5	D	--
	T	869	871	100	19	26.0	C	--
	R	324	332	102	13	10.5	B	--
	Subtotal	1393	1399	100	--	26.3	C	--
Total	3394	3398	100	--	34.7	C	--	

Intersection: 2: Tamalpais Dr & Town Center Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	463	459	99	21	21.1	C	--
	R	90	88	98	5	7.1	A	--
	Subtotal	553	547	99	--	18.8	B	--
EB	T	1181	1176	100	52	7.0	A	--
	Subtotal	1181	1176	100	--	7.0	A	--
WB	T	1303	1310	101	20	9.9	A	--
	R	419	424	101	24	2.9	A	--
	Subtotal	1722	1735	101	--	8.2	A	--
Total	3456	3457	100	--	9.5	A	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 1 - Mitigated Results **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 6

Intersection: 3: Tamalpais Dr & US 101 South **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	637	647	102	33	18.2	B	--
	R	430	412	96	21	13.5	B	--
	Subtotal	1067	1058	99	--	16.4	B	--
EB	T	1104	1090	99	49	11.0	B	--
	Subtotal	1104	1090	99	--	11.0	B	--
WB	T	1292	1324	102	34	12.0	B	--
	R	598	596	100	17	8.7	A	--
	Subtotal	1890	1919	102	--	11.0	B	--
Total		4061	4068	100	--	12.4	B	--

Intersection: 4: Tamalpais Dr & US 101 NB Off-Ramp **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	960	969	101	23	39.0	D	--
	R	723	730	101	22	18.9	B	--
	Subtotal	1683	1699	101	--	30.3	C	--
EB	T	1150	1155	100	18	22.1	C	--
	Subtotal	1741	1735	100	--	19.0	B	--
WB	T	930	951	102	11	13.1	B	--
	Subtotal	930	951	102	--	13.1	B	--
Total		4354	4385	101	--	22.1	C	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 1 - Mitigated Results **PHF:** 1
TOD: PM Peak Hour **# of Runs:** 6

Intersection: 5: Tamalpais Dr & San Clemente Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	1080	1117	103	30	34.9	C	--
	R	218	213	98	15	14.7	B	--
	Subtotal	1298	1330	102	--	31.7	C	--
EB	T	863	863	100	32	26.5	C	--
	R	880	899	102	16	0.3	A	--
	Subtotal	1743	1761	101	--	13.1	B	--
WB	L	217	224	103	17	62.4	E	--
	T	637	632	99	20	13.4	B	--
	Subtotal	854	856	100	--	26.2	C	--
Total	3895	3947	101	--	22.2	C	--	

Intersection: 6: South Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	489	484	99	25	27.1	C	--
	T	592	584	99	22	6.1	A	--
	Subtotal	1081	1068	99	--	15.6	B	--
SB	T	477	482	101	22	12.8	B	--
	R	8	11	138	2	9.4	A	--
	Subtotal	485	493	102	--	12.7	B	--
EB	L	70	70	100	10	20.5	C	--
	R	377	375	99	17	6.1	A	--
	Subtotal	447	446	100	--	8.4	A	--
Total	2013	2007	100	--	13.3	B	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR
Scenario: Alternative 1 - Mitigated Results
TOD: PM Peak Hour

HCM: 2000
PHF: 1
of Runs: 6

Intersection: 7: Middle Entrance & Redwood Hwy

Type: Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	188	184	98	15	20.5	C	--
	T	474	468	99	19	2.4	A	--
	Subtotal	662	652	98	--	7.5	A	--
SB	T	314	318	101	22	4.2	A	--
	R	3	4	133	1	2.3	A	--
	Subtotal	317	322	102	--	4.2	A	--
EB	L	65	70	108	6	19.0	B	--
	R	171	172	101	7	4.0	A	--
	Subtotal	236	242	103	--	8.3	A	--
Total		1215	1216	100	--	6.8	A	--

Intersection: 8: Redwood Hwy & Northeast Entrance

Type: Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	130	135	104	16	9.4	A	--
	T	4	5	100	2	9.3	A	--
	R	68	67	99	10	2.3	A	--
	Subtotal	202	207	102	--	7.1	A	--
SB	L	5	4	80	1	6.7	A	--
	T	1	2	200	1	8.6	A	--
	R	9	10	111	5	2.0	A	--
	Subtotal	15	15	100	--	4.0	A	--
EB	L	2	2	100	1	14.6	B	--
	T	244	252	103	14	8.2	A	--
	R	52	53	102	5	3.2	A	--
	Subtotal	298	307	103	--	7.4	A	--
WB	L	53	55	102	3	19.1	B	--
	T	486	485	100	19	7.7	A	--
	Subtotal	539	539	100	--	8.9	A	--
Total		1054	1068	101	--	8.0	A	--

Corte Madera General Plan
Cumulative - Alternative 1
PM Peak Hour

Scenario Report

Scenario: Cumulative - With Proj PM

Command: Cumulative no G/W with Proj PM
Volume: Cumulative no G/W with Proj PM
Geometry: with Proj PM
Impact Fee: Default Impact Fee
Trip Generation: Cumulative with Proj PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Existing

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
# 9 Eastman/Tamalpais	A	9.0	0.392	A	8.9	0.398	-0.101 D/V
# 10 Council Crest/Madera-Tamal Vis	F	68.3	1.288	F	69.5	1.296	+ 0.008 V/C
# 11 Wornum/Redwood	B	13.9	0.656	B	14.8	0.690	+ 0.835 D/V
# 12 Wornum/Tamal Vista	B	15.4	0.714	B	16.0	0.733	+ 0.582 D/V
# 13 Fifer/Tamal Vista	D	39.6	0.915	D	42.5	0.931	+ 2.916 D/V
# 14 Fifer/Lucky	D	27.3	0.000	D	28.1	0.000	+ 0.794 D/V
# 15 101 On-Industrial/Redwood	B	16.6	0.669	B	17.1	0.691	+ 0.546 D/V
# 16 Corte Madera/Redwood	C	30.0	0.751	C	30.6	0.771	+ 0.644 D/V
# 17 San Clemente/Paradise	B	10.5	0.679	B	10.4	0.695	-0.113 D/V
# 18 Harbor/Paradise	B	12.1	0.504	B	12.0	0.516	-0.108 D/V
# 19 El Camino-Seawolf/Paradise	B	14.7	0.451	B	14.5	0.464	-0.165 D/V

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Eastman/Tamalpais

Cycle (sec): 90 Critical Vol./Cap.(X): 0.398
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	4	0	4	4	0	4	4	10	10	4	10	10				
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	30	0	30	40	0	10	40	940	35	35	980	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	40	0	10	40	940	35	35	980	30
Added Vol:	0	0	0	0	0	0	0	31	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	40	0	10	40	971	35	35	999	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:	30	0	30	40	0	10	40	971	35	35	999	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	40	0	10	40	971	35	35	999	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	30	40	0	10	40	971	35	35	999	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.72	1.00	0.72	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.80	0.00	0.20	1.00	1.93	0.07	1.00	1.94	0.06
Final Sat.:	1383	0	1615	1090	0	272	1805	3467	125	1805	3491	105

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.04	0.02	0.28	0.28	0.02	0.29	0.29
Crit Moves:				***			***			***		
Green/Cycle:	0.09	0.00	0.09	0.09	0.00	0.09	0.06	0.67	0.67	0.11	0.72	0.72
Volume/Cap:	0.24	0.00	0.20	0.40	0.00	0.40	0.40	0.42	0.42	0.18	0.40	0.40
Delay/Veh:	38.9	0.0	38.5	40.6	0.0	40.6	43.6	7.0	7.0	37.1	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	0.0	38.5	40.6	0.0	40.6	43.6	7.0	7.0	37.1	5.1	5.1
LOS by Move:	D	A	D	D	A	D	D	A	A	D	A	A
HCM2kAvgQ:	1	0	1	2	0	2	2	7	7	1	6	6

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

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Council Crest/Madera-Tamal Vista

Cycle (sec): 100 Critical Vol./Cap.(X): 1.296

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 69.5

Optimal Cycle: 0 Level Of Service: F

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	1	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	10	530	120	370	410	5	5	10	20	300	5	340
Growth Adj:	1.00	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	530	120	370	410	5	5	10	20	300	5	340
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	533	120	370	413	5	5	10	20	300	5	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	533	120	370	413	5	5	10	20	300	5	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	533	120	370	413	5	5	10	20	300	5	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	533	120	370	413	5	5	10	20	300	5	340

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	1.00	1.00	1.00	0.99	0.01	0.14	0.29	0.57	0.98	0.02	1.00
Final Sat.:	376	411	432	439	462	6	55	110	220	416	7	492

Capacity Analysis Module:

Vol/Sat:	0.03	1.30	0.28	0.84	0.89	0.89	0.09	0.09	0.09	0.72	0.72	0.69
Crit Moves:	****			****			****			****		
Delay/Veh:	12.2	176	13.7	41.3	46.6	46.6	13.1	13.1	13.1	29.8	29.8	24.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	176	13.7	41.3	46.6	46.6	13.1	13.1	13.1	29.8	29.8	24.4
LOS by Move:	B	F	B	E	E	E	B	B	B	D	D	C
ApproachDel:	143.9			44.1			13.1			26.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	143.9			44.1			13.1			26.9		
LOS by Appr:	F			E			B			D		
AllWayAvgQ:	0.0	18.8	0.4	3.7	4.7	4.7	0.1	0.1	0.1	2.2	2.2	2.0

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

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Wornum/Redwood

Cycle (sec): 58 Critical Vol./Cap.(X): 0.690
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	2	4	0	0	4	4	4	0	4	0	0	0
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	140	400	0	0	100	220	600	0	220	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:	140	400	0	0	100	220	600	0	220	0	0	0
Added Vol:	2	54	0	0	15	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	454	0	0	115	220	600	0	244	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:	142	454	0	0	115	220	600	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	454	0	0	115	220	600	0	244	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:	142	454	0	0	115	220	600	0	244	0	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.08	0.24	0.00	0.00	0.06	0.14	0.33	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.18	0.35	0.00	0.00	0.16	0.64	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.43	0.69	0.00	0.00	0.37	0.21	0.69	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	21.8	19.4	0.0	0.0	22.5	4.4	14.1	0.0	9.4	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:	21.8	19.4	0.0	0.0	22.5	4.4	14.1	0.0	9.4	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C	A	B	A	A	A	A	A
HCM2kAvgQ:	3	8	0	0	2	2	10	0	3	0	0	0

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

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wornum/Tamal Vista

Cycle (sec): 58 Critical Vol./Cap.(X): 0.733
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected			Protected			Split Phase			Split Phase							
Rights:	Ovl			Include			Include			Include							
Min. Green:	0	4	4	2	4	0	0	0	0	4	0	4					
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	530	390	350	520	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	530	390	350	520	0	0	0	0	160	0	210
Added Vol:	0	3	0	24	3	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	533	390	374	523	0	0	0	0	160	0	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	533	390	374	523	0	0	0	0	160	0	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	533	390	374	523	0	0	0	0	160	0	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	533	390	374	523	0	0	0	0	160	0	212

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.24	0.21	0.28	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.38	0.56	0.28	0.67	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.73	0.43	0.73	0.41	0.00	0.00	0.00	0.00	0.49	0.00	0.73
Delay/Veh:	0.0	19.2	7.7	24.2	4.7	0.0	0.0	0.0	0.0	22.6	0.0	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	7.7	24.2	4.7	0.0	0.0	0.0	0.0	22.6	0.0	31.8
LOS by Move:	A	B	A	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	4	8	5	0	0	0	0	3	0	5

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

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Fifer/Tamal Vista

Cycle (sec): 70 Critical Vol./Cap.(X): 0.931
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
 Optimal Cycle: 94 Level Of Service: D

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			Prot+Permit		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	2	4	4
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	650	20	90	30	40	15	5	240	350	430	320	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:	650	20	90	30	40	15	5	240	350	430	320	5
Added Vol:	5	0	0	0	0	0	0	0	7	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	655	20	90	30	40	15	5	240	357	450	320	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:	655	20	90	30	40	15	5	240	357	450	320	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	655	20	90	30	40	15	5	240	357	450	320	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:	655	20	90	30	40	15	5	240	357	450	320	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.96	0.96	0.96	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.18	0.82	0.35	0.47	0.18	0.02	0.98	1.00	1.00	0.98	0.02
Final Sat.:	1805	303	1363	643	858	322	39	1859	1615	1805	1867	29

Capacity Analysis Module:

Vol/Sat:	0.36	0.07	0.07	0.05	0.05	0.05	0.13	0.13	0.22	0.25	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.39	0.39	0.66	0.06	0.06	0.06	0.18	0.14	0.53	0.23	0.23	0.23
Volume/Cap:	0.93	0.17	0.10	0.82	0.82	0.82	0.74	0.93	0.42	1.01	0.74	0.74
Delay/Veh:	38.6	14.0	4.4	69.9	69.9	69.9	35.6	66.0	10.2	73.3	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	14.0	4.4	69.9	69.9	69.9	35.6	66.0	10.2	73.3	31.2	31.2
LOS by Move:	D	B	A	E	E	E	D	E	B	E	C	C
HCM2kAvgQ:	19	2	1	4	4	4	7	9	5	17	8	8

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

Corte Madera General Plan
Cumulative - Alternative 1
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Fifer/Lucky

