

Final Report

CONGESTION MANAGEMENT PROGRAM SPRING 2004 LEVEL OF SERVICE MONITORING

June 18, 2004

Prepared for:

San Francisco County Transportation Authority

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INTRODUCTION

The California Government Code mandates the development of a Congestion Management Program (CMP) for each county in the state to manage the effects of land use decisions on the transportation system, and vice versa. It requires that all elements of the CMP be monitored at least biennially by the designated Congestion Management Agency (CMA) to determine if the county and city governments, known as Member Agencies, conform to the CMP. The San Francisco County Transportation Authority (SFCTA) is the designated CMA for San Francisco County, and therefore is responsible for CMP monitoring.

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by the San Francisco County Transportation Authority to document the Congestion Management Program Level of Service (LOS) Monitoring for Spring 2004. The San Francisco CMP roadway network covers 134 miles, of which freeways comprise 17 miles and arterial streets the remaining 117 miles. Contained in this report is a description of the annual monitoring and conformance requirements as well as the results and LOS conformance findings for the approximate 229 arterial and freeway segments surveyed, consisting of approximately 143 miles of arterials and 66 miles of freeways.

LOS STANDARD

The California Government Code requires the establishment of operating standards for the CMP designated network of roadway facilities, and it allows the CMA to choose the methods and sources for measuring LOS. Member Agencies must demonstrate that all CMP system roadways within their jurisdictions are operating at or above the CMP traffic LOS standard. Section 65089(b)(1)(B) states that "In no case shall the LOS standards established be below the LOS E or the current level, whichever is farthest from LOS A. When the level of service on a segment or at an intersection fails to attain the established level of service standard, a deficiency plan shall be adopted pursuant to section 65089.4." **Table 1** provides descriptions of traffic conditions associated with each of the six basic levels of service.

For LOS monitoring purposes, the CMP network segments are divided into three categories:

- Exempted – segments which were at LOS F during the first monitoring cycle (1991) and are legislatively exempted from the LOS E standard;
- Tier 1 – non-exempt segments which were at a LOS D, E, or F during the most recent monitoring cycle; and
- Tier 2 – non-exempt segments which were at a LOS A, B, or C during the most recent monitoring cycle.

Tier 1 segments are monitored each cycle since these are the segments with the greatest potential to exceed (or fail) the LOS standard. Exempted segments and Tier 2 segments are monitored periodically, no less than every three monitoring cycles. The Spring 2004 monitoring cycle collected data on all Tier 1 segments and on a small subset of Tier 2 and exempted segments. Three potentially deficient segments from the 2001/2 monitoring cycle were also monitored. The Tier 2 and exempted segments are included to provide data useful for the Authority's planning studies.

The CMP LOS standard for San Francisco County is consistent with CMP mandated criteria and was established at LOS E in the initial (1991) CMP network. This is the desirable level of service for roadways to provide vehicle movement during peak periods. Facilities which operated at LOS F at the time of the 1991 "baseline" monitoring are legislatively exempt from the LOS standards. These exempt facilities are monitored periodically for planning purposes. For freeway segments, Level of Service F is reached when the average speed is less than 30 mph. For non-freeway routes of Class 3, which comprises the majority of the segments in the CMP roadway network, Level of Service F is reached when the average speed is less than 7 mph.

The SFCTA uses the methodology of the *Highway Capacity Manual (HCM)* to monitor LOS on the CMP network. All freeway and arterial segments in the network are monitored using the floating vehicle technique, which allows for determination of LOS on the basis of average operating speed. The specific methodologies used for monitoring freeway and arterial segments are listed below:

- Freeway Segments – Evaluated using the "basic freeway sections" methodology in the 1985 HCM, Chapter 3. This methodology determines level of service for each freeway segment using its relation to average travel speed.
- Urban Arterial – Evaluated using the "urban and suburban arterials" methodology in the 1985 HCM, Chapter 11. Urban street LOS is based on the relation between it and the average through-vehicle travel speed for the segment or for the entire street under consideration. Travel speed is the basic service measure for urban streets. The average travel speed is computed from the running times on the urban street and the control delay of through movements at signalized intersections.

Table 1 describes the operational characteristics associated with each level of service category.

Table 1 – Intersection Level of Service Definitions

LOS	Description
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.
B	Stable traffic. Traffic flows smoothly with few delays.
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.
D	Delay becomes more noticeable.
E	Traffic volumes are at or close to capacity, resulting in significant delays and average speeds which are no more than about one-third the uncongested speed.
F	Traffic demand exceeds available capacity with very slow speeds, long delays and standing queues at signalized intersections.

Tables 2 and 3 show the relationship between average travel speed and level of service for each classification of arterial roadway and freeway segment, respectively.

Table 2 – Arterial Level of Service

Arterial Class	I	II	III
Range of Free Flow Speeds (mph)	45 to 35	35 to 30	35 to 25
Typical Free Flow Speed (mph)	40 mph	33 mph	27 mph
Level of Service	Average Travel Speed (mph)		
A	≥35	≥30	≥25
B	≥28	≥24	≥19
C	≥22	≥18	≥13
D	≥17	≥14	≥9
E	≥13	≥10	≥7
F	<13	<10	<7

Table 3 – Freeway Level of Service

LOS	Density (pc/mi/ln)	Speed (mph)	v/c Ratio	Saturation Flow (pcphpl)
A	≤12	≥60	0.35	700
B	≤20	≥55	0.58	1,000
C	≤30	≥49	0.75	1,500
D	≤42	≥41	0.90	1,800
E	≤67	≥30	1.00	2,000
F	>67	<30	–	–

DATA COLLECTION

Kimley-Horn and our sub-consultant, Baymetrics, used the floating vehicle technique to collect data for approximately 229 arterial and freeway segments consisting of approximately 143 miles of arterials and 66 miles of freeway. The floating vehicle technique allows for determination of LOS on the basis of average operating speed obtained from the surveys completed. **Table 4** provides further detail on the scope of the data collection.

Table 4 – Spring 2004 Monitoring Cycle CMP Segments

Segments	AM Peak		PM Peak		Total	
	No.	Dist.	No.	Dist.	No.	Dist.
Arterial	97	68.7	106	74.7	203	143.4
Freeway	12	31.7	14	34.3	26	66.0
Total	109	100.4	120	109.0	229	209.4

Monitoring consisted of travel time surveys that were conducted during April and May 2004. Travel time surveys were collected during the AM peak period between 7:00am and 9:00am and during the PM peak period between 4:00pm and 6:00pm. Surveys were not conducted on Monday mornings and Friday afternoons to avoid traffic conditions considered atypical to average operation levels. Spreadsheets summarizing and detailing the travel time surveys completed for each segment are provided in the Appendix. Each spreadsheet lists the average travel time, average delay time, average number of stops, average travel speed, and average free flow travel speed for each corridor. The average delay time and number of stops is additional information beyond the requirements of this report but effect total travel time, and therefore can be used by the Authority in future planning studies or deficiency planning.

Each arterial and freeway segment was surveyed three times per segment in both the AM and PM peak periods. Upon completion of the three surveys for each segment, Kimley-Horn calculated the average speed of each run conducted. To conform to recommended procedures established by the Institute of Transportation Engineers, Kimley-Horn used the calculated average speed data to verify that the minimum sample size was satisfied. If these surveys were found to be insufficient, additional travel time runs on specific segments were completed to conform to the ITE procedure. These additional runs were conducted on May 27 and June 2, 2004.

Confidence Limits

Based on the purpose of the travel time surveys conducted for this report, an error of ± 2.0 mph to ± 4.0 mph is permitted in the calculation of the mean travel speed. This permitted error relates to an appropriate minimum sample size requirement for travel time studies with a confidence level of 95%¹. **Table 5** shows the relation between the allowable range in average travel speed and the number of runs required for the surveys conducted for this report. As noted, for segments which did not satisfy these requirements, additional travel time surveys were collected. For this report, the number of samples varied between three and five, depending on the conformance level. The number of runs conducted for each segment is listed in the **Appendix**.

Table 5 – Sample Size Requirements for Studies with 95% Confidence Level

Average Range in Travel Speed (mph)	Minimum Number of Runs
2.5	2
5.0	2
10.0	4
15.0	6
20.0	8

Construction Activities

During the period of the data collection there were several areas in the City where construction activities had a distinct effect on traffic flow characteristics. To the extent possible, data collection was delayed for these segments to limit the collection of data during construction activity. Despite these efforts, the following roadways were surveyed when detours, lane closures, or other construction activities were in place.

- 1st Street
- 9th Street
- Cesar Chavez
- Fremont
- Geary
- Kearny
- Market
- Mission
- Oak
- Ocean

As noted, construction activity was present for sections of the above arterial roadways for the entire monitoring period and therefore data collection was conducted despite construction. Results of the data collection show that two corridors, Kearny and Mission, were analyzed to operate below the LOS E standard at LOS F. The delay due

¹ Institute of Transportation Engineers, Transportation and Traffic Engineering Handbook, p 17.12, 1982.

to construction activity can not be approximated on these corridors and these results should be discounted as part of the historical monitoring record for each corridor. The 2004 Spring monitoring results will be documented for these segments in this report with strikethrough (~~strikethrough~~) characters to note the collection of data during construction activity. It is recommended that these segments be collected during the next monitoring cycle.

Segment Changes

Based on observations during collection of the data for this report, it is recommended that a few segments boundaries be considered for modification by the Authority. The Geary Boulevard segment between Great Highway and 25th Avenue changes in character and operation throughout its route, especially in the west portion of the segment. A review of the west boundary should consider a location as west as 48th Avenue and as east as 40th Avenue as the possible new western boundary of this segment. In addition, the closing of the Fell Street ramps in 2003 permanently changed the segment of US-101 between the Fell/Laguna exits and the I-80 interchange. It is recommended that the Fell/Laguna boundary be changed to the Mission exit in the northwest travel direction and the Van Ness exit in the south direction. Data collection was conducted on US-101 between these recommended boundaries during the PM peak period and results are documented in this report.

MONITORING RESULTS

The Spring 2004 travel time survey results are summarized in the following tables.

- **Table 6** – AM Peak Period LOS F Segments. Details the arterial and freeway segments monitored in Spring 2004 AM peak period with results of LOS F. The table also lists the results for the 1991 baseline and the previous monitoring cycle the segment was monitored.
- **Table 7** – PM Peak Period LOS F Segments. Details the arterial and freeway segments monitored in Spring 2004 PM peak period with results of LOS F. The table also lists the results for the 1991 baseline and the previous monitoring cycle the segment was monitored.
- **Table 8** – AM Level of Service Monitoring (1991-2004). Details the AM 2004 Spring LOS monitoring results for arterial and freeway routes, as well as historical LOS monitoring results for the entire CMP roadway network. It should be noted that some of the LOS results for class I arterial segments monitored during the 2001 cycle were found to be incorrectly reported and have been updated.
- **Table 9** – PM Level of Service Monitoring (1991-2004). Details the PM 2004 Spring LOS monitoring results for arterial and freeway routes, as well as historical LOS monitoring results for the entire CMP roadway network. It should be noted that some of the LOS results for class I arterial segments monitored during the 2001 cycle were found to be incorrectly reported and have been updated.