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[28.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	15	590	35	45	0	0	0	0	0	950	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	590	35	45	0	0	0	0	0	950	35
Added Vol:	0	0	5	2	0	0	0	0	0	3	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	595	37	45	0	0	0	0	3	950	37
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:	0	15	0	37	45	0	0	0	0	3	950	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	0	37	45	0	0	0	0	3	950	37

Critical Gap Module:

Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxxx	993	0	982	975	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
Potent Cap.:	xxxxx	247	900	230	254	xxxxx	xxxxx	xxxxx	xxxxx	900	xxxxx	xxxxx
Move Cap.:	xxxxx	247	900	219	253	xxxxx	xxxxx	xxxxx	xxxxx	900	xxxxx	xxxxx
Volume/Cap:	xxxxx	0.06	0.00	0.17	0.18	xxxxx	xxxxx	xxxxx	xxxxx	0.00	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	0.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Control Del:	xxxxx	20.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx
LOS by Move:	*	C	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	236	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	28.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	*	*	*
ApproachDel:	20.5			28.1			xxxxxxx			xxxxxxx		
ApproachLOS:	C			D			*			*		

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

Corte Madera General Plan
Cumulative - Alternative 1
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 101 On-Industrial/Redwood

Cycle (sec): 120 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 55 Level Of Service: B

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

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

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

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Corte Madera/Redwood

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
 Optimal Cycle: 65 Level Of Service: C

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

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Volume Module:

Base Vol:	10	340	310	340	130	30	20	80	5	190	90	560
Growth Adj:	1.00	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	340	310	340	130	30	20	80	5	190	90	560
Added Vol:	0	0	3	26	0	0	0	2	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	340	313	366	130	30	20	82	5	190	90	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	340	313	366	130	30	20	82	5	190	90	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	340	313	366	130	30	20	82	5	190	90	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	340	313	366	130	30	20	82	5	190	90	579

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.96	0.96	0.96	0.91	0.91	0.91	0.70	0.70	0.85
Lanes:	0.03	0.97	1.00	0.69	0.25	0.06	0.19	0.76	0.05	0.68	0.32	1.00
Final Sat.:	54	1844	1615	1267	450	104	324	1329	81	901	427	1615

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Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.19	0.29	0.29	0.29	0.06	0.06	0.06	0.21	0.21	0.36
Crit Moves:	****			****						****		
Green/Cycle:	0.25	0.25	0.25	0.37	0.37	0.37	0.27	0.27	0.27	0.27	0.27	0.65
Volume/Cap:	0.73	0.73	0.77	0.77	0.77	0.77	0.23	0.23	0.23	0.77	0.77	0.55
Delay/Veh:	40.1	40.1	43.5	32.9	32.9	32.9	28.4	28.4	28.4	43.1	43.1	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	43.5	32.9	32.9	32.9	28.4	28.4	28.4	43.1	43.1	10.3
LOS by Move:	D	D	D	C	C	C	C	C	C	D	D	B
HCM2kAvgQ:	11	11	11	16	16	16	3	3	3	10	10	10

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

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 San Clemente/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.695
 Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
 Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	4	10	0	0	10	10	4	0	4	0	0	0
Lanes:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:

Base Vol:	30	960	0	0	760	25	220	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	960	0	0	760	25	220	0	50	0	0	0
Added Vol:	0	48	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1008	0	0	797	25	220	0	50	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:	30	1008	0	0	797	25	220	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1008	0	0	797	25	220	0	50	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:	30	1008	0	0	797	25	220	0	50	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3486	109	1805	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.28	0.00	0.00	0.23	0.23	0.12	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.61	0.56	0.00	0.00	0.49	0.49	0.26	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.08	0.50	0.00	0.00	0.47	0.47	0.47	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	5.4	8.4	0.0	0.0	10.3	10.3	19.4	0.0	14.1	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:	5.4	8.4	0.0	0.0	10.3	10.3	19.4	0.0	14.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	0	6	0	0	6	6	4	0	1	0	0	0

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

Corte Madera General Plan
 Cumulative - Alternative 1
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Harbor/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.516
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
 Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10			
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0

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Volume Module:

Base Vol:	160	0	10	10	5	25	70	860	130	25	810	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:	160	0	10	10	5	25	70	860	130	25	810	10
Added Vol:	0	0	0	0	0	0	0	37	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	10	10	5	25	70	897	130	25	858	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:	160	0	10	10	5	25	70	897	130	25	858	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	10	10	5	25	70	897	130	25	858	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:	160	0	10	10	5	25	70	897	130	25	858	10

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	1.00	0.71	0.85	0.85	0.85	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	0.94	0.00	0.06	0.67	0.33	1.00	1.00	1.75	0.25	1.00	1.98	0.02
Final Sat.:	1270	0	79	1077	538	1615	1805	3093	448	1805	3561	42

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Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.13	0.01	0.01	0.02	0.04	0.29	0.29	0.01	0.24	0.24
Crit Moves:	****						****			****		
Green/Cycle:	0.23	0.00	0.23	0.23	0.23	0.23	0.13	0.53	0.53	0.07	0.47	0.47
Volume/Cap:	0.54	0.00	0.54	0.04	0.04	0.07	0.30	0.54	0.54	0.21	0.51	0.51
Delay/Veh:	22.2	0.0	22.2	17.9	17.9	18.0	24.3	9.5	9.5	27.4	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	0.0	22.2	17.9	17.9	18.0	24.3	9.5	9.5	27.4	11.3	11.3
LOS by Move:	C	A	C	B	B	B	C	A	A	C	B	B
HCM2kAvgQ:	4	0	4	0	0	0	1	7	7	1	6	6

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

Corte Madera General Plan
Cumulative - Alternative 1
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 El Camino-Seawolf/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 38 Level Of Service: B

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

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

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

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for each movement.

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

APPENDIX E: ALTERNATIVE 2 PM SYNCHRO/TRAFFIX FILES

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 2-Gateway Village Mixed Use **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 10

Intersection: 1: Tamalpais Dr & Madera Boulevard **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	70	71	101	11	50.7	D	--
	T	132	134	102	13	50.1	D	--
	R	180	176	98	15	10.3	B	--
	Subtotal	382	380	99	--	31.8	C	--
SB	L	230	240	104	12	55.6	E	--
	T	86	83	97	9	56.4	E	--
	R	214	212	99	23	19.5	B	--
	Subtotal	530	535	101	--	41.4	D	--
EB	L	241	243	101	10	115.0	F	--
	T	730	723	99	18	34.4	C	--
	R	90	90	100	11	30.7	C	--
	Subtotal	1061	1055	99	--	52.6	D	--
WB	L	200	197	99	11	58.5	E	--
	T	850	853	100	19	26.3	C	--
	R	320	322	101	17	10.1	B	--
	Subtotal	1370	1372	100	--	27.1	C	--
Total	3343	3342	100	--	38.0	D	--	

Intersection: 2: Tamalpais Dr & Town Center Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	460	455	99	10	21.2	C	--
	R	90	89	99	13	7.0	A	--
	Subtotal	550	545	99	--	18.9	B	--
EB	T	1140	1139	100	28	6.8	A	--
	Subtotal	1140	1139	100	--	6.8	A	--
WB	T	1280	1281	100	24	10.0	A	--
	R	410	426	104	23	2.9	A	--
	Subtotal	1690	1707	101	--	8.2	A	--
Total	3380	3390	100	--	9.4	A	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 2-Gateway Village Mixed Use **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 10

Intersection: 3: Tamalpais Dr & US 101 South **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	600	599	100	13	17.8	B	--
	R	430	430	100	14	13.9	B	--
	Subtotal	1030	1029	100	--	16.2	B	--
EB	T	1060	1054	99	29	10.3	B	--
	Subtotal	1060	1054	99	--	10.3	B	--
WB	T	1260	1277	101	27	11.1	B	--
	R	560	552	99	27	8.2	A	--
	Subtotal	1820	1828	100	--	10.2	B	--
Total		3910	3911	100	--	11.8	B	--

Intersection: 4: Tamalpais Dr & US 101 NB Off-Ramp **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	960	962	100	17	58.0	E	--
	R	640	635	99	20	25.9	C	--
	Subtotal	1600	1597	100	--	45.2	D	--
EB	T	1070	1064	99	20	22.0	C	--
	Subtotal	1660	1649	99	--	17.8	B	--
WB	T	860	870	101	27	11.3	B	--
	Subtotal	860	870	101	--	11.3	B	--
Total		4120	4116	100	--	27.1	C	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 2-Gateway Village Mixed Use **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 10

Intersection: 5: Tamalpais Dr & San Clemente Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	1080	1074	99	39	39.1	D	--
	R	174	172	99	8	44.0	D	--
	Subtotal	1254	1246	99	--	39.7	D	--
EB	T	700	689	98	28	25.5	C	--
	R	880	881	100	21	0.5	A	--
	Subtotal	1580	1570	99	--	11.5	B	--
WB	L	183	181	99	15	60.6	E	--
	T	510	521	102	26	15.2	B	--
	Subtotal	693	702	101	--	26.9	C	--
Total		3527	3518	100	--	24.6	C	--

Intersection: 6: South Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	370	364	98	16	25.6	C	--
	T	504	497	99	21	4.6	A	--
	Subtotal	874	861	99	--	13.5	B	--
SB	T	423	434	103	19	8.0	A	--
	R	5	6	120	3	5.1	A	--
	Subtotal	428	440	103	--	8.0	A	--
EB	L	60	60	100	5	23.3	C	--
	R	270	269	100	32	4.5	A	--
	Subtotal	330	328	99	--	7.9	A	--
Total		1632	1629	100	--	10.9	B	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 2-Gateway Village Mixed Use **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 10

Intersection: 7: Middle Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	120	118	98	11	18.5	B	--
	T	444	441	99	21	1.9	A	--
	Subtotal	564	558	99	--	5.4	A	--
SB	T	288	296	103	12	3.6	A	--
	Subtotal	288	296	103	--	3.6	A	--
EB	L	55	57	104	8	18.0	B	--
	R	140	141	101	14	3.6	A	--
	Subtotal	195	199	102	--	7.8	A	--
Total		1047	1053	101	--	5.4	A	--

Intersection: 8: Redwood Hwy & Northeast Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	110	109	99	10	9.1	A	--
	T	4	4	100	2	7.4	A	--
	R	50	53	106	8	2.2	A	--
	Subtotal	164	166	101	--	6.9	A	--
SB	L	5	4	80	1	10.1	B	--
	T	1	2	200	1	5.7	A	--
	R	9	10	111	4	2.5	A	--
	Subtotal	15	15	100	--	4.9	A	--
EB	L	2	2	100	1	18.3	B	--
	T	233	239	103	13	7.0	A	--
	R	45	48	107	6	2.7	A	--
	Subtotal	280	288	103	--	6.4	A	--
WB	L	40	38	95	5	17.7	B	--
	T	459	459	100	21	6.6	A	--
	Subtotal	499	498	100	--	7.4	A	--
Total		958	967	101	--	7.0	A	--

Corte Madera General Plan
Cumulative - Alternative 2
PM Peak Hour

Scenario Report

Scenario: Cumulative - With Proj PM

Command: Cumulative no G/W with Proj PM
Volume: Cumulative no G/W with Proj PM
Geometry: with Proj PM
Impact Fee: Default Impact Fee
Trip Generation: Cumulative with Proj PM
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Existing

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	LOS	Base		LOS	Future		Change in
		Del/ Veh	V/ C		Del/ Veh	V/ C	
# 9 Eastman/Tamalpais	A	9.0	0.392	A	8.9	0.393	-0.021 D/V
# 10 Council Crest/Madera-Tamal Vis	F	68.3	1.288	F	73.9	1.323	+ 0.035 V/C
# 11 Wornum/Redwood	B	13.9	0.656	B	14.0	0.668	+ 0.035 D/V
# 12 Wornum/Tamal Vista	B	15.4	0.714	B	15.8	0.732	+ 0.408 D/V
# 13 Fifer/Tamal Vista	D	39.6	0.915	D	43.3	0.935	+ 3.692 D/V
# 14 Fifer/Lucky	D	27.3	0.000	D	27.7	0.000	+ 0.395 D/V
# 15 101 On-Industrial/Redwood	B	16.6	0.669	B	16.7	0.680	+ 0.119 D/V
# 16 Corte Madera/Redwood	C	30.0	0.751	C	30.1	0.756	+ 0.157 D/V
# 17 San Clemente/Paradise	B	10.5	0.679	B	10.5	0.680	-0.010 D/V
# 18 Harbor/Paradise	B	12.1	0.504	B	12.1	0.505	-0.010 D/V
# 19 El Camino-Seawolf/Paradise	B	14.7	0.451	B	14.7	0.452	-0.015 D/V

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Eastman/Tamalpais

Cycle (sec): 90 Critical Vol./Cap.(X): 0.393
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	4	0	4	4	0	4	4	10	10	4	10	10				
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0

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Volume Module:

Base Vol:	30	0	30	40	0	10	40	940	35	35	980	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	40	0	10	40	940	35	35	980	30
Added Vol:	0	0	0	0	0	0	0	6	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	40	0	10	40	946	35	35	984	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:	30	0	30	40	0	10	40	946	35	35	984	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	40	0	10	40	946	35	35	984	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	30	40	0	10	40	946	35	35	984	30

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.72	1.00	0.72	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.80	0.00	0.20	1.00	1.93	0.07	1.00	1.94	0.06
Final Sat.:	1381	0	1615	1090	0	272	1805	3464	128	1805	3489	106

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Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.04	0.02	0.27	0.27	0.02	0.28	0.28
Crit Moves:				****			****			****		
Green/Cycle:	0.09	0.00	0.09	0.09	0.00	0.09	0.06	0.67	0.67	0.11	0.72	0.72
Volume/Cap:	0.23	0.00	0.20	0.39	0.00	0.39	0.39	0.41	0.41	0.18	0.39	0.39
Delay/Veh:	38.7	0.0	38.3	40.4	0.0	40.4	43.5	7.1	7.1	36.9	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	0.0	38.3	40.4	0.0	40.4	43.5	7.1	7.1	36.9	5.1	5.1
LOS by Move:	D	A	D	D	A	D	D	A	A	D	A	A
HCM2kAvgQ:	1	0	1	2	0	2	2	7	7	1	6	6

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

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Council Crest/Madera-Tamal Vista

Cycle (sec): 100 Critical Vol./Cap.(X): 1.323
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 73.9
 Optimal Cycle: 0 Level Of Service: F

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	1	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	10	530	120	370	410	5	5	10	20	300	5	340
Growth Adj:	1.00	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	530	120	370	410	5	5	10	20	300	5	340
Added Vol:	0	11	0	19	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	541	120	389	417	5	5	10	20	300	5	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	541	120	389	417	5	5	10	20	300	5	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	541	120	389	417	5	5	10	20	300	5	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	541	120	389	417	5	5	10	20	300	5	340

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	1.00	1.00	1.00	0.99	0.01	0.14	0.29	0.57	0.98	0.02	1.00
Final Sat.:	374	409	429	439	462	6	55	110	220	415	7	490

Capacity Analysis Module:

Vol/Sat:	0.03	1.32	0.28	0.89	0.90	0.90	0.09	0.09	0.09	0.72	0.72	0.69
Crit Moves:	****			****			****			****		
Delay/Veh:	12.2	187	13.8	47.8	48.2	48.2	13.1	13.1	13.1	30.0	30.0	24.6
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:	12.2	187	13.8	47.8	48.2	48.2	13.1	13.1	13.1	30.0	30.0	24.6
LOS by Move:	B	F	B	E	E	E	B	B	B	D	D	C
ApproachDel:	153.2			48.0			13.1			27.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	153.2			48.0			13.1			27.2		
LOS by Appr:	F			E			B			D		
AllWayAvgQ:	0.0	19.9	0.4	4.5	4.9	4.9	0.1	0.1	0.1	2.2	2.2	2.0

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

Corte Madera General Plan
Cumulative - Alternative 2
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Wornum/Redwood

Cycle (sec): 58 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 45 Level Of Service: B

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

Volume Module:

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

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wornum/Tamal Vista

Cycle (sec): 58 Critical Vol./Cap.(X): 0.732
 Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Ovl			Include			Include			Include					
Min. Green:	0	4	4	2	4	0	0	0	0	4	0	4			
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	530	390	350	520	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	530	390	350	520	0	0	0	0	160	0	210
Added Vol:	0	11	0	18	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	541	390	368	547	0	0	0	0	160	0	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:	0	541	390	368	547	0	0	0	0	160	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	390	368	547	0	0	0	0	160	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	541	390	368	547	0	0	0	0	160	0	210

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.24	0.20	0.29	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.39	0.57	0.28	0.67	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.73	0.43	0.73	0.43	0.00	0.00	0.00	0.00	0.50	0.00	0.73
Delay/Veh:	0.0	18.9	7.5	24.4	4.7	0.0	0.0	0.0	0.0	22.7	0.0	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	7.5	24.4	4.7	0.0	0.0	0.0	0.0	22.7	0.0	31.9
LOS by Move:	A	B	A	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	4	8	5	0	0	0	0	3	0	5

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

Corte Madera General Plan
Cumulative - Alternative 2
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Fifer/Tamal Vista

Cycle (sec): 70 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 96 Level Of Service: D

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

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

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

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 Fifer/Lucky

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[27.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	15	590	35	45	0	0	0	0	0	950	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	590	35	45	0	0	0	0	0	950	35
Added Vol:	0	0	4	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	594	35	45	0	0	0	0	3	950	35
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:	0	15	0	35	45	0	0	0	0	3	950	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	0	35	45	0	0	0	0	3	950	35

Critical Gap Module:

Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxxx	991	0	981	974	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
Potent Cap.:	xxxxx	248	900	231	254	xxxxx	xxxxx	xxxxx	xxxxx	900	xxxxx	xxxxx
Move Cap.:	xxxxx	247	900	219	253	xxxxx	xxxxx	xxxxx	xxxxx	900	xxxxx	xxxxx
Volume/Cap:	xxxxx	0.06	0.00	0.16	0.18	xxxxx	xxxxx	xxxxx	xxxxx	0.00	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	0.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Control Del:	xxxxx	20.5	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx
LOS by Move:	*	C	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	237	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	27.7	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	*	*	*
ApproachDel:	20.5			27.7			xxxxxxx			xxxxxxx		
ApproachLOS:	C			D			*			*		

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

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 101 On-Industrial/Redwood

Cycle (sec): 120 Critical Vol./Cap.(X): 0.680
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
 Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	10	10	10	4	4	4	0	0	0	4	4	4
Lanes:	1	0	0	1	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	940	150	70	5	40	80	0	0	0	40	70	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:	940	150	70	5	40	80	0	0	0	40	70	10
Added Vol:	18	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	958	150	70	5	40	80	0	0	0	40	70	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:	958	150	70	5	40	80	0	0	0	40	70	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	150	70	5	40	80	0	0	0	40	70	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:	958	150	70	5	40	80	0	0	0	40	70	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	0.99	0.99	0.85	1.00	1.00	1.00	0.85	0.98	0.98
Lanes:	1.00	0.68	0.32	0.11	0.89	1.00	0.00	0.00	0.00	1.00	0.87	0.13
Final Sat.:	1805	1233	576	210	1679	1615	0	0	0	1615	1631	233

Capacity Analysis Module:

Vol/Sat:	0.53	0.12	0.12	0.02	0.02	0.05	0.00	0.00	0.00	0.02	0.04	0.04
Crit Moves:	****			****						****		
Green/Cycle:	0.78	0.78	0.78	0.07	0.07	0.07	0.00	0.00	0.00	0.06	0.06	0.06
Volume/Cap:	0.68	0.16	0.16	0.33	0.33	0.68	0.00	0.00	0.00	0.39	0.68	0.68
Delay/Veh:	7.5	3.3	3.3	54.2	54.2	69.2	0.0	0.0	0.0	56.5	70.0	70.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	3.3	3.3	54.2	54.2	69.2	0.0	0.0	0.0	56.5	70.0	70.0
LOS by Move:	A	A	A	D	D	E	A	A	A	E	E	E
HCM2kAvgQ:	17	2	2	2	2	4	0	0	0	2	4	4

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

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Corte Madera/Redwood

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
 Optimal Cycle: 63 Level Of Service: C

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

Volume Module:

Base Vol:	10	340	310	340	130	30	20	80	5	190	90	560
Growth Adj:	1.00	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	340	310	340	130	30	20	80	5	190	90	560
Added Vol:	0	0	2	4	0	0	0	0	0	1	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	340	312	344	130	30	20	80	5	191	90	563
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	340	312	344	130	30	20	80	5	191	90	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	340	312	344	130	30	20	80	5	191	90	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	340	312	344	130	30	20	80	5	191	90	563

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.96	0.96	0.96	0.91	0.91	0.91	0.70	0.70	0.85
Lanes:	0.03	0.97	1.00	0.68	0.26	0.06	0.19	0.76	0.05	0.68	0.32	1.00
Final Sat.:	54	1844	1615	1244	470	108	330	1321	83	908	428	1615

Capacity Analysis Module:

Vol/Sat:	0.18	0.18	0.19	0.28	0.28	0.28	0.06	0.06	0.06	0.21	0.21	0.35
Crit Moves:	****			****						****		
Green/Cycle:	0.26	0.26	0.26	0.37	0.37	0.37	0.28	0.28	0.28	0.28	0.28	0.64
Volume/Cap:	0.72	0.72	0.76	0.76	0.76	0.76	0.22	0.22	0.22	0.76	0.76	0.54
Delay/Veh:	39.2	39.2	42.1	32.7	32.7	32.7	27.9	27.9	27.9	41.6	41.6	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	39.2	42.1	32.7	32.7	32.7	27.9	27.9	27.9	41.6	41.6	10.3
LOS by Move:	D	D	D	C	C	C	C	C	C	D	D	B
HCM2kAvgQ:	11	11	11	15	15	15	3	3	3	10	10	10

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

Corte Madera General Plan
Cumulative - Alternative 2
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 San Clemente/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 11 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 33 Level Of Service: B

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit, Protected, Split Phase), Rights (Include, Ovl), Min. Green, Lanes.

Volume Module:

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

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Harbor/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.505
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
 Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10			
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0

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Volume Module:

Base Vol:	160	0	10	10	5	25	70	860	130	25	810	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:	160	0	10	10	5	25	70	860	130	25	810	10
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	10	10	5	25	70	863	130	25	814	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:	160	0	10	10	5	25	70	863	130	25	814	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	10	10	5	25	70	863	130	25	814	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:	160	0	10	10	5	25	70	863	130	25	814	10

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	1.00	0.71	0.85	0.85	0.85	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	0.94	0.00	0.06	0.67	0.33	1.00	1.00	1.74	0.26	1.00	1.98	0.02
Final Sat.:	1270	0	79	1078	539	1615	1805	3075	463	1805	3559	44

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Capacity Analysis Module:

Vol/Sat:	0.13	0.00	0.13	0.01	0.01	0.02	0.04	0.28	0.28	0.01	0.23	0.23
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.00	0.24	0.24	0.24	0.24	0.13	0.53	0.53	0.07	0.46	0.46
Volume/Cap:	0.53	0.00	0.53	0.04	0.04	0.07	0.29	0.53	0.53	0.21	0.50	0.50
Delay/Veh:	21.6	0.0	21.6	17.6	17.6	17.8	24.0	9.5	9.5	27.4	11.5	11.5
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:	21.6	0.0	21.6	17.6	17.6	17.8	24.0	9.5	9.5	27.4	11.5	11.5
LOS by Move:	C	A	C	B	B	B	C	A	A	C	B	B
HCM2kAvgQ:	4	0	4	0	0	0	1	7	7	1	6	6

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

Corte Madera General Plan
 Cumulative - Alternative 2
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 El Camino-Seawolf/Paradise

Cycle (sec): 60 Critical Vol./Cap.(X): 0.452
 Loss Time (sec): 13 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
 Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Lanes:	0	1	0	0	0	1	0	1	1	0	1	1

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Volume Module:

Base Vol:	160	5	15	5	5	60	120	520	240	5	630	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:	160	5	15	5	5	60	120	520	240	5	630	5
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	5	15	5	5	60	120	523	240	5	634	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:	160	5	15	5	5	60	120	523	240	5	634	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	5	15	5	5	60	120	523	240	5	634	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:	160	5	15	5	5	60	120	523	240	5	634	5

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.85	0.87	0.87	0.87	0.95	0.91	0.91	0.95	0.95	0.95
Lanes:	0.97	0.03	1.00	0.07	0.07	0.86	1.00	1.37	0.63	1.00	1.98	0.02
Final Sat.:	1236	39	1615	118	118	1414	1805	2358	1082	1805	3578	28

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Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.01	0.04	0.04	0.04	0.07	0.22	0.22	0.00	0.18	0.18
Crit Moves:	****						****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.14	0.45	0.45	0.07	0.38	0.38
Volume/Cap:	0.49	0.49	0.04	0.16	0.16	0.16	0.47	0.49	0.49	0.04	0.47	0.47
Delay/Veh:	19.8	19.8	16.4	17.1	17.1	17.1	25.0	11.8	11.8	26.3	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	19.8	16.4	17.1	17.1	17.1	25.0	11.8	11.8	26.3	14.4	14.4
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	3	3	0	1	1	1	3	6	6	0	5	5

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

APPENDIX E: ALTERNATIVE 3 PM SYNCHRO/TRAFFIX FILES

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 3 - Gateway Villiage Mixed Use **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 10

Intersection: 1: Tamalpais Dr & Madera Boulevard **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	70	68	97	0	50.6	D	--
	T	132	130	98	0	49.4	D	--
	R	187	193	103	0	11.5	B	--
	Subtotal	389	391	101	--	30.9	C	--
SB	L	233	231	99	0	54.6	D	--
	T	86	86	100	0	58.0	E	--
	R	214	205	96	0	18.9	B	--
	Subtotal	533	522	98	--	41.1	D	--
EB	L	241	230	95	0	92.9	F	--
	T	761	754	99	0	32.8	C	--
	R	90	88	98	0	29.0	C	--
	Subtotal	1092	1072	98	--	45.4	D	--
WB	L	200	200	100	0	57.7	E	--
	T	870	838	96	0	25.3	C	--
	R	323	311	96	0	10.1	B	--
	Subtotal	1393	1349	97	--	26.6	C	--
Total	3407	3334	98	--	35.4	D	--	