Table 6 – AM Peak Period LOS F Segments

CMP Route	From	To	Dir.	Status	Study Results	Comments
3 rd Street	China Basin	Market	N	1 st Cycle LOS F	1991: 12.1 mph (D) 2001: 9.2 mph (D) 2004: 6.3 mph (F)	Segment requires follow-up monitoring per CMP procedures.
6 th Street	Brannan	Market	N	2 nd Cycle LOS F	1991: C or better 2001: 4.7 mph (F) 2004: 5.5 mph (F)	Segment requires follow-up monitoring per CMP procedures.
7 th Street	Brannan	Market	N	1 st Cycle LOS F	1991: 8.9 mph (E) 1999: 14.2 mph (C) 2004: 6.8 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Broadway	Montgomery	Embarcadero	E	1 st Cycle LOS F	1991: C or better 2001: 11.6 mph (D) 2004: 8.8 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Duboce/ Division	Market	Mission	E	2 nd Cycle LOS F	1991: C or better 2001: 5.5 mph (F) 2004: 5.8 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Duboce/ Division	Potrero	Mission	W	1 st Cycle LOS F	1991: 9.9 mph (D) 2001: 11.3 mph (D) 2004: 5.8 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Fell	Gough	Market	E	1 st Cycle LOS F	1991: C or better 2001: 7.6 mph (E) 2004: 6.1 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Fulton	10 th Avenue	Park Presidio	W	1 st Cycle LOS F	1991: C or better 2001: 10.4 mph (D) 2004: 6.4 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Kearny	Market	Columbus	N	Exempt	1991: 6.3 mph (F) 2001: 12.9 mph (D) 2004: 5.4 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
Mission/Otis	9th Street	14th Street	S	Construction Activity	1991: 9.7 mph (D) 2001: 8.7 mph (E) 2004: 5.8 mph (F)	Monitored during construction activity. Segment will be collected during next monitoring cycle.
Van Ness	Washington	Lombard	N	1 st Cycle LOS F	1991: C or better 2001: 12.6 mph (D) 2004: 6.9 mph (F)	This segment requires follow-up monitoring per CMP procedures.
Van Ness	Golden Gate	Washington	N	1 st Cycle LOS F	1991: C or better 2001: 10.4 mph (D) 2004: 6.9 mph (F)	Segment requires follow-up monitoring per CMP procedures.
US-101	I-280	I-80	N	Exempt	1991: 21.4 mph (F) 2001: 28.1 mph (F) 2004: 27.8 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
I-80	Treasure Island	Fremont Exit	S	Exempt	1991: 17.5 mph (F) 2001: 28.8 mph (F) 2004: 22.3 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
I-80	Fremont Exit	US-101	SW	2 nd Cycle LOS F	1991: 48.1 mph (D) 2001: 25.9 mph (F) 2004: 24.0 mph (F)	Segment requires follow-up monitoring per CMP procedures.
I-80	US-101	Fremont Exit	N	Exempt	1991: 18.6 mph (F) 2001: 16.3 mph (F) 2004: 24.9 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
I-80	Fremont Exit	Treasure Island	NE	1 st Cycle LOS F	1991: 50.6 mph (D) 2001: 36.5 mph (E) 2004: 20.2 mph (F)	Segment requires follow-up monitoring per CMP procedures.

Table 7 – PM Peak Period LOS F Segments

CMP Route	From	To	Dir.	Status	Study Results	Comments
1 st Street	Market	Harrison	S	Exempt	1991: 1.2 mph (F) 2001: 2.1 mph (F) 2004: 2.6 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
5 th Street	Market	Brannan	S	2 nd Cycle LOS F	1991: 7.0 mph (E) 2001: 5.2 mph (F) 2004: 6.3 mph (F)	Segment requires follow-up monitoring per CMP procedures.
6 th Street	Market	Brannan	S	Exempt	1991: 6.7 mph (F) 2001: 6.8 mph (F) 2004: 4.4 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
6 th Street	Brannan	Market	N	2 nd Cycle LOS F	1991: C or better 2001: 6.4 mph (F) 2004: 6.6 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Brannan	Division	9 th Street	E	2 nd Cycle LOS F	1991: C or better 2001: 4.5 mph (F) 2004: 5.4 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Brannan	9 th Street	Division	W	2 nd Cycle LOS F	1991: C or better 2001: 1.8 mph (F) 2004: 5.0 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Broadway	Larkin	Powell	E	2 nd Cycle LOS F	1991: C or better 2001: 11.0 mph (F) 2004: 12.7 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Broadway	Powell	Larkin	W	2 nd Cycle LOS F	1991: C or better 2001: 11.0 mph (F) 2004: 10.6 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Broadway	Embarcadero	Montgomery	W	2 nd Cycle LOS F	1991: C or better 2001: 4.4 mph (F) 2004: 6.9 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Clay	Kearny	Davis	E	1 st Cycle LOS F	1991: 11.7 mph (D) 2001: 9.4 mph (D) 2004: 6.5 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Duboce/ Division	Market	Mission	E	1 st Cycle LOS F	1991: C or better 2001: 7.5 mph (E) 2004: 6.3 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Duboce/ Division	Mission	Market	W	Exempt	1991: 6.3 mph (F) 2001: 7.4 mph (E) 2004: 6.0 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
Fremont	Harrison	Market	N	2 nd Cycle LOS F	1991: C or better 2001: 3.2 mph (F) 2004: 5.2 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Gough	Pine	Geary	S	2 nd Cycle LOS F	1991: 9.5 mph (D) 2001: 6.5 mph (F) 2004: 6.3 mph (F)	Segment requires follow-up monitoring per CMP procedures.
Gough	Golden Gate	Market	S	1 st Cycle LOS F	1991: 8.3 mph (E) 2001: 7.6 mph (E) 2004: 6.4 mph (F)	Segment requires follow-up monitoring per CMP procedures.
O'Farrell	Mason	Market	E	Exempt	1991: 6.9 mph (F) 2001: 4.2 mph (E) 2004: 6.7 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
Pine	Market	Kearny	W	Exempt	1991: 4.6 mph (F) 2001: 8.0 mph (E) 2004: 4.3 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
Pine	Leavenworth	Franklin	W	Exempt	1991: 4.8 mph (F) 2001: 9.4 mph (D) 2004: 6.5 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.

CMP Route	From	To	Dir.	Status	Study Results	Comments
Van Ness	Golden Gate	13th	S	Exempt	1991: 4.6 mph (F) 1999: 23.1 mph (B) 2004: 5.0 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
Van Ness	13 th	Golden Gate	N	1 st Cycle LOS F	1991: C or better 2001: 18.3 mph (C) 2004: 6.6 mph (F)	Segment requires follow-up monitoring per CMP procedures.
US-101	I-280	I-80	N	Exempt	1991: 24.6 mph (F) 2001: 24.0 mph (F) 2004: 17.8 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
I-80	Treasure Island	Fremont Exit	S	Exempt	1991: 27.5 mph (F) 2001: 31.6 mph (E) 2004: 21.7 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
I-80	Fremont Exit	US-101	SW	Exempt	1991: 18.6 mph (F) 2001: 24.9 mph (F) 2004: 13.8 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
I-280	6 th /Brannan	US-101	E	1 st Cycle LOS F	1991: section closed 2001: 30.9 mph (E) 2004: 28.5 mph (F)	Segment requires follow-up monitoring per CMP procedures.
US-101	I-80	I-280	S	1 st Cycle LOS F	1991: 31.6 mph (E) 2001: 44.4 mph (D) 2004: 21.4 mph (F)	Segment requires follow-up monitoring per CMP procedures.
I-80	US-101	Fremont Exit	N	Exempt	1991: 19.0 mph (F) 2001: 14.8 mph (F) 2004: 10.0 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.
I-80	Fremont Exit	Treasure Island	NE	Exempt	1991: 29.3 mph (F) 2001: 21.6 mph (F) 2004: 14.6 mph (F)	Segment monitored at LOS F during baseline cycle and therefore does not constitute a deficiency.

As shown in **Table 6**, twelve (12) of the arterial segments and five (5) freeway segments studied during the AM peak period were measured to operate at LOS F. Four (4) of these segments were measured at LOS F during the initial 1991 monitoring cycle and are exempt from the LOS E standard and do not constitute a deficiency. Two (2) arterial segments and one (1) freeway segment were measured at LOS F for the second consecutive monitoring cycle and may require a deficiency plan upon further monitoring. As noted, construction activities were observed on arterial segments of Kearny and Mission which were measured at LOS F. These results are discounted as part of the 2004 Spring monitoring record and each segment should be monitored in the next monitoring cycle. These results show that the traffic conditions on CMP network have remained relatively stable, with travel speed decreasing for approximately 41% of the segments studied.

As shown in **Table 7**, twenty (20) of the arterial segments and seven (7) freeway segments studied during the PM peak period were measured to operate at LOS F. Twelve (12) of these segments were measured at LOS F during the initial 1991 monitoring cycle and are exempt from the LOS E standard and do not constitute a deficiency. Nine (9) arterial segments were measured at LOS F for the second consecutive monitoring cycle and may require a deficiency plan upon further monitoring. These results show that the traffic conditions on CMP network have remained relatively stable, with travel speed decreasing for approximately 33% of the segments studied.

**Table 8 - AM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
1st Street	Market	Harrison	3	S	0.47		*	15.1	C							12.5	D	11.2	D	
3rd Street	Jamestown	Evans	3	N	1.61		*	25.4	B							23.5	B			
	Evans	Jamestown	3	S	1.61		*	22.3	C							20.9	B			
	Evans	China Basin	3	N	1.00	10.3	D	24.0	B							23.6	B			
	China Basin	Evans	3	S	2.40	10.3	D	24.1	B							23.8	B			
	China Basin	Market	3	N	2.40	12.1	D	12.1	D	15.3	C			10.8	D	9.2	D	6.2	F	D to F
4th Street/ Stockton	O'Farrell	Harrison	3	S			*	11.6	D	8.1	E	14.6	C							
	Harrison	3rd Street	3	S	0.76		*	15.0	C							13.7	C			
5th Street	Market	Brannan	3	S	0.72	7.9	E	11.6	C							9.9	D	10.6	D	
	Brannan	Market	3	N	0.72	7.9	E	10.5	D	10.7	D	12.1	D	10.5	D	11.8	D	8.6	E	D to E
6th Street	Market	Brannan	3	S	0.71		*	22.4	B							10.0	D	8.3	E	D to E
	Brannan	Market	3	N	0.71		*	13.8	C							4.7	F	5.5	F	F to F
7th Street	Brannan	Market	3	N	0.72	8.9	E	13.9	C					14.2	C			6.8	F	C to F
8th Street	Market	Bryant	3	S	0.59		*	17.1	C					17.7	C			15.9	C	
9th Street	Brannan	Market	3	N	0.72	9.9	D	12.5	D	13.3	C					10.3	D	9.6	D	
10th Street	Market	Brannan	3	S	0.71	12.1	D	20.5	B							16.3	C	9.7	D	C to D
19th Avenue/ Park Presidio	U.S. 101	Lake	1	S	1.54		*	38.3	A							47.2	A			
	Lake	U.S. 101	1	N	1.57		*	38.8	A							28.6	A-B			
	Lake	Lincoln	3	S	1.83		*	20.9	B				22.0	B						
	Lincoln	Lake	3	N	1.83		*	21.9	B				19.7	B						
	Lincoln	Sloat	3	S	2.12	11.1	D	17.2	C				18.4	C						
	Sloat	Lincoln	3	N	2.12	11.1	D	19.2	B				15.0	C						
	Sloat	J. Serra	3	S	1.25		*	20.2	B				21.2	B						
	J. Serra	Sloat	3	N	1.25		*	19.2	B				23.1	B						
Alemany	County Line	Lyell	3	E	2.79		*	25.6	B							20.0	C			
	Lyell	County Line	3	W	2.79		*	25.6	B							15.1	C			
	Lyell	Bayshore	3	E	1.42		*	28.5	A							19.0	C			
	Bayshore	Lyell	3	W	1.42		*	35.4	A							28.4	A			
Bay Street	Van Ness	Embarcadero	3	E	0.71	12.7	D	22.4	B							16.8	C			
	Embarcadero	Van Ness	3	W	0.71	12.7	D	19.7	B							22.8	B			