Intersection: 2: Tamalpais Dr & Town Center Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	463	471	102	0	23.2	C	--
	R	90	93	103	0	5.8	A	--
	Subtotal	553	564	102	--	20.3	C	--
EB	T	1181	1177	100	0	7.5	A	--
	Subtotal	1181	1177	100	--	7.5	A	--
WB	T	1303	1255	96	0	9.8	A	--
	R	411	384	93	0	2.7	A	--
	Subtotal	1714	1639	96	--	8.1	A	--
Total	3448	3380	98	--	9.9	A	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: P Alternative 3- Gateway Villiage Mixed Use **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 10

Intersection: 3: Tamalpais Dr & US 101 South **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	637	632	99	0	45.1	D	--
	R	430	423	98	0	23.7	C	--
	Subtotal	1067	1055	99	--	36.5	D	--
EB	T	1104	1100	100	0	9.5	A	--
	Subtotal	1104	1100	100	--	9.5	A	--
WB	T	1284	1220	95	0	11.8	B	--
	R	606	588	97	0	8.6	A	--
	Subtotal	1890	1808	96	--	10.8	B	--
Total		4061	3963	98	--	17.3	B	--

Intersection: 4: Tamalpais Dr & US 101 NB Off-Ramp **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	960	904	94	0	113.6	F	--
	R	723	677	94	0	100.8	F	--
	Subtotal	1683	1581	94	--	108.1	F	--
EB	T	1150	1132	98	0	65.4	E	--
	R	591	586	99	0	41.8	D	--
	Subtotal	1741	1718	99	--	57.4	E	--
WB	T	930	906	97	0	11.7	B	--
	Subtotal	930	906	97	--	11.7	B	--
Total		4354	4205	97	--	66.6	E	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 3-Gateway Villiage Mixed Use **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 10

Intersection: 5: Tamalpais Dr & San Clemente Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	1080	1041	96	0	131.5	F	--
	R	222	215	97	0	156.7	F	--
	Subtotal	1302	1256	96	--	135.8	F	--
EB	T	863	817	95	0	30.2	C	--
	R	880	863	98	0	1.0	A	--
	Subtotal	1743	1680	96	--	15.2	B	--
WB	L	220	215	98	0	141.4	F	--
	T	637	640	100	0	20.4	C	--
	Subtotal	857	855	100	--	50.8	D	--
Total	3902	3791	97	--	63.2	E	--	

Intersection: 6: South Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	489	458	94	0	28.4	C	--
	T	596	574	96	0	6.6	A	--
	Subtotal	1085	1032	95	--	16.3	B	--
SB	T	480	478	100	0	40.1	D	--
	R	8	8	100	0	19.2	B	--
	Subtotal	488	486	100	--	39.8	D	--
EB	L	70	67	96	0	23.2	C	--
	R	377	380	101	0	18.5	B	--
	Subtotal	447	447	100	--	19.2	B	--
Total	2020	1965	97	--	22.7	C	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: P Alternative 3-Gateway Villiage Mixed Use **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 10

Intersection: 7: Middle Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	187	181	97	0	20.6	C	--
	T	479	460	96	0	2.2	A	--
	Subtotal	666	641	96	--	7.4	A	--
SB	T	316	320	101	0	13.7	B	--
	R	3	5	167	0	3.5	A	--
	Subtotal	319	325	102	--	13.5	B	--
EB	L	65	63	97	0	20.5	C	--
	R	172	172	100	0	34.5	C	--
	Subtotal	237	235	99	--	30.7	C	--
Total		1222	1201	98	--	13.6	B	--

Intersection: 8: Redwood Hwy & Northeast Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	130	134	103	0	9.7	A	--
	T	4	6	150	0	8.9	A	--
	R	68	66	97	0	2.3	A	--
	Subtotal	202	206	102	--	7.3	A	--
SB	L	5	4	80	0	9.2	A	--
	T	1	1	100	0	8.0	A	--
	R	9	9	100	0	2.8	A	--
	Subtotal	15	14	93	--	5.0	A	--
EB	L	2	1	50	0	23.0	C	--
	T	246	255	104	0	7.9	A	--
	R	52	54	104	0	3.5	A	--
	Subtotal	300	310	103	--	7.2	A	--
WB	L	53	46	87	0	17.3	B	--
	T	490	476	97	0	7.6	A	--
	R	1	1	100	0	1.8	A	--
	Subtotal	544	523	96	--	8.4	A	--
Total		1061	1053	99	--	7.8	A	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 3 - Mitigated Results **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 6

Intersection: 1: Tamalpais Dr & Madera Boulevard **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	70	74	106	0	47.0	D	--
	T	132	126	95	0	51.6	D	--
	R	187	173	93	0	12.3	B	--
	Subtotal	389	373	96	--	32.5	C	--
SB	L	233	224	96	0	50.0	D	--
	T	86	83	97	0	61.6	E	--
	R	214	181	85	0	16.6	B	--
	Subtotal	533	488	92	--	39.6	D	--
EB	L	241	210	87	0	98.3	F	--
	T	761	763	100	0	30.1	C	--
	R	90	83	92	0	28.1	C	--
	Subtotal	1092	1056	97	--	43.5	D	--
WB	L	200	193	97	0	59.4	E	--
	T	870	848	97	0	24.9	C	--
	R	323	344	107	0	9.5	A	--
	Subtotal	1393	1385	99	--	25.9	C	--
Total	3407	3302	97	--	34.3	C	--	

Intersection: 2: Tamalpais Dr & Town Center Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	463	460	99	0	21.4	C	--
	R	90	81	90	0	6.2	A	--
	Subtotal	553	541	98	--	19.1	B	--
EB	T	1181	1155	98	0	6.7	A	--
	Subtotal	1181	1155	98	--	6.7	A	--
WB	T	1303	1306	100	0	8.1	A	--
	R	411	376	91	0	2.6	A	--
	Subtotal	1714	1682	98	--	6.9	A	--
Total	3448	3378	98	--	8.8	A	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 3 - Mitigated Results **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 6

Intersection: 3: Tamalpais Dr & US 101 South **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
SB	L	637	614	96	0	18.0	B	--
	R	430	397	92	0	11.4	B	--
	Subtotal	1067	1011	95	--	15.4	B	--
EB	T	1104	1066	97	0	11.4	B	--
	Subtotal	1104	1066	97	--	11.4	B	--
WB	T	1284	1280	100	0	11.3	B	--
	R	606	605	100	0	8.7	A	--
	Subtotal	1890	1885	100	--	10.5	B	--
Total		4061	3962	98	--	12.0	B	--

Intersection: 4: Tamalpais Dr & US 101 NB Off-Ramp **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	960	926	96	0	30.6	C	--
	R	723	780	108	0	15.6	B	--
	Subtotal	1683	1706	101	--	23.7	C	--
EB	T	1150	1092	95	0	19.4	B	--
	Subtotal	1741	1689	97	--	16.1	B	--
WB	T	930	957	103	0	12.5	B	--
	Subtotal	930	957	103	--	12.5	B	--
Total		4354	4352	100	--	18.3	B	--

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 3 - Mitigated Results **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 6

Intersection: 5: Tamalpais Dr & San Clemente Dr **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	1080	1057	98	0	36.5	D	--
	R	222	222	100	0	13.8	B	--
	Subtotal	1302	1279	98	--	32.6	C	--
EB	T	863	895	104	0	26.6	C	--
	R	880	871	99	0	0.3	A	--
	Subtotal	1743	1766	101	--	13.6	B	--
WB	L	220	217	99	0	51.3	D	--
	T	637	677	106	0	12.1	B	--
	Subtotal	857	894	104	--	21.6	C	--
Total	3902	3939	101	--	21.6	C	--	

Intersection: 6: South Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	489	500	102	0	28.1	C	--
	T	596	607	102	0	7.2	A	--
	Subtotal	1085	1107	102	--	16.6	B	--
SB	T	480	465	97	0	10.4	B	--
	R	8	11	138	0	11.7	B	--
	Subtotal	488	476	98	--	10.4	B	--
EB	L	70	65	93	0	20.2	C	--
	R	377	432	115	0	5.6	A	--
	Subtotal	447	497	111	--	7.5	A	--
Total	2020	2080	103	--	13.0	B	--	

SIMTRAFFIC LEVEL OF SERVICE REPORT Including Upstream Delays

Project: Corte Madera General Plan EIR **HCM:** 2000
Scenario: Alternative 3 - Mitigated Results **PHF:** 1
TOD: PM Peak **Analysis Period:** Hourly **# of Runs:** 6

Intersection: 7: Middle Entrance & Redwood Hwy **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	187	158	84	0	20.4	C	--
	T	479	507	106	0	2.8	A	--
	Subtotal	666	665	100	--	7.0	A	--
SB	T	316	311	98	0	3.7	A	--
	R	3	3	100	0	3.7	A	--
	Subtotal	319	314	98	--	3.7	A	--
EB	L	65	55	85	0	18.5	B	--
	R	172	156	91	0	3.8	A	--
	Subtotal	237	211	89	--	7.6	A	--
Total		1222	1190	97	--	6.2	A	--

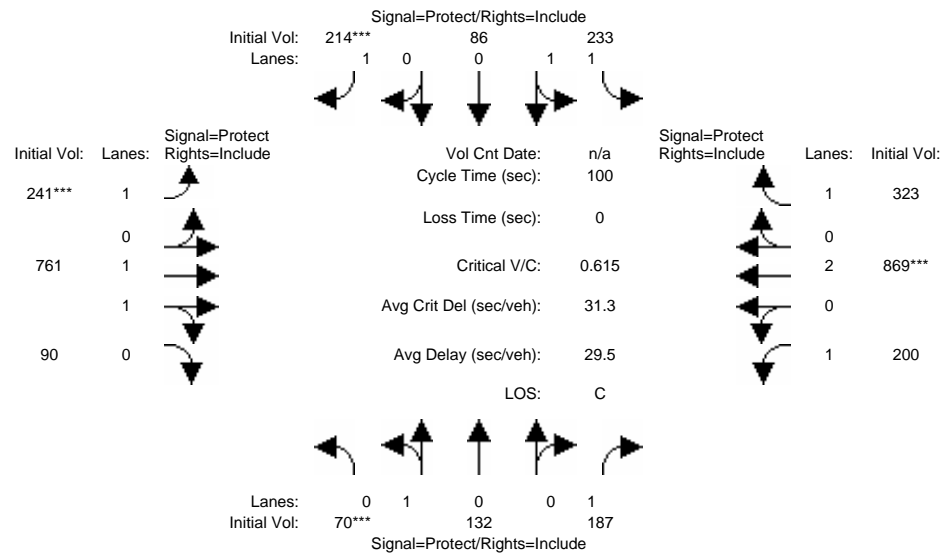
Intersection: 8: Redwood Hwy & Northeast Entrance **Type:** Signalized

Approach	Movement	Demand Volume	Volume Served			Delay/Veh (sec)		
			Avg	%	Std Dev	Avg	LOS	Std Dev
NB	L	130	136	105	0	10.6	B	--
	T	4	4	100	0	7.6	A	--
	R	68	60	88	0	2.6	A	--
	Subtotal	202	200	99	--	8.1	A	--
SB	L	5	6	120	0	11.5	B	--
	T	1	0	0	0	0.0	--	--
	R	9	6	67	0	4.6	A	--
	Subtotal	15	12	80	--	8.0	A	--
EB	L	2	4	200	0	13.9	B	--
	T	246	246	100	0	6.8	A	--
	R	52	57	110	0	3.4	A	--
	Subtotal	300	307	102	--	6.3	A	--
WB	L	53	49	92	0	21.3	C	--
	T	490	513	105	0	8.9	A	--
	R	1	0	0	0	0.0	--	--
	Subtotal	544	562	103	--	10.0	A	--
Total		1061	1081	102	--	8.6	A	--

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #1: Sanford-Madera/Tamalpais



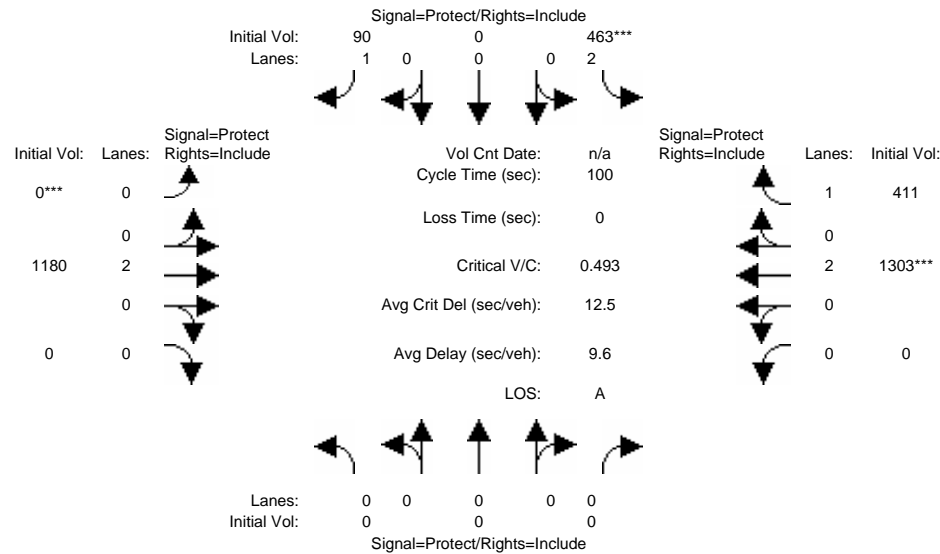
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	70	130	180	230	85	210	235	730	90	200	850	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	130	180	230	85	210	235	730	90	200	850	320
Added Vol:	0	2	7	3	1	4	6	31	0	0	19	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	132	187	233	86	214	241	761	90	200	869	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	132	187	233	86	214	241	761	90	200	869	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	132	187	233	86	214	241	761	90	200	869	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	132	187	233	86	214	241	761	90	200	869	323
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.97	0.97	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	0.35	0.65	1.00	1.46	0.54	1.00	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	647	1220	1615	2678	989	1615	1805	3177	376	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.12	0.09	0.09	0.13	0.13	0.24	0.24	0.11	0.24	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.22	0.22	0.17	0.22	0.22	0.22	0.42	0.42	0.19	0.39	0.39
Volume/Cap:	0.61	0.48	0.52	0.52	0.40	0.61	0.61	0.58	0.58	0.58	0.61	0.51
Delay/Veh:	41.5	34.7	35.4	38.7	34.0	38.7	38.3	23.0	23.0	39.0	25.2	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	34.7	35.4	38.7	34.0	38.7	38.3	23.0	23.0	39.0	25.2	23.8
LOS by Move:	D	C	D	D	C	D	D	C	C	D	C	C
HCM2kAvgQ:	7	6	6	5	4	7	8	11	11	6	12	8

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #2: Corte Madera/Tamalpais



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	0	0	0	460	0	90	0	1140	0	0	1280	410
Growth Adj:	1.00	1.00	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	460	0	90	0	1140	0	0	1280	410
Added Vol:	0	0	0	3	0	0	0	40	0	0	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	463	0	90	0	1180	0	0	1303	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	463	0	90	0	1180	0	0	1303	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	463	0	90	0	1180	0	0	1303	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	463	0	90	0	1180	0	0	1303	411

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	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	0	0	3610	1615

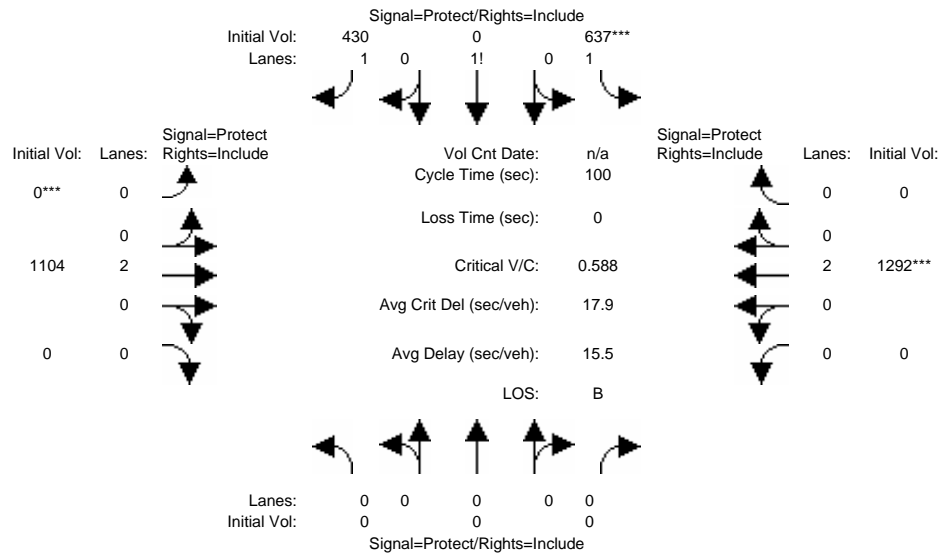
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.06	0.00	0.33	0.00	0.00	0.36	0.25
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.21	0.00	0.45	0.00	0.00	0.49	0.35
Delay/Veh:	0.0	0.0	0.0	31.3	0.0	28.6	0.0	5.5	0.0	0.0	5.8	5.0
User DelAdj:	1.00	1.00	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	31.3	0.0	28.6	0.0	5.5	0.0	0.0	5.8	5.0
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	2	0	8	0	0	9	5

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #3: 101 SB Off/Tamalpais



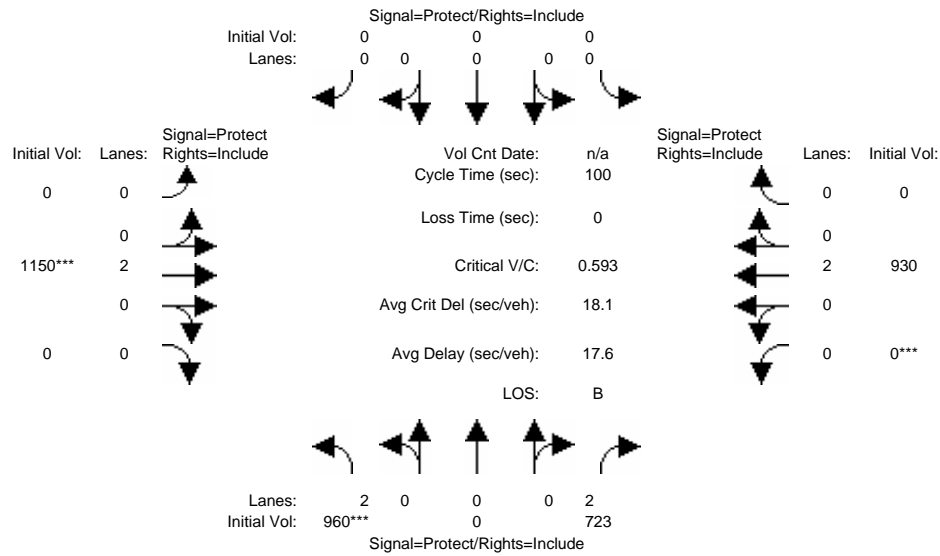
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	600	0	430	0	1060	0	0	1260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	600	0	430	0	1060	0	0	1260	0
Added Vol:	0	0	0	37	0	0	0	44	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	637	0	430	0	1104	0	0	1292	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	637	0	430	0	1104	0	0	1292	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	637	0	430	0	1104	0	0	1292	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	637	0	430	0	1104	0	0	1292	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	0.95	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	1.60	0.00	1.40	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	2770	0	2433	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.18	0.00	0.31	0.00	0.00	0.36	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.45	0.00	0.50	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	24.6	0.0	22.6	0.0	11.2	0.0	0.0	12.3	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	24.6	0.0	22.6	0.0	11.2	0.0	0.0	12.3	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	10	0	7	0	10	0	0	13	0

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #4: 101 NB Off/Tamalpais



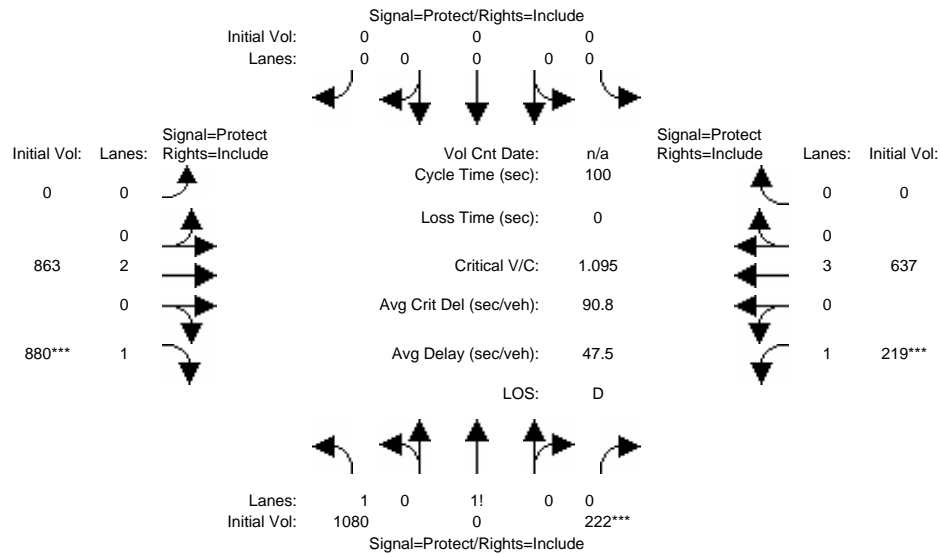
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	960	0	640	0	0	0	0	1070	0	0	860	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	960	0	640	0	0	0	0	1070	0	0	860	0
Added Vol:	0	0	83	0	0	0	0	80	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	0	723	0	0	0	0	1150	0	0	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:	960	0	723	0	0	0	0	1150	0	0	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	0	723	0	0	0	0	1150	0	0	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:	960	0	723	0	0	0	0	1150	0	0	930	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3502	0	2842	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.25	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.26	0.00
Crit Moves:	***							***			***	
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.59	0.00	0.55	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.48	0.00
Delay/Veh:	20.5	0.0	19.9	0.0	0.0	0.0	0.0	16.2	0.0	0.0	14.6	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:	20.5	0.0	19.9	0.0	0.0	0.0	0.0	16.2	0.0	0.0	14.6	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	12	0	9	0	0	0	0	13	0	0	9	0

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #5: San Clemente/Tamalpais-Redwood



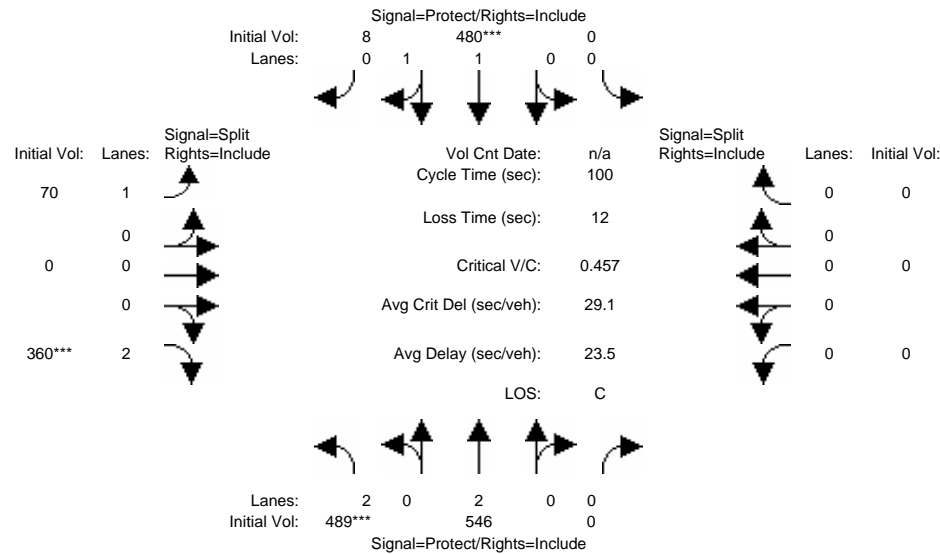
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1080	0	170	0	0	0	0	700	880	180	510	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	0	170	0	0	0	0	700	880	180	510	0
Added Vol:	0	0	52	0	0	0	0	163	0	39	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	0	222	0	0	0	0	863	880	219	637	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	0	222	0	0	0	0	863	880	219	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	0	222	0	0	0	0	863	880	219	637	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1080	0	222	0	0	0	0	863	880	219	637	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.91	1.00
Lanes:	1.71	0.00	0.29	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	3036	0	518	0	0	0	0	3610	1615	1805	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.43	0.00	0.00	0.00	0.00	0.24	0.54	0.12	0.12	0.00
Crit Moves:			****						****	****		
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.50	0.50	0.11	0.61	0.00
Volume/Cap:	0.91	0.00	1.10	0.00	0.00	0.00	0.00	0.48	1.10	1.10	0.20	0.00
Delay/Veh:	37.5	0.0	86.5	0.0	0.0	0.0	0.0	16.8	86.1	135.8	8.8	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:	37.5	0.0	86.5	0.0	0.0	0.0	0.0	16.8	86.1	135.8	8.8	0.0
LOS by Move:	D	A	F	A	A	A	A	B	F	F	A	A
HCM2kAvgQ:	22	0	36	0	0	0	0	9	41	13	3	0

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #6: South Entrance/Redwood



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0

Volume Module:												
Base Vol:	370	500	0	0	420	5	60	0	270	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:	370	500	0	0	420	5	60	0	270	0	0	0
Added Vol:	119	46	0	0	60	3	10	0	90	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	546	0	0	480	8	70	0	360	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:	489	546	0	0	480	8	70	0	360	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	546	0	0	480	8	70	0	360	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	489	546	0	0	480	8	70	0	360	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	0.95	0.95	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.97	0.03	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	0	3544	59	1805	0	2842	0	0	0