**Table 8 - AM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Bayshore	Oakdale	I-280	3	S		7.9	E		~							0.0				
	I-280	Oakdale	3	N		7.9	E		~							0.0				
	I-280	Silver	3	S			*		~							0.0				
	Silver	I-280	3	N			*		~							0.0				
	Silver	Paul	3	S		4.9	F		~							0.0				
	Paul	Silver	3	N		4.9	F		~							0.0				
	Paul	County Line	3	S			*		~							0.0				
	County Line	Paul	3	N			*		~							0.0				
	C. Chavez	Industrial	3	S		0.83		21.0	B							17.5	C			
	Industrial	C. Chavez	3	N		0.83		20.2	B							14.8	C			
	Industrial	County Line	3	S		2.24		27.4	A							23.3	B			
County Line	Industrial	3	N		2.24		20.9	B							25.3	B				
Beale/Davis	Clay	Mission	3	S	0.31		*	11.3	D	10.0	D	16.6	C	16.6	C					
Brannan	Division	9th Street	3	E	0.08		*	14.4	C	9.2	D	10.2	D	10.4	D	15.6	C			
	9th Street	Division	3	W	0.08		*	13.7	C							14.4	C			
	6th Street	5th Street	3	E	0.09		*	7.7	E	7.7	E	9.3	D	9.3	D	13.3	C			
	5th Street	6th Street	3	W	0.09		*	8.9	E	6.1	F					10.8	D	16.5	C	D to C
Broadway	Gough	Larkin	3	E	0.37		*	19.2	B					9.0	D	10.6	D	12.3	D	
	Larkin	Gough	3	W	0.37		*	10.6	D	11.2	D	12.9	D	15.2	C	17.1	C	14.4	C	
	Larkin	Powell	1	E	0.54		*	22.5	B					15.1	E	16.6	E	16.3	E	
	Powell	Larkin	1	W	0.54		*	35.6	A					16.0	E	20.0	D	16.3	E	D to E
	Powell	Montgomery	3	E	0.34		*	16.8	C					8.0	E	10.9	D	11.8	D	
	Montgomery	Powell	3	W	0.34		*	15.2	C					10.0	D	8.9	E	13.5	C	E to C
	Montgomery	Embarcadero	3	E	0.35		*	11.2	D	9.4	D	15.1	C	12.2	E	11.6	D	8.8	F	D to F
	Embarcadero	Montgomery	3	W	0.35		*	17.7	C					14.8	C	11.2	D	12.1	D	
Bryant	Division	4th Street	3	E	0.99	7.7	E	12.2	D	13.2	C			12.9	D	13.2	C			
	4th Street	Embarcadero	3	E	0.78		*	21.8	B					14.4	C					
Bush	Masonic	Gough	3	E	1.23		*	17.3	C							22.4	B			
	Gough	Market	3	E	1.36	3.2	F	10.9	D	9.6	D	11.4	D	11.6	D	12.6	D	8.7	E	D to E
Castro/ Divisadero	Pine	Geary	3	S	0.27		*	14.2	C					13.2	C	7.3	E	7.8	E	
	Geary	Pine	3	N	0.27		*	10.8	D	7.7	E	7.5	E	7.4	E	7.3	E	8.4	E	
	Geary	14th	3	S	1.16		*	14.8	C					14.0	C	11.5	D	9.8	D	
	14th	Geary	3	N	1.16	4.5	F	14.0	C					10.6	D	11.2	D	8.8	E	D to E
	14th Street	Market	3	S	0.34		*	11.9	D	10.4	D	13.3	C	14.2	C					
Market	14th Street	3	N	0.34		*	17.5	C					11.9	D	10.1	D	10.7	D		

**Table 8 - AM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Cesar Chavez	Guerrero	SVanNess	3	E	0.36		*	16.1	C							13.6	C			
	SVanNess	Guerrero	3	W	0.36	5.8	F	17.8	C							13.0	D	10.7	D	
	SVanNess	Evans	3	E	1.02		*	21.0	B							17.9	C			
	Evans	SVanNess	3	W	1.02		*	20.6	B							23.7	B			
	Evans	Penn.	3	E			*		~							25.4	A			
	Penn.	Evans	3	W			*		~							21.6	B			
	Penn.	3rd Street	3	E			*		~							17.3	C			
	3rd Street	Penn.	3	W			*		~							16.3	C			
	Guerrero	Bryant	3	E	0.75				19.0	B						14.3	C			
	Bryant	Guerrero	3	W	0.75				19.6	B						16.2	C			
	Kansas	Bryant	3	E	0.37				17.7	C						31.9	A			
	Bryant	Kansas	3	W	0.37				19.9	B						28.9	A			
	Kansas	3rd Street	3	E	0.79				17.6	C						19.5	B			
	3rd Street	Kansas	3	W	0.79				19.4	B						18.8	C			
Clay	Kearny	Davis	3	E	0.37	11.7	D	3.7	E					12.5	D	10.6	D	9.2	D	
Columbus	North Point	Greenwich	3	S	0.50		*	18.6	C					16.9	C					
	Greenwich	North Point	3	N	0.50		*	22.6	B					9.1	D	18.2	C			
	Greenwich	Montgomery	3	S	0.67		*	16.3	C					11.1	D	9.2	D	9.3	D	
	Montgomery	Greenwich	3	N	0.67		*	14.0	C					14.9	C					
Drumm	Washington	Market	3	S	0.23		*	5.3	F	5.3	F					22.0	B			
	Market	Washington	3	N	0.23		*	19.9	B							23.0	B			
Duboce/ Division	Market	Mission	3	E	0.34		*	7.7	E	9.1	D	3.0	F	8.8	E	5.5	F	5.8	F	F to F
	Mission	Market	3	W	0.34		*	10.7	D	11.7	D	9.4	D	13.5	C					
	Mission	Potrero	3	E	0.64	9.9	D	12.0	D	11.5	D	10.4	D	12.6	D	13.0	C			
	Potrero	Mission	3	W	0.64	9.9	D	17.1	C							11.3	D	5.8	F	D to F
Embarcadero	Townsend	North Point	3	N			*	21.2	B							14.5	C			
	North Point	Townsend	3	S			*	15.2	C							13.8	C			
Evans	C. Chavez	Toland	3	S	0.18		*	14.3	C							15.4	C			
	Toland	C. Chavez	3	N	0.18		*	12.1	D	16.5	C					10.7	D	11.0	D	
	Toland	3rd Street	3	S	0.53		*	17.0	C							23.3	B			
	3rd Street	Toland	3	N	0.53		*	25.9	A							21.7	B			
	C. Chavez	3rd Street	3	S	0.71			16.3	C							20.4	B			
	3rd Street	C. Chavez	3	N	0.71			19.9	B							17.0	C			
Fell	Gough	Market	3	E	0.30		*	11.6	D	12.0	D	4.3	F	8.1	E	7.6	E	6.1	F	E to F
	Gough	Laguna	3	W	0.20		*	26.7	A							11.8	D	11.1	D	
	Laguna	Stanyan	3	W	1.55		*	19.0	B							24.5	B	16.2	C	B to C

**Table 8 - AM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Franklin	Market	Pine	3	N	1.06	8.5	E	13.3	C							11.5	D	9.0	D	
	Pine	Lombard	3	N	0.82		*	14.0	C							26.3	A			
Fremont	Harrison	Market	3	N	0.85		*	6.4	F							11.3	D	10.7	D	
Fulton	Park Pres.	10th Avenue	3	E	0.20		*	16.7	C							15.2	C			
	10th Avenue	Park Pres.	3	W	0.20		*	14.2	C							10.4	D	6.4	F	D to F
	10th Avenue	Arguello	3	E	0.53		*	22.4	B							16.3	C			
	Arguello	10th Avenue	3	W	0.53		*	22.0	B							28.7	A			
	Arguello	Masonic	3	E	0.66	9.8	D	18.6	C							11.5	D	9.9	D	
	Masonic	Arguello	3	W	0.66		*	15.9	C							16.2	C			
Geary	Great Hwy.	25th Avenue	3	E	1.47		*	24.2	B							23.5	B	16.4	C	B to C
	25th Avenue	Great Hwy.	3	W	1.47		*	28.3	A							26.0	A	14.7	C	A to C
	25th Avenue	Arguello	3	E	1.42		*	21.6	B					10.6	D	20.7	B	10.3	D	
	Arguello	25th Avenue	3	W	1.42		*	21.3	B					13.7	C			11.0	D	C to D
	Arguello	Gough	3	E	1.89		*	25.3	A					24.6	B			15.0	C	B to C
	Gough	Arguello	3	W	1.89		*	23.8	B					24.7	B			15.4	C	B to C
	Market	Gough	3	W	1.21		*	12.3	D	15.4	C			7.2	E	15.2	C	9.5	D	C to D
Geneva	Phelan	Cayuga	3	E	0.57		*	15.0	C							20.4	B			C to B
	Cayuga	Phelan	3	W	0.57		*	4.5	F	15.5	C					15.0	C			
	Cayuga	Paris	3	E	0.40	10.4	D	11.7	D	13.0	C					16.1	D	8.8	E	D to E
	Paris	Cayuga	3	W	0.40	10.4	D	11.6	D	13.3	C					18.7	C			
	Paris	Santos	3	E	1.18		*	29.7	A							25.0	B			
	Santos	Paris	3	W	1.18		*	27.4	A							27.3	A			
Golden Gate	Masonic	Franklin	3	E	1.36		*	19.3	B							17.2	C			
	Franklin	Market	3	E		12.2	D	16.9	C							13.2	C			
Gough	Pine	Geary	3	S	0.27	9.5	D	25.6	A							28.4	A			
	Geary	Golden Gate	3	S	0.34		*	20.1	B							20.1	B	20.9	B	
	Golden Gate	Market	3	S	0.57	8.3	E	12.8	D	11.1	D	6.5	F	18.9	C			8.9	E	C to E
Guerrero/ San Jose	Cesar Chavez	29th Street	3	S	0.30		*	26.3	A							20.5	B			
	29th Street	Cesar Chavez	3	N	0.30	6.2	F	19.3	B							15.2	C			
	29th Street	Monterey	1	S	0.97		*	23.7	B							31.6	B			
	Monterey	29th Street	1	N	1.24		*	17.3	C							33.8	B			

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(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Harrison	Embarcadero	1st Street	3	W	0.34			34.8	A							13.8	C			
	1st Street	4th Street	3	W	0.56			27.6	A							15.2	C			
	4th Street	8th Street	3	W	0.68			28.9	A							26.2	A			
	8th Street	Division	3	W	0.40			14.4	C							13.6	C			
	Embarcadero	2nd Street	3	W	0.49		*		~							11.8	D			
	2nd Street	4th Street	3	W	0.35		*		~							19.8	B			
	4th Street	8th Street	3	W	0.69		*		~							26.6	A			
	8th Street	Division	3	W	0.40		*		~							13.6	C			
Hayes	Market	Gough	3	W	0.38		*	10.2	D	11.1	D	11.6	D	23.3	B			9.4	D	
Howard	Embarcadero	SVanNess	3	W	2.20		*	14.9	C							14.2	C			
J. Serra	Sloat	19th	1	S	1.25		*	32.4	B							20.9	D	18.9	D	
	19th	Sloat	1	N	1.25		*	27.0	C							19.4	D	17.3	D	
	19th	Brotherhood	1	S	0.30		*	19.9	B							30.7	B			
	Brotherhood	19th	1	N	0.30	9.7	D	23.8	C							36.7	A			
	Brotherhood	County Line	1	S	0.37		*	41.9	A							38.7	A			
	County Line	Brotherhood	1	N	0.37		*	40.4	A							33.3	B			
Kearny	Market	Columbus	3	N	0.63	6.3	F	13.7	C					8.8	E	12.9	D	5.4	F	D to F
King	7th Street	2nd Street	3	E	0.86		*	12.4	D	15.6	C			14.6	C					
	2nd Street	7th Street	3	W	0.86		*	13.9	C					13.3	C					
Lincoln/Kezar	19th Avenue	5th Ave.	3	E	0.83		*	22.6	B							11.4	D	13.4	C	D to C
	5th Ave.	19th Avenue	3	W	0.83		*	25.2	A							10.6	D	13.8	C	D to C
	5th Ave.	Stanyan	3	E	0.69		*	10.7	D	12.2	D	23.4	B			9.9	D	15.4	C	D to C
	Stanyan	5th Ave.	3	W	0.69		*	31.7	A											
Lombard	Francisco	Broderick	3	E	0.16	7.6	E		~							10.7	D	8.8	E	D to E
	Broderick	Francisco	3	W	0.16		*		~							12.5	D	12.2	D	
	Broderick	Pierce	3	E	0.31		*		~							14.5	C			
	Pierce	Broderick	3	W	0.31		*		~							16.9	C			
	Pierce	Laguna	3	E	0.45		*		~							16.2	C			
	Laguna	Pierce	3	W	0.45		*		~							18.3	C			
	Laguna	Van Ness	3	E	0.33		*		~							11.7	D	9.2	D	
	Van Ness	Laguna	3	W	0.33		*		~							16.7	C			
	Van Ness	Van Ness	3	E	1.28			22.2	B							13.7	C			
	Van Ness	Francisco	3	W	1.28			19.7	B							16.9	C			
Main	Mission	Market	3	N	0.13		*	9.9	D	9.8	D	8.4	E	11.5	D	11.8	D	9.1	D	