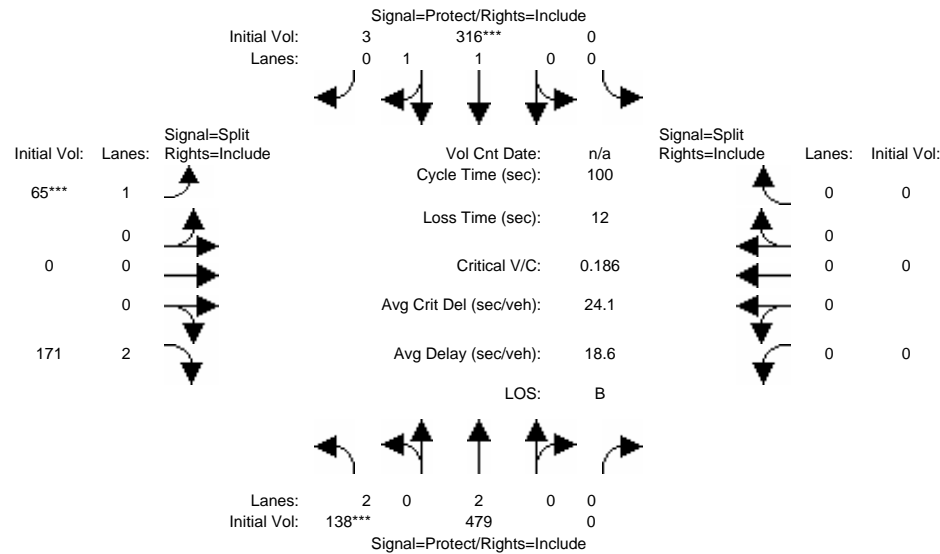
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.00	0.00	0.14	0.14	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.31	0.60	0.00	0.00	0.30	0.30	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.46	0.25	0.00	0.00	0.46	0.46	0.14	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	28.3	9.4	0.0	0.0	28.9	28.9	27.3	0.0	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	9.4	0.0	0.0	28.9	28.9	27.3	0.0	30.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	6	4	0	0	7	7	2	0	6	0	0	0

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #7: Middle Entrance/Redwood



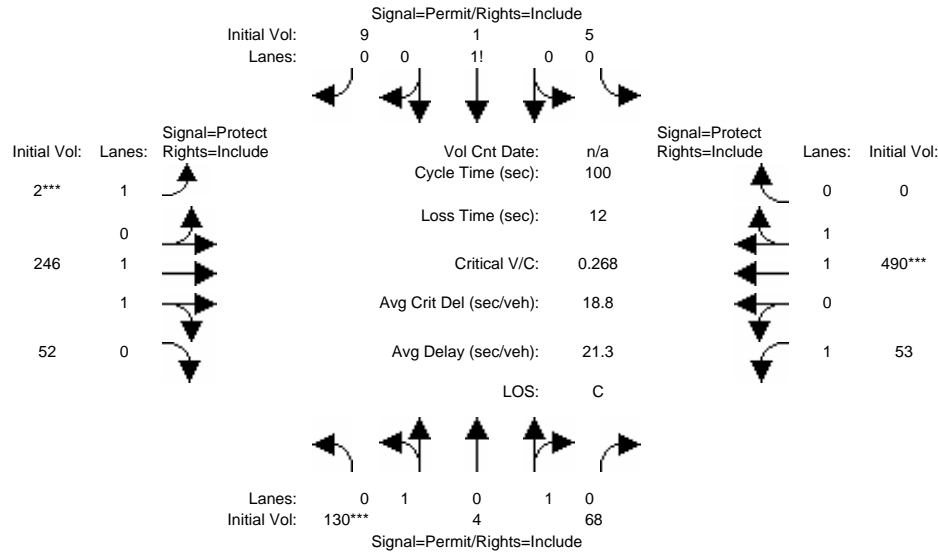
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Volume Module:												
Base Vol:	120	440	0	0	285	0	55	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	440	0	0	285	0	55	0	140	0	0	0
Added Vol:	18	39	0	0	31	3	10	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	479	0	0	316	3	65	0	171	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:	138	479	0	0	316	3	65	0	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	479	0	0	316	3	65	0	171	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	138	479	0	0	316	3	65	0	171	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	0.95	0.95	1.00	0.75	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3502	3610	0	0	3572	34	1805	0	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.00	0.00	0.09	0.09	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.18	0.60	0.00	0.00	0.41	0.41	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.21	0.22	0.00	0.00	0.21	0.21	0.13	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	34.8	9.3	0.0	0.0	18.9	18.9	26.9	0.0	27.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	9.3	0.0	0.0	18.9	18.9	26.9	0.0	27.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	2	4	0	0	3	3	1	0	2	0	0	0

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #8: Northeast Entrance/Redwood



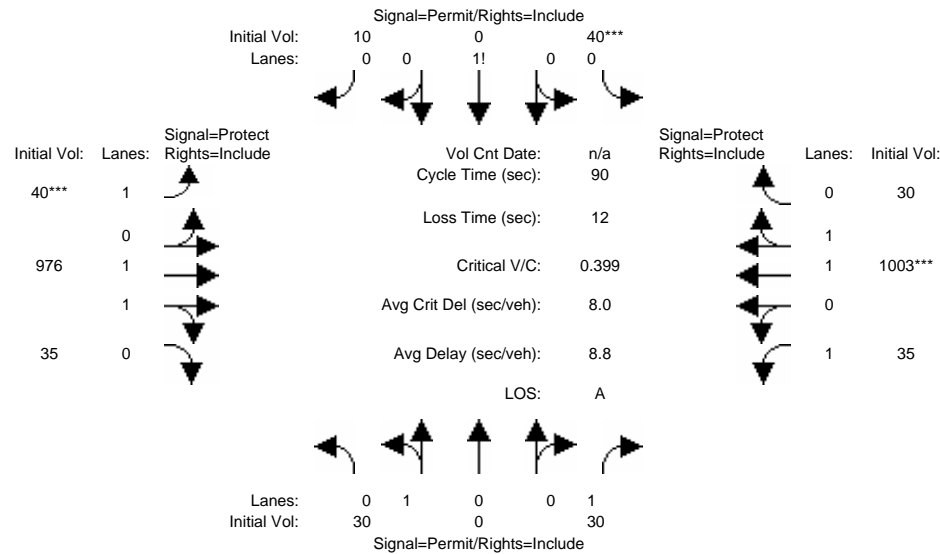
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	4	50	5	1	9	2	230	45	40	455	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	4	50	5	1	9	2	230	45	40	455	0
Added Vol:	20	0	18	0	0	0	0	16	7	13	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	4	68	5	1	9	2	246	52	53	490	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	4	68	5	1	9	2	246	52	53	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	4	68	5	1	9	2	246	52	53	490	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	4	68	5	1	9	2	246	52	53	490	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.86	0.86	0.86	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.06	0.94	0.33	0.07	0.60	1.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	1314	73	1241	545	109	981	1805	2903	614	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.05	0.01	0.01	0.01	0.00	0.08	0.08	0.03	0.14	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.32	0.32	0.22	0.47	0.00
Volume/Cap:	0.29	0.16	0.16	0.03	0.03	0.03	0.02	0.27	0.27	0.13	0.29	0.00
Delay/Veh:	24.3	23.0	23.0	21.9	21.9	21.9	43.3	25.6	25.6	31.4	16.4	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:	24.3	23.0	23.0	21.9	21.9	21.9	43.3	25.6	25.6	31.4	16.4	0.0
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	A
HCM2kAvgQ:	3	2	2	0	0	0	0	4	4	1	5	0

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #9: Eastman/Tamalpais



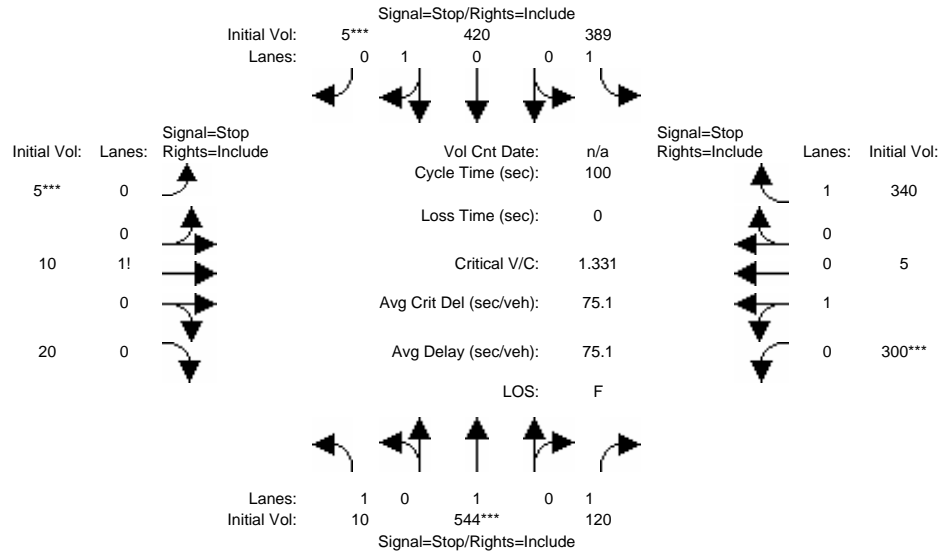
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	0	4	4	0	4	4	10	10	4	10	10
Volume Module:												
Base Vol:	30	0	30	40	0	10	40	940	35	35	980	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	30	40	0	10	40	940	35	35	980	30
Added Vol:	0	0	0	0	0	0	0	36	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	30	40	0	10	40	976	35	35	1003	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:	30	0	30	40	0	10	40	976	35	35	1003	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	30	40	0	10	40	976	35	35	1003	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
Final Volume:	30	0	30	40	0	10	40	976	35	35	1003	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	1.00	0.85	0.72	1.00	0.72	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.80	0.00	0.20	1.00	1.93	0.07	1.00	1.94	0.06
Final Sat.:	1383	0	1615	1090	0	272	1805	3468	124	1805	3491	104
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.04	0.02	0.28	0.28	0.02	0.29	0.29
Crit Moves:				****				****				****
Green/Cycle:	0.09	0.00	0.09	0.09	0.00	0.09	0.06	0.67	0.67	0.11	0.72	0.72
Volume/Cap:	0.24	0.00	0.20	0.40	0.00	0.40	0.40	0.42	0.42	0.18	0.40	0.40
Delay/Veh:	38.9	0.0	38.5	40.6	0.0	40.6	43.7	7.0	7.0	37.2	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	0.0	38.5	40.6	0.0	40.6	43.7	7.0	7.0	37.2	5.1	5.1
LOS by Move:	D	A	D	D	A	D	D	A	A	D	A	A
HCM2kAvgQ:	1	0	1	2	0	2	2	7	7	1	6	6

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #10: Council Crest/Madera-Tamal Vista



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	10	530	120	370	410	5	5	10	20	300	5	340
Growth Adj:	1.00	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	530	120	370	410	5	5	10	20	300	5	340
Added Vol:	0	14	0	19	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	544	120	389	420	5	5	10	20	300	5	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	544	120	389	420	5	5	10	20	300	5	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	544	120	389	420	5	5	10	20	300	5	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	544	120	389	420	5	5	10	20	300	5	340

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	1.00	1.00	1.00	0.99	0.01	0.14	0.29	0.57	0.98	0.02	1.00
Final Sat.:	373	409	429	439	462	6	55	110	220	414	7	490

Capacity Analysis Module:												
Vol/Sat:	0.03	1.33	0.28	0.89	0.91	0.91	0.09	0.09	0.09	0.72	0.72	0.69
Crit Moves:	****			****			****			****		
Delay/Veh:	12.3	190	13.8	47.8	49.3	49.3	13.1	13.1	13.1	30.1	30.1	24.6
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:	12.3	190	13.8	47.8	49.3	49.3	13.1	13.1	13.1	30.1	30.1	24.6
LOS by Move:	B	F	B	E	E	E	B	B	B	D	D	C
ApproachDel:	156.1			48.6			13.1			27.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	156.1			48.6			13.1			27.2		
LOS by Appr:	F			E			B			D		
AllWayAvgQ:	0.0	20.3	0.4	4.5	5.1	5.1	0.1	0.1	0.1	2.2	2.2	2.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Council Crest/Madera-Tamal Vista

Future Volume Alternative: Peak Hour Warrant Met

	North Bound	South Bound	East Bound	West Bound
Approach:				
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	1 0 1 0 1	1 0 0 1 0	0 0 1 0 0	0 1 0 0 1
Initial Vol:	10 544 120	389 420 5	5 10 20	300 5 340
Major Street Volume:	1488			
Minor Approach Volume:	645			
Minor Approach Volume Threshold:	203			

SIGNAL WARRANT DISCLAIMER

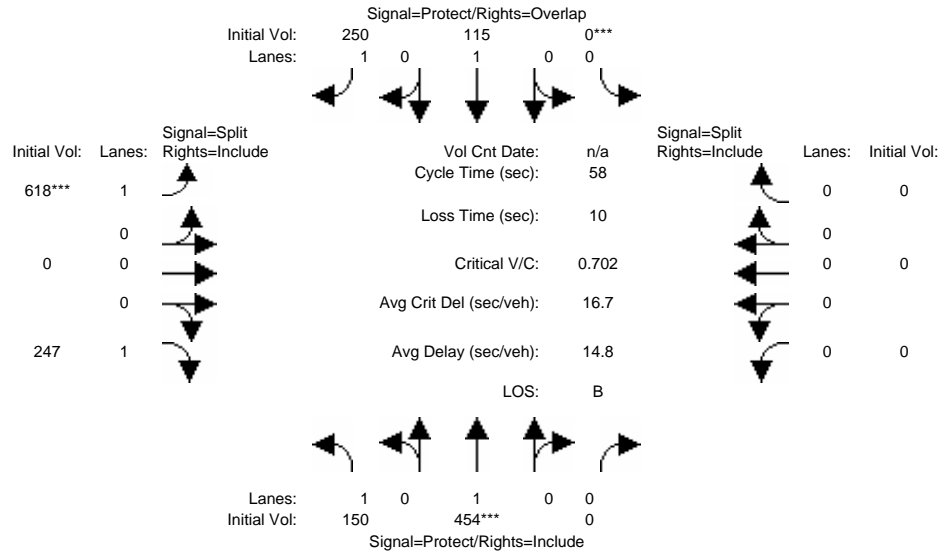
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #11: Wornum/Redwood



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	2	4	0	0	4	4	4	0	4	0	0	0

Volume Module:												
Base Vol:	140	400	0	0	100	220	600	0	220	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:	140	400	0	0	100	220	600	0	220	0	0	0
Added Vol:	10	54	0	0	15	30	18	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	454	0	0	115	250	618	0	247	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	454	0	0	115	250	618	0	247	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	454	0	0	115	250	618	0	247	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	454	0	0	115	250	618	0	247	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0

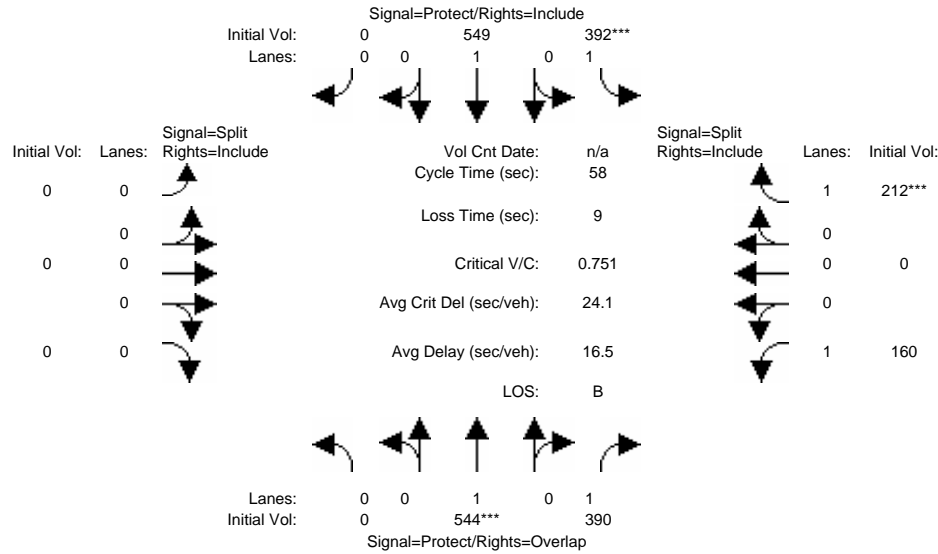
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.00	0.06	0.15	0.34	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.34	0.00	0.00	0.15	0.64	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.45	0.70	0.00	0.00	0.39	0.24	0.70	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	21.9	20.1	0.0	0.0	22.9	4.5	14.2	0.0	9.2	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:	21.9	20.1	0.0	0.0	22.9	4.5	14.2	0.0	9.2	0.0	0.0	0.0
LOS by Move:	C	C	A	A	C	A	B	A	A	A	A	A
HCM2kAvgQ:	3	9	0	0	2	2	10	0	3	0	0	0

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #12: Wornum/Tamal Vista



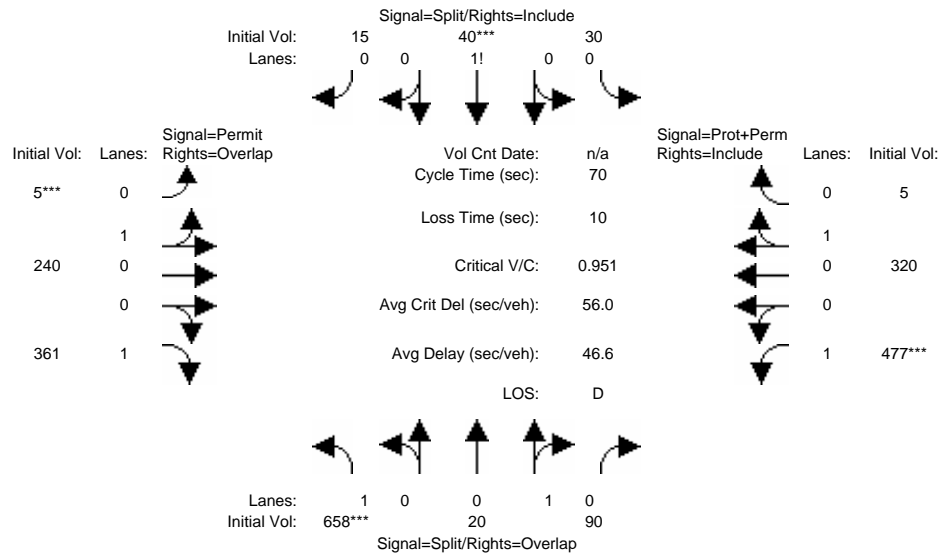
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	4	4	2	4	0	0	0	0	4	0	4
Volume Module:												
Base Vol:	0	530	390	350	520	0	0	0	0	160	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	530	390	350	520	0	0	0	0	160	0	210
Added Vol:	0	14	0	42	29	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	544	390	392	549	0	0	0	0	160	0	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	544	390	392	549	0	0	0	0	160	0	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	544	390	392	549	0	0	0	0	160	0	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	544	390	392	549	0	0	0	0	160	0	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1615	1805	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.24	0.22	0.29	0.00	0.00	0.00	0.00	0.09	0.00	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.38	0.56	0.29	0.67	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.75	0.43	0.75	0.43	0.00	0.00	0.00	0.00	0.51	0.00	0.75
Delay/Veh:	0.0	20.0	7.9	24.8	4.7	0.0	0.0	0.0	0.0	23.0	0.0	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	7.9	24.8	4.7	0.0	0.0	0.0	0.0	23.0	0.0	33.5
LOS by Move:	A	B	A	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	4	8	5	0	0	0	0	3	0	6

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #13: Fifer/Tamal Vista



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	4	4	4	4	4	4	4	4	2	4	4

Volume Module:												
Base Vol:	650	20	90	30	40	15	5	240	350	430	320	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:	650	20	90	30	40	15	5	240	350	430	320	5
Added Vol:	8	0	0	0	0	0	0	0	11	47	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	658	20	90	30	40	15	5	240	361	477	320	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:	658	20	90	30	40	15	5	240	361	477	320	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	20	90	30	40	15	5	240	361	477	320	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
Final Volume:	658	20	90	30	40	15	5	240	361	477	320	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.96	0.96	0.96	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.18	0.82	0.35	0.47	0.18	0.02	0.98	1.00	1.00	0.98	0.02
Final Sat.:	1805	303	1363	643	858	322	39	1859	1615	1805	1867	29

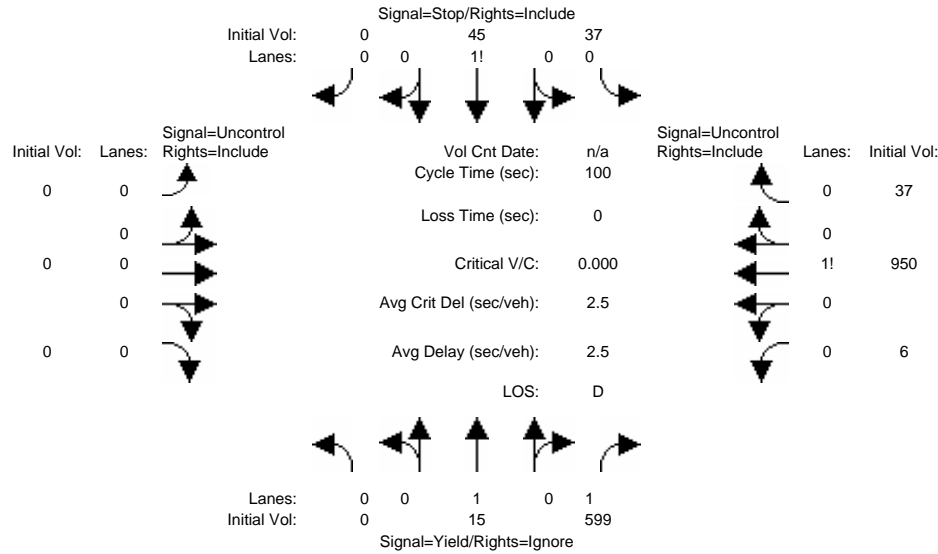
Capacity Analysis Module:												
Vol/Sat:	0.36	0.07	0.07	0.05	0.05	0.05	0.13	0.13	0.22	0.26	0.17	0.17
Crit Moves:	***				***		***			***		
Green/Cycle:	0.38	0.38	0.66	0.06	0.06	0.06	0.18	0.14	0.52	0.24	0.24	0.24
Volume/Cap:	0.95	0.17	0.10	0.82	0.82	0.82	0.72	0.95	0.43	1.05	0.72	0.72
Delay/Veh:	42.9	14.3	4.3	69.9	69.9	69.9	34.7	71.6	10.7	82.5	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	14.3	4.3	69.9	69.9	69.9	34.7	71.6	10.7	82.5	30.4	30.4
LOS by Move:	D	B	A	E	E	E	C	E	B	F	C	C
HCM2kAvgQ:	19	2	1	4	4	4	7	9	5	18	8	8

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #14: Fifer/Lucky



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	15	590	35	45	0	0	0	0	0	950	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	15	590	35	45	0	0	0	0	0	950	35
Added Vol:	0	0	9	2	0	0	0	0	0	6	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	599	37	45	0	0	0	0	6	950	37
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:	0	15	0	37	45	0	0	0	0	6	950	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	15	0	37	45	0	0	0	0	6	950	37
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx	xxxxxx	xxxxx	xxxxxx	2.2	xxxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxxx	999	0	988	981	xxxxxx	xxxxx	xxxxx	xxxxxx	0	xxxxx	xxxxxx
Potent Cap.:	xxxxx	245	900	228	252	xxxxxx	xxxxx	xxxxx	xxxxxx	900	xxxxx	xxxxxx
Move Cap.:	xxxxx	244	900	216	250	xxxxxx	xxxxx	xxxxx	xxxxxx	900	xxxxx	xxxxxx
Volume/Cap:	xxxxx	0.06	0.00	0.17	0.18	xxxxx	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxxx	0.2	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	0.0	xxxxx	xxxxxx
Control Del:	xxxxxx	20.7	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	9.0	xxxxx	xxxxxx
LOS by Move:	*	C	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	233	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxxx	1.5	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	28.5	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	*	*	*
ApproachDel:	20.7			28.5			xxxxxxx			xxxxxxx		
ApproachLOS:	C			D			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Fifer/Lucky

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0 1	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 15 599	37 45 0	0 0 0	6 950 37
ApproachDel:	20.7	28.5	xxxxxxx	xxxxxxx

```

Approach[northbound][lanes=2][control=Yield Sign]
Signal Warrant Rule #1: [vehicle-hours=3.5]
  FAIL - Controller not stop sign.
Signal Warrant Rule #2: [approach volume=614]
  SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1689]
  SUCCEED - Total volume greater than or equal to 650 for intersection
    with less than four approaches.

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Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=82]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1689]
  SUCCEED - Total volume greater than or equal to 650 for intersection
    with less than four approaches.