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(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes	
Market/ Portola	Sloat	Santa Clara	3	E	0.41		*	16.0	C					18.9	C						
	Santa Clara	Sloat	3	W	0.41		*	13.2	C					9.5	D	18.2	C				
	Santa Clara	Clipper	3	E	2.45		*	24.1	B					33.0	A						
	Clipper	Santa Clara	3	W	2.45		*	22.8	B					30.2	A						
	Clipper	Castro	3	E	1.67	7.0	F	33.0	A					22.0	B						
	Castro	Clipper	3	W	1.67		*	28.0	B					27.5	B						
	Castro	Guerrero	3	E	0.80	8.7	E	20.0	B					15.7	C						
	Guerrero	Castro	3	W	0.80		*	18.8	B					14.8	C						
	Guerrero	Van Ness	3	E	0.22	8.3	E	16.3	C					9.3	D	16.2	C				
	Van Ness	Guerrero	3	W	0.22	8.3	E	17.8	C					7.3	E	23.3	B				
	Van Ness	Drumm	3	E	1.76	9.6	D	14.4	C							8.4	E	9.8	D		E to D
	Drumm	Van Ness	3	W	1.76	9.6	D	15.3	C							12.0	D	11.4	D		
Masonic	Pine	Geary	3	S	0.27	8.5	E	11.2	D	15.7	C					10.3	D	7.7	E		D to E
	Geary	Pine	3	N	0.27	8.5	E	14.6	C							9.7	D	7.9	E		D to E
	Geary	Page	3	S	0.73	10.0	D	16.4	C							14.8	C				
	Page	Geary	3	N	0.73	10.0	D	13.1	C							11.3	D	9.4	D		
Mission/ Otis	Embarcadero	3rd Street	3	S	0.73	9.7	D	8.0	E	10.8	D	14.3	C	10.7	D	9.7	D	10.7	D		
	3rd Street	Embarcadero	3	N	0.73	9.7	D	8.9	E	10.8	D	11.2	D	8.2	E	8.7	E	8.6	E		
	3rd Street	9th Street	3	S	0.98		*	16.9	C					16.2	C			8.4	E		C to E
	9th Street	3rd Street	3	N	0.98		*	13.7	C					13.4	C			9.1	D		C to D
	9th Street	14th Street	3	S	0.67	9.7	D	12.8	D	12.8	D	10.7	D	11.7	D	8.7	E	5.8	F		E to F
	14th Street	9th Street	3	N	0.65		*	12.0	D	11.3	D	11.0	D	10.0	D	8.1	E	8.2	E		
	14th Street	Cesar Chavez	3	S	1.37	10.9	D	17.9	C					14.8	C						
	Cesar Chavez	14th Street	3	N	1.37	10.9	D	19.8	B					14.3	C						
	Cesar Chavez	Ocean	3	S	1.94		*	17.6	C					19.6	B						
	Ocean	Cesar Chavez	3	N	1.94		*	20.3	B					20.4	B	18.3	C				
	Ocean	Sickles	3	S	1.88		*	20.8	B					31.8	A						
	Sickles	Ocean	3	N	1.88		*	21.1	B					26.5	A						
Montgomery	Broadway	Bush	3	S	0.38	6.2	F	6.5	F							9.3	D	8.5	E		D to E

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Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
North Point	Van Ness	Columbus	3	E	0.38		*	15.2	C							12.5	D	10.8	D	
	Columbus	Van Ness	3	W	0.38		*	15.3	C							13.7	C			
	Columbus	Embarcadero	3	E			*	14.9	C							15.4	C			
	Embarcadero	Columbus	3	W			*	16.0	C							13.9	C			
Oak	Stanyan	Lyon	3	E	0.64		*		~							26.2	A			
	Lyon	Divisadero	3	E	0.27	7.5	*		~							18.9	C			
	Divisadero	Fillmore	3	E	0.36		*		~							25.2	A			
	Fillmore	Laguna	3	E	0.27	8.2	*		~							8.8	E	15.3	C	E to C
	Laguna	Franklin	3	E	0.28		*	20.0	B							7.5	E	7.0	E	
	Stanyan	Divisadero	3	E	0.91		*	23.1	B							23.5	B			
	Divisadero	Laguna	3	E	0.63		*	21.7	B							14.0	C	15.7	C	
Ocean	19th Avenue	Miramar	3	E	1.10		*	19.5	B							7.6	E	11.4	D	E to D
	Miramar	19th Avenue	3	W	1.10		*	15.4	C							9.2	D	8.2	E	D to E
	Miramar	Howth	3	E	0.47		*									7.6	E	8.2	E	
	Howth	Miramar	3	W	0.47		*	9.4	D	16.3	C					8.6	E	8.4	E	
O'Farrell	Gough	Mason	3	E	0.93		*	16.6	C							13.5	C			
	Mason	Market	3	E	0.27		*	18.7	C							10.9	D	8.3	E	D to E
Pine	Market	Kearny	3	W	0.38	4.6	F	9.9	D	7.3	E	8.1	E	8.3	E	7.9	E	7.2	E	
	Kearny	Leavenworth	3	W	0.63		*	16.2	C							15.6	C			
	Leavenworth	Franklin	3	W	0.46		*	17.2	C							9.4	D	9.4	D	
	Franklin	Presidio	3	W	1.26		*	20.0	B							20.4	B			
Potrero	Division	21st Street	3	S	0.80		*	24.8	B					18.2	C					
	21st Street	Division	3	N	0.80		*	21.4	B					18.3	C					
	21st Street	C. Chavez	3	S	0.61		*	20.1	B					13.5	C					
	C. Chavez	21st Street	3	N	0.61		*	25.2	A					15.5	C					
Skyline	Sloat	County Line	3	S	2.32		*	41.6	A							41.6	A			
	County Line	Sloat	3	N	1.92		*	43.7	A							41.8	A			
Sloat	Skyline	J. Serra	1	E	1.36		*	19.8	D	21.5	D	14.5	E	18.1	D	23.4	C			
	J. Serra	Skyline	1	W	1.34		*	23.3	C							23.5	C			
Stanyan	Fulton	Turk	3	N	0.19		*	12.2	D	12.8	D	13.2	C					13.7	C	
	Turk	Fulton	3	S	0.19		*	11.6	D	7.4	E	16.7	C					11.7	D	C to D
Sutter	Market	Mason	3	W	0.56		*	11.6	D	10.2	D	13.2	C					11.2	D	C to D
	Mason	Gough	3	W	0.87	9.0	D	12.3	D	13.4	C					14.5	C			
	Gough	Divisadero	3	W	0.82		*	14.1	C							15.5	C			
	Divisadero	Gough	3	E	0.82		*	13.9	C							12.4	D	16.1	C	D to C

**Table 8 - AM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Turk	Market	Hyde	3	W	0.37		*	10.9	D	11.6	D	11.2	D	11.7	D	8.1	E	11.7	D	E to D
	Hyde	Gough	3	W	0.45		*	14.1	C					10.1	D	8.0	E			D to E
	Gough	Divisadero	3	W	0.82		*	22.1	B					22.4	B					
	Divisadero	Stanyan	3	W	0.91		*	17.1	C					23.1	B					
	Stanyan	Divisadero	3	E	0.91		*	21.0	B					15.5	C					
Van Ness/ SVanNess	Lombard	Washington	3	S	0.58	4.5	F	18.2	C					7.6	E	12.2	D	13.4	C	D to C
	Washington	Lombard	3	N	0.58		*	11.9	D	14.3	D	12.1	D	9.4	D	12.6	D	6.9	F	D to F
	Washington	Golden Gate	3	S	0.83		*	15.0	C					9.2	D	7.3	E	9.4	D	E to D
	Golden Gate	Washington	3	N	0.83		*	13.6	C					10.4	D	10.4	D	6.9	F	D to F
	Golden Gate	13th	3	S	1.21		*	17.3	C					16.6	C			7.4	E	C to E
	13th	Golden gate	3	N	0.79		*	15.9	C					18.2	C			7.3	E	C to E
	13th	C. Chavez	3	S	1.39	12.6	D	15.7	C					16.8	C			16.0	C	
C. Chavez	Market	3	N	1.39		*	20.4	B					14.0	C			9.2	D	C to D	
Washington	Drumm	Kearny	3	W	0.28		*	14.2	C					7.9	E	30.5	A			
West Portal	Ulloa	Sloat	3	S	0.38		*	16.1	C							12.4	D	12.1	D	
	Sloat	Ulloa	3	N	0.38		*	17.8	C							14.8	C			
FREEWAY SEGMENTS INBOUND																				
I-280	C & C Limit	US-101		E	4.14	22.9	F	43.0	E	27.3	F					43.2	D	43.6	D	
	US-101	6th/Brannan		NE	3.36	section closed		29.1	F							30.5	E	31.2	E	
US 101	C & C Limit	I-280		N	1.80	10.9	F	47.2	D	31.0	E	30.1	E	35.7	E	44.8	D	37.1	E	D to E
	I-280	I-80		N	2.30	21.4	F	21.2	F							28.1	F	27.8	F	F to F
	I-80	Fell/Laguna		NW	1.60	18.7	F	45.4	E	44.8	E	37.6	E	36.9	E	section closed		section closed		
I-80	Treasure Island	Fremont Exit		S	2.13	17.5	F	32.2	E	26.5	F					28.8	F	22.3	F	F to F
	Fremont Exit	US-101		SW	2.13	48.1	D	33.3	E	37.9	E	32.7	E	40.4	E	25.9	F	24.0	F	F to F
FREEWAY SEGMENTS OUTBOUND																				
I-280	6th/Brannan	US-101		W	3.40	section closed		51.9	D	46.4	D	54.8	C			47.3	C	41.0	D	C to D
	US-101	C & C Limit		SW	4.10	55.7	C	57.5	B							51.5	C	50.5	C	
US 101	Fell/Laguna	I-80		S	1.30	13.5	F	17.9	F							section closed		section closed		
	I-80	I-280		S	2.30	45.8	E	53.6	D	36.4	E	42.3	E	44.7	D	40.1	E	31.7	E	
	I-280	C & C Limit		S	2.10	53.3	D	45.6	E	36.3	E	34.1	E	39.0	E	33.3	E	31.6	E	
I-80	US-101	Fremont Exit		N	2.13	18.6	F	53.6	D	36.0	E	32.4	E	28.8	F	16.3	F	24.9	F	F to F
	Fremont Exit	Treasure Island		NE	2.13	50.6	D	50.8	D	39.9	E	40.3	E	30.5	F	36.5	E	20.2	F	E to F

**Table 9 - PM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
1st Street	Market	Harrison	3	S	0.47	1.2	F	15.5	C							2.1	F	2.6	F	F to F
3rd Street	Jamestown	Evans	3	N	1.56		*	18.5	C							20.2	B			
	Evans	Jamestown	3	S	1.56		*	17.6	C							18.1	C			
	Evans	China Basin	3	N	2.40	10.3	D	18.5	C							20.5	B			
	China Basin	Evans	3	S	2.40	10.3	D	17.0	C							20.2	B			
	China Basin	Market	3	N	1.00	12.1	D	8.8	D	11.6	D	10.2	D	11.7	D	11.6	D	7.3	E	D to E
4th Street/ Stockton	Market	Harrison	3	S	0.47	4.7	F	8.4	E	10.5	D	10.5	D	5.9	F	10.5	D	9.8	D	
	Harrison	3rd Street	3	S	0.76		*	23.0	B							7.9	E	7.3	E	
5th Street	Market	Brannan	3	S	0.72	7.9	E	13.5	C							5.2	F	6.3	F	F to F
	Brannan	Market	3	N	0.72	7.9	E	12.7	D	7.7	E	11.3	D	7.6	E	16.5	C			
6th Street	Market	Brannan	3	S	0.71	6.7	F	11.5	D	12.0	D	9.4	D	9.5	D	6.8	F	4.4	F	F to F
	Brannan	Market	3	N	0.71		*	12.7	D	7.6	E	11.2	D	9.0	D	6.4	F	6.6	F	F to F
7th Street	Brannan	Market	3	N	0.72	8.9	E	16.8	C					13.7	C			10.4	D	C to D
8th Street	Market	Bryant	3	S	0.59		*	15.8	C					15.7	C			13.0	C	
9th Street	Brannan	Market	3	N	0.72	9.9	D	12.4	D	9.7	D	13.8	C	11.2	D	9.1	D	11.8	D	
10th Street	Market	Brannan	3	S	0.71	12.1	D	20.5	B							13.7	C			
19th Avenue/ Park Presidio	U.S. 101	Lake	1	S	1.54		*	36.4	A							34.5	A B			
	Lake	U.S. 101	1	N	1.57		*	35.9	A							15.6	B E			
	Lake	Lincoln	3	S	1.83		*	26.4	A				20.3	B						
	Lincoln	Lake	3	N	1.83		*	25.4	A				19.8	B						
	Sloat	Lincoln	3	N	2.12	11.1	D	21.9	B				17.5	C						
	Lincoln	Sloat	3	S	2.12	11.1	D	21.0	B				18.6	B						
	J. Serra	Sloat	3	N	1.25		*	18.4	C				11.9	D				11.9	D	
	Sloat	J. Serra	3	S	1.25		*	17.5	C				21.5	B						
Alemany	County Line	Lyell	3	E	2.79		*	29.5	B							20.8	B			
	Lyell	County Line	3	W	2.79		*	22.1	C							23.9	B			
	Lyell	Bayshore	3	E	1.42		*	32.9	A							12.7	D	14.7	C	D to C
	Bayshore	Lyell	3	W	1.42	4.6	F	30.8	A							23.3	B			
Bay Street	Van Ness	Embarcadero	3	E	0.71	12.7	D	16.8	C							12.1	E			
	Embarcadero	Van Ness	3	W	0.71	12.7	D	12.0	D	15.7	C					13.1	D	13.5	C	D to C

**Table 9 - PM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Bayshore	Oakdale	I-280	3	S		7.9	E		~							0.0				
	I-280	Oakdale	3	N		7.9	E		~							0.0				
	I-280	Silver	3	S			*		~							0.0				
	Silver	I-280	3	N			*		~							0.0				
	Silver	Paul	3	S			*		~							0.0				
	Paul	Silver	3	N			*		~							0.0				
	Paul	County Line	3	S			*		~							0.0				
	County Line	Paul	3	N			*		~							0.0				
	C. Chavez	Industrial	3	S	0.83			21.0	B							28.4	A			
	Industrial	C. Chavez	3	N	0.83			26.4	A							16.4	C			
Beale/Davis	Clay	Mission	3	S	0.31		*	13.4	C							8.4	E	8.4	E	
Brannan	Division	9th Street	3	E	0.08		*	25.4	A							4.5	F	5.4	F	F to F
	9th Street	Division	3	W	0.08		*	13.1	C							1.8	F	5.0	F	F to F
	6th Street	5th Street	3	E	0.09		*	14.3	C							5.5	F	7.0	E	F to E
	5th Street	6th Street	3	W	0.09		*	11.7	D	11.6	D	10.1	D	8.6	E	5.6	F	9.2	D	F to D
Broadway	Gough	Larkin	3	E	0.37		*	14.6	C					14.2	C	10.0	D	12.0	D	
	Larkin	Gough	3	W	0.37	7.7	E	14.6	C					7.8	E	9.9	D	8.8	E	D to E
	Larkin	Powell	1	E	0.54		*	38.9	A					25.5	C	11.0	D F	12.7	F	F to F
	Powell	Larkin	1	W	0.54		*	24.7	C					25.3	C	11.0	D F	10.6	F	F to F
	Powell	Montgomery	3	E	0.34		*	16.3	C					12.4	D	10.4	D	11.2	D	
	Montgomery	Powell	3	W	0.34	6.2	F	8.4	E	9.2	D	12.5	D	8.5	E	8.3	E	10.2	D	E to D
	Montgomery	Embarcadero	3	E	0.35		*	13.1	C					8.4	E	7.9	E	7.2	E	
Bryant	Division	4th Street	3	E	0.99	7.7	E	11.8	D	9.8	D	12.8	D	15.7	C	10.6	D	9.6	D	
		4th Street	3	E	0.78		*	13.2	C							9.5	D	10.2	D	
Bush	Masonic	Gough	3	E	1.23		*	20.0	B							20.5	B			
	Gough	Market	3	E	1.36	3.2	F	10.1	D	11.5	D	11.7	D	11.6	D	10.2	D	9.2	D	
Castro/ Divisadero	Pine	Geary	3	S	0.27		*	11.6	D	8.1	E	11.0	D	8.3	E	12.6	D	7.9	E	D to E
	Geary	Pine	3	N	0.27		*	8.4	E	13.5	C			9.8	D	14.6	C			
	Geary	14th	3	S	1.16		*	15.7	C					11.4	D	12.1	D	8.2	E	D to E
	14th	Geary	3	N	1.16	4.5	F	12.8	D	11.2	D	12.3	D	11.8	D	11.1	D	9.5	D	
	14th Street	Market	3	S	0.34		*	13.8	C					14.3	C	17.3	C			
	Market	14th Street	3	N	0.34	7.7	E	16.7	C					12.1	D	16.1	C			

**Table 9 - PM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Cesar Chavez	Guerrero	Bryant	3	E	0.75			20.7	B							15.1	C			D to C
	Bryant	Guerrero	3	W	0.75			16.5	C							15.8	C			
	Kansas	Bryant	3	E	0.37			17.5	C											
	Bryant	Kansas	3	W	0.37			26.7	B							8.5	E			
	Kansas	3rd Street	3	E	0.79			17.3	C							12.0	D	15.1	C	
	3rd Street	Kansas	3	W	0.79			16.3	C											
	Guerrero	SVanNess	3	E	0.36		*	14.5	C							13.3	C			
	SVanNess	Guerrero	3	W	0.36	5.8	F	17.8	C							10.8	D	9.0	D	
	SVanNess	Evans	3	E	1.02		*	19.6	B							17.1	C			
	Evans	SVanNess	3	W	1.02		*	20.5	B							20.1	B			
	Evans	Penn.	3	E			*									0.0				
	Penn.	Evans	3	W		6.5	F	16.6	C							0.0				
	Penn.	3rd Street	3	E			*									0.0				
	3rd Street	Penn.	3	W			*	14.8	C							0.0				
Clay	Kearny	Davis	3	E	0.37	11.7	D	7.0	E	8.7	E	10.4	D	10.4	D	9.4	D	6.5	F	D to F
Columbus	North Point	Greenwich	3	S	0.50		*	15.2	C					17.7	C					D to E
	Greenwich	North Point	3	N	0.50		*	13.4	C					16.2	C					
	Greenwich	Montgomery	3	S	0.67	6.3	F	16.0	C					10.2	D	9.3	D	8.7	E	
	Montgomery	Greenwich	3	N	0.67	6.3	F	12.8	D	12.9	D	10.3	D	11.1	D	15.0	C			
Drumm	Washington	Market	3	S	0.23		*	9.3	D	3.6	F					17.4	C			
	Market	Washington	3	N	0.23		*	12.8	D	13.5	C					24.7	B			
Duboce/ Division	Market	Mission	3	E	0.34		*	10.0	D	15.4	C					7.5	E	6.3	F	E to F
	Mission	Market	3	W	0.34	6.3	F	6.2	F							7.4	E	6.0	F	E to F
	Mission	Potrero	3	E	0.64	9.9	D	14.1	C							14.2	C			
	Potrero	Mission	3	W	0.64	9.9	D	16.4	C							12.0	D	7.1	E	
Embarcadero	North Point	Townsend	3	S	2.16		*	9.0	D	16.4	C					14.7	C			
	Townsend	North Point	3	N	2.16		*	16.7	C							6.4	F	12.3	D	
Evans	Cesar Chavez	Toland	3	S	0.18		*	20.4	B							10.8	D	10.5	D	D to E
	Toland	Cesar Chavez	3	N	0.18	5.1	F	11.6	D	14.4	C					9.4	D	9.0	D	
	Toland	3rd Street	3	S	0.53		*	21.8	B							19.7	B			
	3rd Street	Toland	3	N	0.53		*	27.6	A							21.9	B			
	Cesar Chavez	3rd Street	3	S	0.71			21.4	B							15.4	C			
	3rd Street	Cesar Chavez	3	N	0.71			20.3	B							15.2	C			
Fell	Gough	Market	3	E	0.30		*	13.5	C							9.4	D	8.3	E	D to E
	Gough	Laguna	3	W	0.28	5.6	F	13.3	C	7.3	E	8.2	E	12.0	D	7.8	E	7.4	E	
	Laguna	Stanyan	3	W	1.55		*	20.7	B							23.5	B			

**Table 9 - PM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Franklin	Market	Pine	3	N	1.06	8.5	E	18.8	C							14.6	C			
	Pine	Lombard	3	N	0.82		*	16.4	C							7.3	E	7.7	E	
Fremont	Harrison	Market	3	N	0.85		*	9.3	D	10.6	D	16.6	C			3.2	F	5.2	F	F to F
Fulton	Park P.	Arguello	3	E	0.73		*	20.1	B							20.5	B	17.5	C	B to C
	Arguello	Park P.	3	W	0.73		*	15.9	C							18.4	C			
	Arguello	Masonic	3	E	0.66	9.8	D	13.2	C							14.8	C			
	Masonic	Arguello	3	W	0.66		*	18.9	C							14.7	C			
Geary	Great Hwy.	25th Avenue	3	E	1.47		*	26.2	A							20.1	B	16.0	C	B to C
	25th Avenue	Great Hwy.	3	W	1.47		*	23.9	B							29.4	A	12.7	D	A to D
	25th Avenue	Arguello	3	E	1.42		*	21.5	B				15.0	C			8.4	E	C to E	
	Arguello	25th Avenue	3	W	1.42	11.3	D	20.3	B				15.8	C			10.6	D	C to D	
	Arguello	Gough	3	E	1.89	11.3	D	22.6	B				20.7	B			14.7	C	B to C	
	Gough	Arguello	3	W	1.89		*	23.1	B				21.2	B			13.3	C	B to C	
	Market	Gough	3	W	1.21	6.7	F	9.9	D	14.4	C			15.9	C	23.8	B	10.0	D	B to D
Geneva	Phelan	Cayuga	3	E	0.57		*	12.0	D	17.2	C					14.6	C			
	Cayuga	Phelan	3	W	0.57	6.7	F	10.4	D	12.0	D	9.6	D	14.2	C					
	Cayuga	Paris	3	E	0.40	10.4	D	12.1	D	10.5	D	15.5	C							
	Paris	Cayuga	3	W	0.40	10.4	D	12.3	D	10.7	D	11.9	D	12.8	D	12.7	D	10.6	D	
	Paris	Santos	3	E	1.18		*	20.5	B							22.1	B			
	Santos	Paris	3	W	1.18		*	22.6	B							31.3	A			
Golden Gate	Masonic	Franklin	3	E	1.36		*	20.4	B							16.0	C			
	Franklin	Market	3	E		12.2	D	15.2	C							14.3	C			
Gough	Pine	Geary	3	S	0.27	9.5	D	21.8	B							6.5	F	6.3	F	F to F
	Geary	Golden Gate	3	S	0.34		*	17.1	C							15.8	C	9.4	D	C to D
	Golden Gate	Market	3	S	0.57	8.3	E	16.4	C							7.6	E	6.4	F	E to F
Guerrero/ San Jose	Cesar Chavez	29th Street	3	S	0.30		*	24.0	B							24.9	A			
	29th Street	Cesar Chavez	3	N	0.30		*	12.6	D	7.9	E	17.8	C			15.6	C			
	29th Street	Monterey	1	S	0.97		*	21.6	D	23.0	C					26.8	C			
	Monterey	29th Street	1	N	1.24		*	30.8	B							41.2	A			