```

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Fifer/Lucky

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Yield Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0 1	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 15 599	37 45 0	0 0 0	6 950 37

```

Major Street Volume:          993
Minor Approach Volume:       614
Minor Approach Volume Threshold: 295

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SIGNAL WARRANT DISCLAIMER

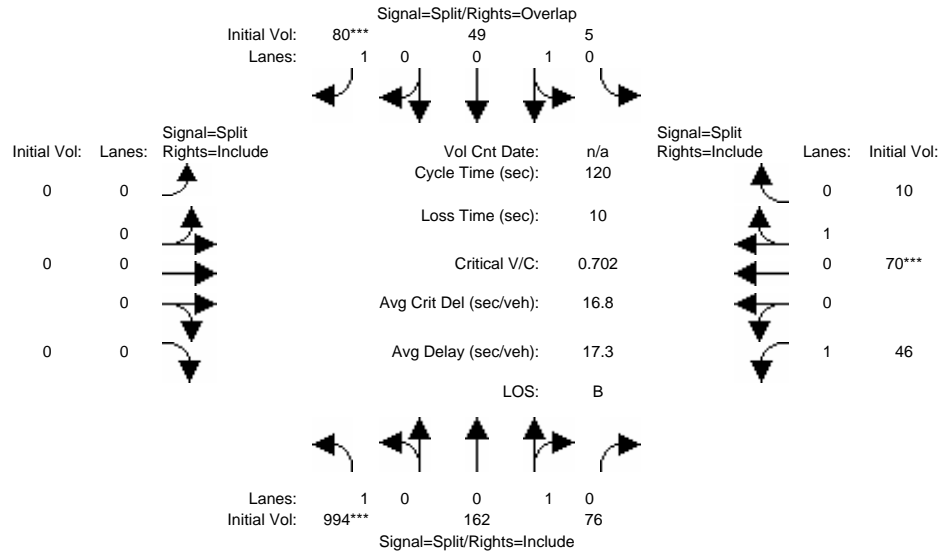
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #15: 101 On-Industrial/Redwood



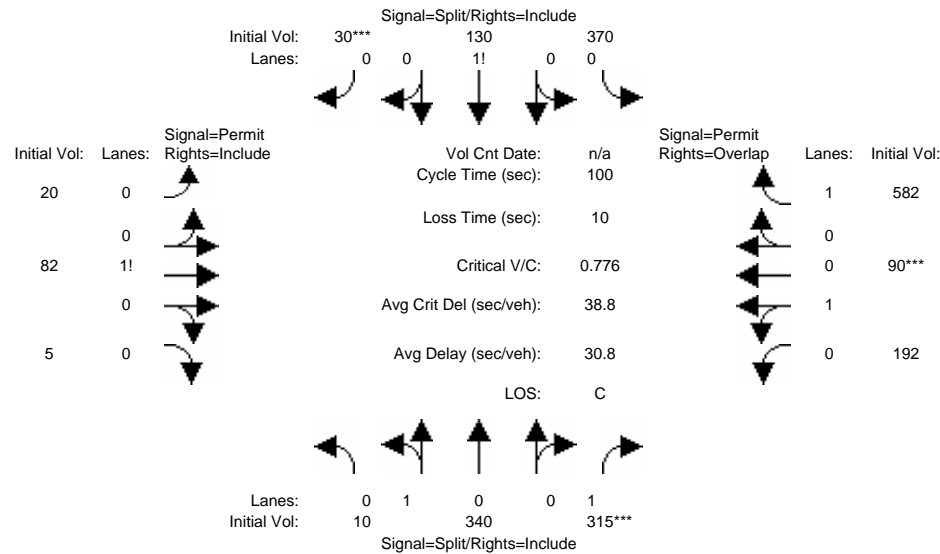
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	4	4	4	0	0	0	4	4	4
Volume Module:												
Base Vol:	940	150	70	5	40	80	0	0	0	40	70	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	940	150	70	5	40	80	0	0	0	40	70	10
Added Vol:	54	12	6	0	9	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	994	162	76	5	49	80	0	0	0	46	70	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:	994	162	76	5	49	80	0	0	0	46	70	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	994	162	76	5	49	80	0	0	0	46	70	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:	994	162	76	5	49	80	0	0	0	46	70	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	1.00	1.00	0.85	1.00	1.00	1.00	0.85	0.98	0.98
Lanes:	1.00	0.68	0.32	0.09	0.91	1.00	0.00	0.00	0.00	1.00	0.87	0.13
Final Sat.:	1805	1231	578	175	1715	1615	0	0	0	1615	1631	233
Capacity Analysis Module:												
Vol/Sat:	0.55	0.13	0.13	0.03	0.03	0.05	0.00	0.00	0.00	0.03	0.04	0.04
Crit Moves:	***					***					***	
Green/Cycle:	0.78	0.78	0.78	0.07	0.07	0.07	0.00	0.00	0.00	0.06	0.06	0.06
Volume/Cap:	0.70	0.17	0.17	0.40	0.40	0.70	0.00	0.00	0.00	0.47	0.70	0.70
Delay/Veh:	7.8	3.3	3.3	55.4	55.4	72.3	0.0	0.0	0.0	57.9	73.0	73.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	3.3	3.3	55.4	55.4	72.3	0.0	0.0	0.0	57.9	73.0	73.0
LOS by Move:	A	A	A	E	E	E	A	A	A	E	E	E
HCM2kAvgQ:	18	2	2	2	2	4	0	0	0	2	4	4

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #16: Corte Madera/Redwood



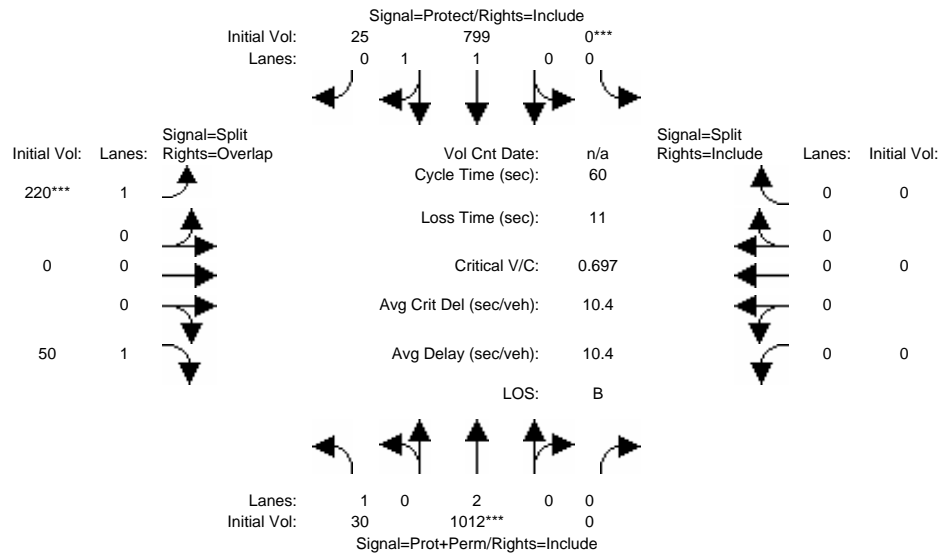
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	340	310	340	130	30	20	80	5	190	90	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	340	310	340	130	30	20	80	5	190	90	560
Added Vol:	0	0	5	30	0	0	0	2	0	2	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	340	315	370	130	30	20	82	5	192	90	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	340	315	370	130	30	20	82	5	192	90	582
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	340	315	370	130	30	20	82	5	192	90	582
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	340	315	370	130	30	20	82	5	192	90	582
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.96	0.96	0.96	0.91	0.91	0.91	0.70	0.70	0.85
Lanes:	0.03	0.97	1.00	0.70	0.24	0.06	0.19	0.76	0.05	0.68	0.32	1.00
Final Sat.:	54	1844	1615	1271	447	103	324	1329	81	904	424	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.20	0.29	0.29	0.29	0.06	0.06	0.06	0.21	0.21	0.36
Crit Moves:			****			****						****
Green/Cycle:	0.25	0.25	0.25	0.38	0.38	0.38	0.27	0.27	0.27	0.27	0.27	0.65
Volume/Cap:	0.73	0.73	0.78	0.78	0.78	0.78	0.23	0.23	0.23	0.78	0.78	0.56
Delay/Veh:	40.2	40.2	43.9	33.1	33.1	33.1	28.4	28.4	28.4	43.6	43.6	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	40.2	43.9	33.1	33.1	33.1	28.4	28.4	28.4	43.6	43.6	10.3
LOS by Move:	D	D	D	C	C	C	C	C	C	D	D	B
HCM2kAvgQ:	11	11	11	16	16	16	3	3	3	10	10	10

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #17: San Clemente/Paradise



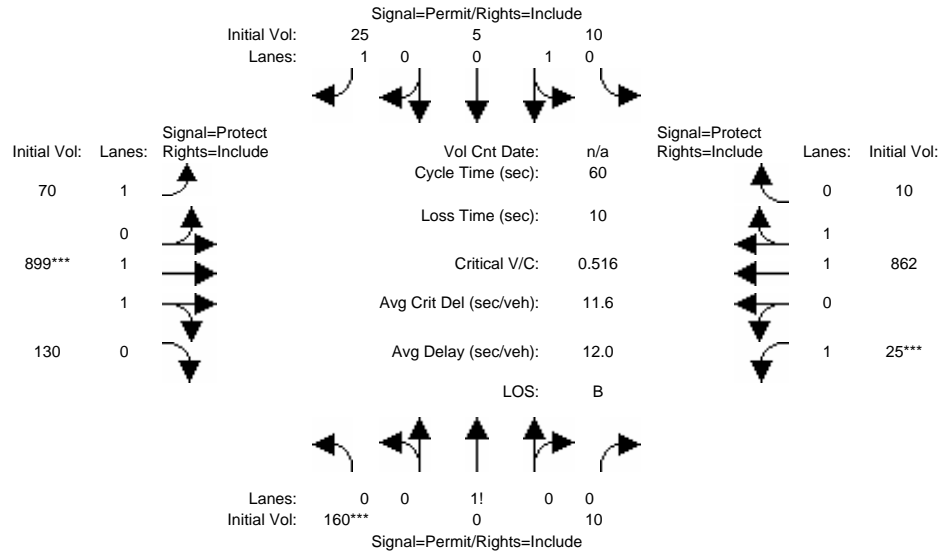
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	0	0	10	10	4	0	4	0	0	0
Volume Module:												
Base Vol:	30	960	0	0	760	25	220	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	960	0	0	760	25	220	0	50	0	0	0
Added Vol:	0	52	0	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1012	0	0	799	25	220	0	50	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:	30	1012	0	0	799	25	220	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1012	0	0	799	25	220	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1012	0	0	799	25	220	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3486	109	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.00	0.00	0.23	0.23	0.12	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.61	0.56	0.00	0.00	0.49	0.49	0.26	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.08	0.50	0.00	0.00	0.47	0.47	0.47	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	5.4	8.4	0.0	0.0	10.3	10.3	19.4	0.0	14.1	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:	5.4	8.4	0.0	0.0	10.3	10.3	19.4	0.0	14.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	0	6	0	0	6	6	4	0	1	0	0	0

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #18: Harbor/Paradise



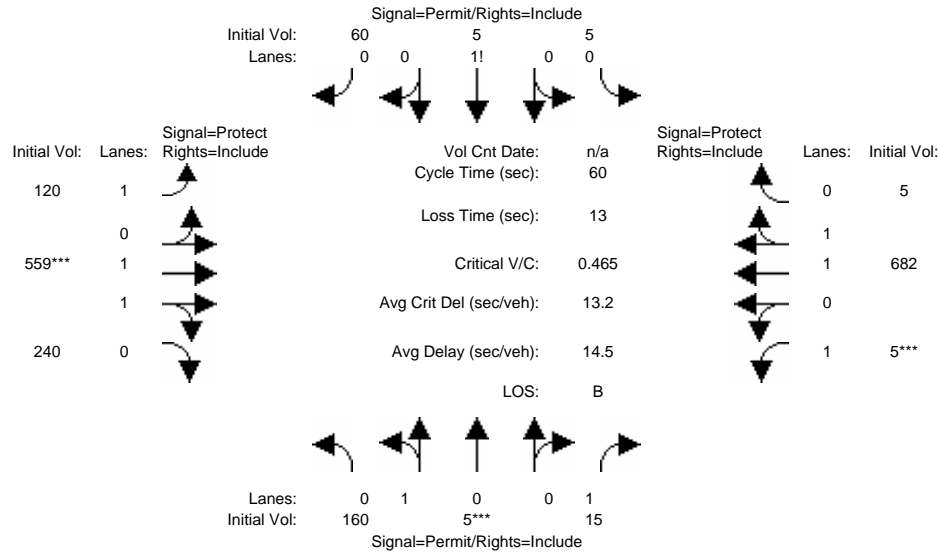
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	10	10	4	10	10
Volume Module:												
Base Vol:	160	0	10	10	5	25	70	860	130	25	810	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	0	10	10	5	25	70	860	130	25	810	10
Added Vol:	0	0	0	0	0	0	0	39	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	10	10	5	25	70	899	130	25	862	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:	160	0	10	10	5	25	70	899	130	25	862	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	10	10	5	25	70	899	130	25	862	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
Final Volume:	160	0	10	10	5	25	70	899	130	25	862	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	1.00	0.71	0.85	0.85	0.85	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	0.94	0.00	0.06	0.67	0.33	1.00	1.00	1.75	0.25	1.00	1.98	0.02
Final Sat.:	1270	0	79	1075	538	1615	1805	3094	447	1805	3561	41
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.01	0.01	0.02	0.04	0.29	0.29	0.01	0.24	0.24
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.23	0.23	0.23	0.23	0.13	0.53	0.53	0.07	0.47	0.47
Volume/Cap:	0.54	0.00	0.54	0.04	0.04	0.07	0.30	0.54	0.54	0.21	0.51	0.51
Delay/Veh:	22.2	0.0	22.2	17.9	17.9	18.1	24.3	9.5	9.5	27.4	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	0.0	22.2	17.9	17.9	18.1	24.3	9.5	9.5	27.4	11.3	11.3
LOS by Move:	C	A	C	B	B	B	C	A	A	C	B	B
HCM2kAvgQ:	4	0	4	0	0	0	1	7	7	1	6	6

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

Corte Madera General Plan
Cumulative - Alternative 3
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative - With Proj PM

Intersection #19: El Camino-Seawolf/Paradise



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Volume Module:												
Base Vol:	160	5	15	5	5	60	120	520	240	5	630	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:	160	5	15	5	5	60	120	520	240	5	630	5
Added Vol:	0	0	0	0	0	0	0	39	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	5	15	5	5	60	120	559	240	5	682	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:	160	5	15	5	5	60	120	559	240	5	682	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	5	15	5	5	60	120	559	240	5	682	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:	160	5	15	5	5	60	120	559	240	5	682	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.85	0.87	0.87	0.87	0.95	0.91	0.91	0.95	0.95	0.95
Lanes:	0.97	0.03	1.00	0.07	0.07	0.86	1.00	1.40	0.60	1.00	1.99	0.01
Final Sat.:	1236	39	1615	118	118	1412	1805	2412	1036	1805	3580	26
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.01	0.04	0.04	0.04	0.07	0.23	0.23	0.00	0.19	0.19
Crit Moves:	****						****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.14	0.46	0.46	0.07	0.39	0.39
Volume/Cap:	0.50	0.50	0.04	0.17	0.17	0.17	0.49	0.50	0.50	0.04	0.49	0.49
Delay/Veh:	20.3	20.3	16.8	17.5	17.5	17.5	25.5	11.7	11.7	26.3	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.3	16.8	17.5	17.5	17.5	25.5	11.7	11.7	26.3	14.1	14.1
LOS by Move:	C	C	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	3	3	0	1	1	1	3	6	6	0	5	5

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