**Table 9 - PM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Harrison	Embarcadero	1st Street	3	W	0.34			11.4	D	11.6	D	9.6	D	9.4	D	14.5	C			
	1st Street	4th Street	3	W	0.56			20.5	B							14.0	C			
	4th Street	8th Street	3	W	0.68			19.1	B							16.0	C			
	8th Street	Division	3	W	0.40			13.6	C							13.0	C			
	Embarcadero	2nd Street	3	W	0.49	5.7	F		~							13.7	C			
	2nd Street	4th Street	3	W	0.35	2.9	F		~							14.1	C			
	4th Street	8th Street	3	W	0.69	12.7	D		~							16.2	C			
	8th Street	Division	3	W	0.40		*		~							13.0	C			
Hayes	Market	Gough	3	W	0.38	5.6	F	11.7	D	15.7	C					10.9	D	7.1	E	D to E
Howard	Embarcadero	S. Van Ness	3	W	2.20	5.4	F	13.6	C							13.0	C			
J. Serra	Sloat	19th	1	S	0.91		*	18.0	D	20.6	D	11.8	F	12.0	F	18.1	D	14.7	E	D to E
	19th	Sloat	1	N	0.91		*	20.5	D	18.9	D	12.8	F	19.3	D	14.4	E	14.6	E	
	19th	Brotherhood	1	S	0.63		*	22.1	C							16.6	E	19.0	D	E to D
	Brotherhood	19th	1	N	0.63		*	19.1	D	21.7	D	23.6	D	26.5	C					
	Brotherhood	County Line	1	S	0.37		*	48.1	A							26.3	B			
	County Line	Brotherhood	1	N	0.37		*	40.4	A							26.3	B			
Kearny	Market	Columbus	3	N	0.63	6.3	F	12.9	D	10.8	D	9.2	D	9.1	D	8.1	E	7.2	E	
King	7th Street	2nd Street	3	E	0.86		*	11.8	D	19.6	B			17.0	C					
	2nd Street	7th Street	3	W	0.86		*	16.9	C					15.8	C					
Lincoln/Kezar	19th Avenue	5th Ave.	3	E	0.83		*	16.4	C							14.5	C			
	5th Ave.	19th Avenue	3	W	0.83	11.3	D	20.8	B							12.0	D	9.1	D	
	5th Ave.	Stanyan	3	E	0.69		*	22.8	B							14.0	C			
	Stanyan	5th Ave.	3	W	0.69		*	21.3	B							9.8	D	9.9	D	
Lombard	Francisco	Broderick	3	E	0.16		*		~							7.8	E	7.5	E	
	Broderick	Francisco	3	W	0.16		*		~							18.6	C			
	Broderick	Pierce	3	E	0.31		*		~							12.3	D			
	Pierce	Broderick	3	W	0.31		*		~							27.0	A			
	Pierce	Laguna	3	E	0.45		*		~							13.5	C			
	Laguna	Pierce	3	W	0.45	7.0	F		~							23.6	B			
	Laguna	Van Ness	3	E	0.33		*		~							14.3	C			
	Van Ness	Laguna	3	W	0.33	8.6	E		~							12.8	D	9.6	D	
	Van Ness	Van Ness	3	E	1.28			16.4	C							14.8	C			
	Van Ness	Francisco	3	W	1.28			20.5	B							22.4	B			
Main	Mission	Market	3	N	0.13		*	9.8	D	8.4	E	6.7	F	7.7	E	5.4	F	7.5	E	

**Table 9 - PM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes	
Market/ Portola	Sloat	Santa Clara	3	E	0.41		*	16.5	C					15.9	C						
	Santa Clara	Sloat	3	W	0.41	11.8	D	22.2	B					18.4	C						
	Santa Clara	Clipper	3	E	2.45		*	23.6	B					37.4	A						
	Clipper	Santa Clara	3	W	2.45		*	19.6	B					35.7	A						
	Clipper	Castro	3	E	1.67		*	34.1	A					30.9	A						
	Castro	Clipper	3	W	1.67		*	27.0	A					24.7	B						
	Castro	Guerrero	3	E	0.80		*	15.0	C					9.2	D	14.8	C				
	Guerrero	Castro	3	W	0.80		*	16.5	C					11.5	D	13.2	C				
	Guerrero	Van Ness	3	E	0.42	8.3	E	17.9	C					7.4	E	6.7	F	9.0	D		F to D
	Van Ness	Guerrero	3	W	0.42	8.3	E	12.5	D	8.0	E	10.8	D	11.1	D	24.8	B				E to D
	Van Ness	Drumm	3	E	1.76	9.6	D	12.9	D	6.3	F					8.7	E	9.3	D		E to D
	Drumm	Van Ness	3	W	1.76	9.6	D	15.5	C						10.0	D	7.4	E		D to E	
Masonic	Pine	Geary	3	S	0.27	8.5	E	9.3	D	12.7	D	16.9	C								
	Geary	Pine	3	N	0.27	8.5	E	21.5	B							15.1	C				
	Geary	Page	3	S	0.73	10.0	D	13.4	C							16.3	C				
	Page	Geary	3	N	0.73	10.0	D	13.6	C							11.9	D	7.3	E		D to E
Mission/ Otis	Embarcadero	3rd Street	3	S	0.73	9.7	D	7.6	D	13.0	C			10.7	D	9.7	D	8.6	E		D to E
	3rd Street	Embarcadero	3	N	0.73	9.7	D	15.9	C					5.1	F	10.7	D	9.2	D		
	3rd Street	9th Street	3	S	0.98		*	19.1	B					12.1	D	12.3	D	8.4	E		D to E
	9th Street	3rd Street	3	N	0.98		*	19.9	B					13.5	C	9.7	D	9.8	D		
	9th Street	14th Street	3	S	0.67	9.7	D	14.9	C					16.7	C						
	14th Street	9th Street	3	N	0.65		*	12.2	D	9.9	D	9.2	D	10.5	D	8.5	D	8.3	E		
	14th Street	Cesar Chavez	3	S	1.37	10.9	D	14.9	C					13.2	C						
	Cesar Chavez	14th Street	3	N	1.37	10.9	D	10.5	D	12.3	D	13.0	C	14.7	C						
	Cesar Chavez	Ocean	3	S	1.94		*	15.6	C					14.7	C						
	Ocean	Cesar Chavez	3	N	1.94		*	17.3	C					18.5	C						
	Ocean	Sickles	3	S	1.88		*	15.1	C					24.9	B						
	Sickles	Ocean	3	N	1.88		*	18.1	C					22.0	B						
Montgomery	Broadway	Bush	3	S	0.38	6.2	F	2.4	F							12.4	D	8.2	E		D to E
North Point	Van Ness	Columbus	3	E	0.38		*	15.4	C							7.4	E	11.0	D		E to D
	Columbus	Van Ness	3	W	0.38	8.5	E	20.9	B							10.4	D	9.8	D		
	Columbus	Embarcadero	3	E	0.60		*	14.5	C							11.4	D	9.9	D		
	Embarcadero	Columbus	3	W	0.60		*	16.9	C							12.2	D	10.3	D		

**Table 9 - PM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Oak	Stanyan	Lyon	3	E	0.64		*		~							3.7	F	16.2	C	F to C
	Lyon	Divisadero	3	E	0.27	7.5	E		~							8.8	E	14.5	C	E to C
	Divisadero	Fillmore	3	E	0.36		*		~							16.9	C			
	Fillmore	Laguna	3	E	0.27	8.2	E		~							15.3	C	15.7	C	
	Stanyan	Divisadero	3	E	0.91			21.6	B							15.6	C			
	Division	Laguna	3	E	0.63			20.1	B							15.6	C	12.5	D	
	Laguna	Franklin	3	E	0.27		*	23.1	B							13.0	C	11.8	D	
Ocean	19th Avenue	Miramar	3	E	1.10		*	17.1	C							9.4	D	12.5	D	
	Miramar	19th Avenue	3	W	1.10		*	14.6	C							8.8	E	10.3	D	E to D
	Miramar	Howth	3	E	0.48	0.8	F	21.0	B							10.7	D	13.2	C	D to C
	Howth	Miramar	3	W	0.48	6.1	F	14.9	C							9.1	D	11.2	D	
O'Farrell	Gough	Mason	3	E	0.93	5.7	F	13.7	C							12.6	D	14.6	C	D to C
	Mason	Market	3	E	0.27	6.9	F	7.9	E							4.2	F	6.7	F	F to F
Pine	Market	Kearny	3	W	0.38	4.6	F	10.8	D	7.3	E	10.3	D	6.7	F	8.0	E	4.3	F	E to F
	Kearny	Leavenworth	3	W	0.63		*	12.9	D	19.8	B					17.1	C			
	Leavenworth	Franklin	3	W	0.46	4.8	F	13.2	C							9.4	D	6.5	F	D to F
	Franklin	Presidio	3	W	1.26		*	15.3	C							19.2	B			
Potrero	Division	21st Street	3	S	0.80		*	22.6	B					18.8	C					
	21st Street	Division	3	N	0.80		*	21.4	B					19.3	B					
	21st Street	C. Chavez	3	S	0.61	4.8	F	13.7	C					19.1	B					
	C. Chavez	21st Street	3	N	0.61		*	23.8	B					14.5	C					
Skyline	Sloat	County Line	3	S	2.32		*	42.1	A							36.6	A			
	County Line	Sloat	3	N	1.92		*	44.9	A							42.6	A			
Sloat	Skyline	J. Serra	1	E	1.36		*	19.2	D	24.9	C					19.9	D	18.4	D	
	J. Serra	Skyline	1	W	1.34		*	23.2	C							27.4	C			
Stanyan	Fulton	Turk	3	N	0.19	4.6	F	10.8	D	11.6	D	16.8	C							
	Turk	Fulton	3	S	0.19		*	7.6	D	10.5	D	8.0	E	13.3	C					
Sutter	Market	Mason	3	W	0.56		*	7.3	E	12.4	D	12.7	D	8.0	E	12.7	C			
	Mason	Gough	3	W	0.87	9.0	D	17.0	C							14.6	C			
	Gough	Divisadero	3	W	0.82		*	16.6	C							14.3	C			
	Divisadero	Gough	3	E	0.82		*	15.4	C							12.8	C			

**Table 9 - PM Level of Service Monitoring
(1991 - 2004)**

Name	From	To	Class	Travel Dir.	Dist. (mi)	Ave Speed 91	LOS 91	Ave Speed 92/3	LOS 92/3	Ave Speed 95	LOS 95	Ave Speed 97	LOS 97	Ave Speed 99	LOS 99	Ave Speed 2001	LOS 2001	Ave Speed 2004	LOS 2004	2004 LOS Changes
Turk	Market	Hyde	3	W	0.37		*	14.9	C							7.3	E	8.3	E	
	Hyde	Gough	3	W	0.45	8.7	E	14.9	C							9.1	D	11.3	D	
	Gough	Divisadero	3	W	0.82		*	27.1	A							18.0	C			
	Divisadero	Stanyan	3	W	0.91		*	19.2	B							14.6	C			
	Stanyan	Divisadero	3	E	0.91		*	14.9	C							16.4	C			
Van Ness/ SVanNess	Lombard	Washington	3	S	0.58		*	17.7	C					14.5	C	12.8		11.7	D	C to D
	Washington	Lombard	3	N	0.58		*	13.2	C					18.0	C	26.1		9.2	D	C to D
	Washington	Golden Gate	3	S	0.83	4.6	F	11.7	D	7.0	E	8.4	E	9.7	D	10.0	D	9.8	D	
	Golden Gate	Washington	3	N	0.83		*	15.1	C					11.4	D	12.8	D	9.8	D	
	Golden Gate	13th	3	S	1.21	4.6	F	6.9	F					23.1	B			5.0	F	B to F
	13th	Golden Gate	3	N	1.21		*	13.7	C					18.3	C			6.6	F	C to F
	13th	Cesar Chavez	3	S	1.39	12.6			18.2	C				18.9	C					
Cesar Chavez	13th	3	N	1.39				22.4	B				16.9	C	26.1					
Washington	Drumm	Kearny	3	W	0.28		*	10.3	D	12.5	D	8.0	E	9.5	D	18.4	C			
West Portal	Ulloa	Sloat	3	S	0.38		*	18.2	C							11.3	D	8.0	E	D to E
	Sloat	Ulloa	3	N	0.38		*	17.1	C							11.6	D	10.0	D	
FREEWAY SEGMENTS INBOUND																				
I-280	C & C Limit	US-101		E	4.14	54.9	C	59.1	B					0		45.0	D	43.7	D	
	US-101	6th/Brannan		NE	3.36	section closed		46.3	D	51	D	48.6	D	38.6	E	38.9	E	42.3	D	E to D
US 101	C & C Limit	I-280		N	1.81	20.6	F	72.4	A							43.2	D	40.1	E	D to E
	I-280	I-80		N	2.28	24.6	F	45.8	E	31.8	E	40.9	E	6.2	F	24.0	F	17.8	F	F to F
	I-80	Fell/Laguna		NW	1.64	12.2	F	15.3	F						section closed		section closed			
I-80	I-80	Mission Exit		NW	1.14													8.2	F	
	Treasure Island	Fremont Exit		S	2.13	27.5	F	26.3	F							31.6	E	21.7	F	E to F
	Fremont Exit	US-101		SW	2.13	18.6	F	21.5	F							24.9	F	13.8	F	F to F
FREEWAY SEGMENTS OUTBOUND																				
I-280	6th/Brannan	US-101		E	3.36	section closed		22.9	F							30.9	E	28.5	F	E to F
	US-101	C & C Limit		SW	4.14	51.9	D	56.6	B							44.5	D	31.4	E	D to E
US 101	Van Ness	I-80																14.9	F	
	Fell/Laguna	I-80		S	1.32	18.8	F	13.4	F						section closed		section closed			
	I-80	I-280		S	2.28	31.6	E	46.3	D	47.2	D	35.5	E	32.4	E	44.4	D	21.4	F	D to F
I-80	I-280	C & C Limit		S	2.13	48.1	D	51.1	D	30.8	E	39.2	E	49	D	41.6	D	30.5	E	D to E
	US-101	Fremont Exit		N	2.13	19.0	F	25.9	F							14.8	F	10.0	F	F to F
	Fremont Exit	Treasure Island		NE	2.13	29.3	F	37.7	E	34.6	E	45.6	E	23.1	F	21.6	F	14.6	F	F to F

FOLLOW-UP MONITORING AND NEXT CYCLE

CMP procedures direct that non-exempt roadway segments measured at LOS F should be analyzed two more times to verify the LOS F findings before requiring preparation of a deficiency plan. The Authority will schedule monitoring of the LOS F segments listed above in Fall 2004, and conduct a second round of monitoring in Spring 2005. The next full cycle of monitoring is scheduled for Fall 2005.

APPENDIX

Appendix - AM Spring 2004 Level of Service (LOS) Monitoring

Name	From	To	Class	Travel Dir.	Dist. (mi)	Range of Ave Speed	# of Runs	Average Speed
1st Street	Market	Harrison	3	S	0.47	1.1	3	11.2
3rd Street	China Basin	Market	3	N	2.40	4.7	3	6.2
5th Street	Market	Brannan	3	S	0.72	3.6	3	10.6
	Brannan	Market	3	N	0.72	3.9	3	8.6
6th Street	Market	Brannan	3	S	0.71	5.3	3	8.3
	Brannan	Market	3	N	0.71	2.3	3	5.5
7th Street	Brannan	Market	3	N	0.72	0.9	3	6.8
8th Street	Market	Bryant	3	S	0.59	2.5	3	15.9
9th Street	Brannan	Market	3	N	0.72	6.9	3	9.6
10th Street	Market	Brannan	3	S	0.71	4.0	3	9.7
Brannan	5th Street	6th Street	3	W	0.09	7.2	3	16.5
Broadway	Gough	Larkin	3	E	0.37	3.8	3	12.3
	Larkin	Gough	3	W	0.37	4.7	3	14.4
	Larkin	Powell	1	E	0.54	6.9	3	16.3
	Powell	Larkin	1	W	0.54	4.3	3	16.3
	Powell	Montgomery	3	E	0.34	7.2	3	11.8
	Montgomery	Powell	3	W	0.34	2.0	3	13.5
	Montgomery	Embarcadero	3	E	0.35	1.1	3	8.8
	Embarcadero	Montgomery	3	W	0.35	3.4	3	12.1
Bush	Gough	Market	3	E	1.36	7.5	3	8.7
Castro/ Divisadero	Pine	Geary	3	S	0.27	4.9	3	7.8
	Geary	Pine	3	N	0.27	1.4	3	8.4
	Geary	14th	3	S	1.16	3.9	3	9.8
	14th	Geary	3	N	1.16	2.0	3	8.8
	Market	14th Street	3	N	0.34	5.8	3	10.7
Cesar Chavez	SVanNess	Guerrero	3	W	0.36	6.7	3	10.7
Clay	Kearny	Davis	3	E	0.37	6.6	3	9.2
Columbus	Greenwich	Montgomery	3	S	0.67	5.0	3	9.3
Duboce/ Division	Market	Mission	3	E	0.34	3.0	3	5.8
	Potrero	Mission	3	W	0.64	2.6	3	5.8
Evans	Toland	C. Chavez	3	N	0.18	7.3	3	11.0
Fell	Gough	Market	3	E	0.30	3.1	3	6.1
	Gough	Laguna	3	W	0.20	4.1	3	11.1
	Laguna	Stanyan	3	W	1.55	4.5	3	16.2
Franklin	Market	Pine	3	N	1.06	11.8	5	9.0
Fremont	Harrison	Market	3	N	0.85	8.1	5	10.7
Fulton	10th Avenue	Park Pres.	3	W	0.20	2.4	3	6.4
	Arguello	Masonic	3	E	0.66	2.5	3	9.9
Geary	Great Hwy.	25th Avenue	3	E	1.47	2.7	3	16.4
	25th Avenue	Great Hwy.	3	W	1.47	5.9	3	14.7
	25th Avenue	Arguello	3	E	1.42	3.7	3	10.3
	Arguello	25th Avenue	3	W	1.42	3.0	3	11.0
	Arguello	Gough	3	E	1.89	5.8	3	15.0
	Gough	Arguello	3	W	1.89	3.2	3	15.4
	Market	Gough	3	W	1.21	3.5	3	9.5
Geneva	Cayuga	Paris	3	E	0.40	5.3	3	8.8
Gough	Geary	Golden Gate	3	S	0.34	9.1	4	20.9
	Golden Gate	Market	3	S	0.57	5.9	3	8.9
Hayes	Market	Gough	3	W	0.38	10.6	5	9.4
J. Serra	Sloat	19th	1	S	1.25	2.3	3	18.9
	19th	Sloat	1	N	1.25	4.3	3	17.3
Kearny	Market	Columbus	3	N	0.63	1.2	3	5.4
Lincoln/	19th Avenue	5th Ave.	3	E	0.83	4.2	3	13.4

Appendix - AM Spring 2004 Level of Service (LOS) Monitoring

Name	From	To	Class	Travel Dir.	Dist. (mi)	Range of Ave Speed	# of Runs	Average Speed
Kezar	5th Ave.	19th Avenue	3	W	0.83	5.8	3	13.8
	Stanyan	5th Ave.	3	W	0.69	4.6	3	15.4
Lombard	Francisco	Broderick	3	E	0.16	7.2	3	8.8
	Broderick	Francisco	3	W	0.16	6.1	3	12.2
	Laguna	Van Ness	3	E	0.33	3.9	3	9.2
Main	Mission	Market	3	N	0.13	8.0	5	9.1
Market/ Portola	Van Ness	Drumm	3	E	1.76	3.3	3	9.8
	Drumm	Van Ness	3	W	1.76	2.2	3	11.4
Masonic	Pine	Geary	3	S	0.27	1.1	3	7.7
	Geary	Pine	3	N	0.27	4.1	3	7.9
	Page	Geary	3	N	0.73	3.7	3	9.4
Mission/Otis	Embarcadero	3rd Street	3	S	0.73	5.5	3	10.7
	3rd Street	Embarcadero	3	N	0.73	4.0	3	8.6
	3rd Street	9th Street	3	S	0.98	7.1	3	8.4
	9th Street	3rd Street	3	N	0.98	7.1	3	9.1
	9th Street	14th Street	3	S	0.67	2.5	3	5.8
	14th Street	9th Street	3	N	0.65	7.4	3	8.2
Montgomery	Broadway	Bush	3	S	0.38	6.5	3	8.5
North Point	Van Ness	Columbus	3	E	0.38	6.9	3	10.8
Oak	Fillmore	Laguna	3	E	0.27	4.0	3	15.3
	Divisadero	Laguna	3	E	0.63	5.5	3	15.7
	Laguna	Franklin	3	E	0.28	5.9	3	7.0
Ocean	19th Avenue	Miramar	3	E	1.10	6.1	3	11.4
	Miramar	19th Avenue	3	W	1.10	7.1	3	8.2
	Miramar	Howth	3	E	0.47	5.7	3	8.2
	Howth	Miramar	3	W	0.47	2.5	3	8.4
O'Farrell	Mason	Market	3	E	0.27	5.2	5	8.3
Pine	Market	Kearny	3	W	0.38	7.9	5	7.2
	Leavenworth	Franklin	3	W	0.46	4.2	3	9.4
Stanyan	Fulton	Turk	3	N	0.19	7.2	3	13.7
	Turk	Fulton	3	S	0.19	7.3	3	11.7
Sutter	Market	Mason	3	W	0.56	7.5	3	11.2
	Divisadero	Gough	3	E	0.82	2.5	3	16.1
Turk	Market	Hyde	3	W	0.37	5.0	3	11.7
	Hyde	Gough	3	W	0.45	1.9	3	8.0
Van Ness/ SVanNess	Lombard	Washington	3	S	0.58	4.2	3	13.4
	Washington	Lombard	3	N	0.58	2.8	3	6.9
	Washington	Golden Gate	3	S	0.83	1.9	3	9.4
	Golden Gate	Washington	3	N	0.83	6.2	3	6.9
	Golden Gate	13th	3	S	1.21	1.9	3	7.4
	13th	Golden gate	3	N	0.79	2.3	3	7.3
	13th	C. Chavez	3	S	1.39	3.0	3	16.0
	C. Chavez	Market	3	N	1.39	4.3	3	9.2
West Portal	Ulloa	Sloat	3	S	0.38	6.1	3	12.1

arterial segments to be monitored 97
arterial segment miles to be monitored 68.7

Appendix - AM Spring 2004 Level of Service (LOS) Monitoring

Name	From	To	Class	Travel Dir.	Dist. (mi)	Range of Ave Speed	# of Runs	Average Speed
FREEWAY SEGMENTS INBOUND								
I-280	C & C Limit	US 101		E	4.14	6.2	3	43.6
	U.S. 101	6th/Brannan		NE	3.36	12.0	5	31.2
US 101	C & C Limit	I-280		N	1.81	10.0	4	37.1
	I-280	I-80		N	2.28	7.4	3	27.8
I-80	Treasure I.	Fremont		S	2.13	7.3	3	22.3
	Fremont	US 101		SW	2.13	9.4	4	24.0
FREEWAY SEGMENTS OUTBOUND								
I-280	6th/Brannan	US 101		W	3.36	7.2	3	41.0
	US 101	C & C Limit		SW	4.14	10.5	5	50.5
US 101	I-80	I-280		S	2.28	7.3	3	31.7
	I-280	C & C Limit		S	1.81	9.0	4	31.6
I-80	US 101	Fremont		N	2.13	5.0	3	24.9
	Fremont	Treasure I.		NE	2.13	8.2	4	20.2

freeway segments to be monitored	12
freeway segment miles to be monitored	31.7
total # of segments to be monitored (freeway plus arterial)	109
total length (miles) to be monitored (freeways plus arterial)	100.4

Appendix - PM Spring 2004 Level of Service (LOS) Monitoring

Name	From	To	Class	Travel Dir.	Dist. (mi)	Range of Ave Speed	# of Runs	Average Speed
1st Street	Market	Harrison	3	S	0.47	1.0	3	2.6
3rd Street	China Basin	Market	3	N	2.40	2.2	3	7.3
4th St/	Market	Harrison	3	S	0.47	1.8	3	9.8
Stockton	Harrison	3rd Street	3	S	0.76	3.3	3	7.3
5th Street	Market	Brannan	3	S	0.72	2.8	3	6.3
6th Street	Market	Brannan	3	S	0.71	0.3	3	4.4
	Brannan	Market	3	N	0.71	1.1	3	6.6
7th Street	Brannan	Market	3	N	0.72	5.0	3	10.4
8th Street	Market	Bryant	3	S	0.59	7.3	3	13.0
9th Street	Brannan	Market	3	N	0.72	7.5	3	11.8
19th Avenue	J. Serra	Sloat	3	N	1.25	5.9	3	11.9
Alemanya	Lyell	Bayshore	3	E	1.42	11.9	5	14.7
Bay	Embarcadero	Van Ness	3	W	0.71	4.7	3	13.5
Beale/Davis	Clay	Mission	3	S	0.31	1.3	3	8.4
Brannan	Division	9th Street	3	E	0.08	6.2	3	5.4
	9th Street	Division	3	W	0.08	2.5	3	5.0
	6th Street	5th Street	3	E	0.09	4.1	3	7.0
	5th Street	6th Street	3	W	0.09	7.3	3	9.2
Broadway	Gough	Larkin	3	E	0.37	4.4	3	12.0
	Larkin	Gough	3	W	0.37	2.4	3	8.8
	Larkin	Powell	1	E	0.54	6.7	3	12.7
	Powell	Larkin	1	W	0.54	0.9	3	10.6
	Powell	Montgomery	3	E	0.34	1.0	3	11.2
	Montgomery	Powell	3	W	0.34	0.9	3	10.2
	Montgomery	Embarcadero	3	E	0.35	1.0	3	7.2
	Embarcadero	Montgomery	3	W	0.35	2.6	3	6.9
Bryant	Division	4th Street	3	E	0.99	2.5	3	9.6
	4th Street	Embarcadero	3	E	0.78	1.2	3	10.2
Bush	Gough	Market	3	E	1.36	1.6	3	9.2
Castro/	Pine	Geary	3	S	0.27	7.3	3	7.9
Divisadero	Geary	14th	3	S	1.16	1.3	3	8.2
	14th	Geary	3	N	1.16	0.5	3	9.5
Cesar Chavez	Kansas	3rd Street	3	E	0.79	2.0	3	15.1
	SVanNess	Guerrero	3	W	0.36	5.5	3	9.0
Clay	Kearny	Davis	3	E	0.37	1.9	3	6.5
Columbus	Greenwich	Montgomery	3	S	0.67	1.8	3	8.7
Duboce/	Market	Mission	3	E	0.34	4.0	3	6.3
Division	Mission	Market	3	W	0.34	4.2	3	6.0
	Potrero	Mission	3	W	0.64	3.6	3	7.1
Embarcadero	Townsend	North Point	3	N	2.16	3.2	3	12.3
Evans	Cesar Chavez	Toland	3	S	0.18	2.6	3	10.5
	Toland	C. Chavez	3	N	0.18	3.9	3	9.0
Fell	Gough	Market	3	E	0.30	6.6	3	8.3
	Gough	Laguna	3	W	0.28	2.0	3	7.4
Franklin	Pine	Lombard	3	N	0.82	1.7	3	7.7
Fremont	Harrison	Market	3	N	0.85	2.0	3	5.2
Fulton	Park P.	Arguello	3	E	0.73	6.9	3	17.5
Geary	Great Hwy.	25th Avenue	3	E	1.47	3.1	3	16.0
	25th Avenue	Great Hwy.	3	W	1.47	4.0	3	12.7
	25th Avenue	Arguello	3	E	1.42	2.4	3	8.4
	Arguello	25th Avenue	3	W	1.42	1.4	3	10.6
	Arguello	Gough	3	E	1.89	2.3	3	14.7
	Gough	Arguello	3	W	1.89	5.8	3	13.3
	Market	Gough	3	W	1.21	2.9	3	10.0
Geneva	Paris	Cayuga	3	W	0.40	2.7	3	10.6

Appendix - PM Spring 2004 Level of Service (LOS) Monitoring

Name	From	To	Class	Travel Dir.	Dist. (mi)	Range of Ave Speed	# of Runs	Average Speed
Gough	Pine	Geary	3	S	0.27	4.0	3	6.3
	Geary	Golden Gate	3	S	0.34	6.8	3	9.4
	Golden Gate	Market	3	S	0.57	2.6	3	6.4
Hayes	Market	Gough	3	W	0.38	3.1	3	7.1
J. Serra	Sloat	19th	1	S	0.91	1.7	3	14.7
	19th	Sloat	1	N	0.91	5.9	3	14.6
	19th	Brotherhood	1	S	0.63	4.7	3	19.0
Kearny	Market	Columbus	3	N	0.63	1.3	3	7.2
Lincoln/Kezar	5th Ave.	19th Avenue	3	W	0.83	1.4	3	9.1
	Stanyan	5th Ave.	3	W	0.69	5.1	3	9.9
Lombard	Francisco	Broderick	3	E	0.16	6.3	3	7.5
	Van Ness	Laguna	3	W	0.33	2.3	3	9.6
Main	Mission	Market	3	N	0.13	3.3	3	7.5
Market/Portola	Guerrero	Van Ness	3	E	0.42	2.2	3	9.0
	Van Ness	Drumm	3	E	1.76	2.0	3	9.3
	Drumm	Van Ness	3	W	1.76	2.3	3	7.4
Masonic	Page	Geary	3	N	0.73	1.6	3	7.3
Mission/Otis	Embarcadero	3rd Street	3	S	0.73	1.2	3	8.6
	3rd Street	Embarcadero	3	N	0.73	1.2	3	9.2
	3rd Street	9th Street	3	S	0.98	0.7	3	8.4
	9th Street	3rd Street	3	N	0.98	1.6	3	9.8
	14th Street	9th Street	3	N	0.65	2.2	3	8.3
Montgomery	Broadway	Bush	3	S	0.38	1.9	3	8.2
North Point	Van Ness	Columbus	3	E	0.38	5.5	3	11.0
	Columbus	Van Ness	3	W	0.38	5.0	3	9.8
	Columbus	Embarcadero	3	E	0.60	3.8	3	9.9
	Embarcadero	Columbus	3	W	0.60	6.7	3	10.3
Oak	Stanyan	Lyon	3	E	0.64	7.1	3	16.2
	Lyon	Divisadero	3	E	0.27	5.8	3	14.5
	Fillmore	Laguna	3	E	0.27	7.4	3	15.7
	Divisadero	Laguna	3	E	0.63	4.9	3	12.5
	Laguna	Franklin	3	E	0.27	3.0	3	11.8
Ocean	19th Avenue	Miramar	3	E	1.10	3.4	3	12.5
	Miramar	19th Avenue	3	W	1.10	1.0	3	10.3
	Miramar	Howth	3	E	0.48	4.7	3	13.2
	Howth	Miramar	3	W	0.48	1.0	3	11.2
O'Farrell	Gough	Mason	3	E	0.93	1.2	3	14.6
	Mason	Market	3	E	0.27	3.7	3	6.7
Pine	Market	Kearny	3	W	0.38	1.9	3	4.3
	Leavenworth	Franklin	3	W	0.46	5.4	3	6.5
Sloat	Skyline	J. Serra	1	E	1.36	3.3	3	18.4
Turk	Market	Hyde	3	W	0.37	3.4	3	8.3
	Hyde	Gough	3	W	0.45	3.9	3	11.3
Van Ness/SVanNess	Lombard	Washington	3	S	0.58	3.2	3	11.7
	Washington	Lombard	3	N	0.58	4.0	3	9.2
	Washington	Golden Gate	3	S	0.83	3.9	3	9.8
	Golden Gate	Washington	3	N	0.83	1.6	3	9.8
	Golden Gate	13th	3	S	1.21	1.2	3	5.0
	13th	Golden Gate	3	N	1.21	2.0	3	6.6
West Portal	Ulloa	Sloat	3	S	0.38	2.2	3	8.0
	Sloat	Ulloa	3	N	0.38	4.7	3	10.0

arterial segments to be monitored 106
arterial segment miles to be monitored 74.7

Appendix - PM Spring 2004 Level of Service (LOS) Monitoring

Name	From	To	Class	Travel Dir.	Dist. (mi)	Range of Ave Speed	# of Runs	Average Speed
FREEWAY SEGMENTS INBOUND								
I-280	C & C Limit	US 101		E	4.14	7.3	3	43.7
	U.S. 101	6th/Brannan		NE	3.36	5.7	3	42.3
US 101	C & C Limit	I-280		N	1.81	5.3	3	40.1
	I-280	I-80		N	2.28	2.2	3	17.8
	I-80	Mission		NW	1.14	0.3	3	8.2
I-80	Treasure I.	Fremont		S	2.13	5.1	3	21.7
	Fremont	US 101		SW	2.13	3.3	3	13.8
FREEWAY SEGMENTS OUTBOUND								
I-280	6th/Brannan	US 101		W	3.36	7.9	5	28.5
	US 101	C & C Limit		SW	4.14	7.3	3	31.4
US 101	Van Ness	I-80		S	1.10	3.7	3	14.9
	I-80	I-280		S	2.28	3.5	3	21.4
	I-280	C & C Limit		S	2.13	12.1	5	30.5
I-80	US 101	Fremont		N	2.13	3.8	3	10.0
	Fremont	Treasure I.		NE	2.13	1.6	3	14.6

freeway segments to be monitored	14
freeway segment miles to be monitored	34.3
total # of segments to be monitored (freeway plus arterial)	120
total length (miles) to be monitored (freeways plus arterial)	109.0