

APPENDIX G: 2012 LOS Monitoring Study Results—Detailed Data by Data Collection Period

Appendix G-1

Appendix G-1: 2012 LOS Monitoring Study Results for Freeways—p.m. Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|----|------------|---------------------|---------------------|---------------|-----------|----------------|-------------|-----------------------|------------------|-------|------------------|-------|
| | | From | To | | | | | | Speed | LOS | Speed | LOS |
| 1 | I-80 - EB | SF County Line | Toll Plaza | Oak | 1 | 2.06 | 10 | 06 | 53.4 | C | 49.9 | C |
| 2 | I-80 - EB | Toll Plaza | I-580 SB Merge | Oak | 1 | 1.15 | 10 | 93-02,06, 08 | 54.2 | C | 25.4 | (F30) |
| 3 | I-80 - EB | I-80/I-580 (Merge) | Powell | Emery - Berk | 1 | 0.79 | 10 | 91-95, 97-08, 10 | 16.58 | (F20) | 13.05 | (F20) |
| 4 | I-80 - EB | Powell | Ashby | Emery - Berk | 1 | 0.67 | 10 | 91-95, 97-08,10 | 11.68 | (F20) | 12.29 | (F20) |
| 5 | I-80 - EB | Ashby | University | Emery - Berk | 1 | 1.34 | 10 | 91-95, 97-08 | 31.74 | E | 25.72 | (F30) |
| 6 | I-80 - EB | University | Jct I-580 (off) | Berk - Alb | 1 | 1.51 | 10 | 91-92, 96-97,02,06 | 44.8 | D | 33.5 | E |
| 7 | I-80 - EB | Jct I-580 (off) | Central (on) | Berk - Alb | 1 | 1.12 | 10 | 91-92, 96-97,02,06-08 | 39.1 | E | 27.7 | (F30) |
| 8 | I-80 - WB | Central | Jct I-580 | Berk - Alb | 1 | 0.70 | 10 | | 46.7 | D | 52.0 | C |
| 9 | I-80 - WB | Jct I-580 | University | Berk - Alb | 1 | 1.49 | 10 | 10 | 23.7 | (F30) | 28.7 | (F30) |
| 10 | I-80 - WB | University | Ashby | Emery - Berk | 1 | 1.36 | 10 | 91-92, 94-'06'10 | 24.7 | (F30) | 23.3 | (F30) |
| 11 | I-80 - WB | Ashby | Powell | Emery - Berk | 1 | 0.64 | 10 | 91-92, 94-08,10 | 16.6 | (F20) | 15.5 | (F20) |
| 12 | I-80 - WB | Powell | I-80/I-580 (Split) | Emery - Berk | 1 | 0.42 | 10 | 91-92, 94-'06 | 31.7 | E | 28.0 | (F30) |
| 13 | I-80 - WB | I-580 Split | Toll Plaza | Oak | 1 | 1.20 | 10 | 91-'93, '97-'00,04,06 | 41.7 | D | 39.4 | E |
| 14 | I-80 - WB | Toll Plaza | SF County | Oak | 1 | 2.00 | 10 | | 41.5 | D | 40.9 | E |
| 15 | I-238 - EB | I-880 | I-580 | Uninc-San L | 2 | 2.28 | 6 | 91-92,94,96-97,02,06 | 62.3 | A | 38.7 | E |
| 16 | I-238 - WB | I-580 | I-880 | Uninc-San L | 2 | 1.60 | 6 | 97-'08 | 61.8 | A | 52.1 | C |
| 17 | I-580 - EB | I-238/ Fthl Off | Grove | Unincorp | 2 | 2.88 | 8 | | 56.4 | B | 51.1 | C |
| 18 | I-580 EB | Grove | Eden Canyon | Uninc - Pleas | 4 | 2.17 | 8 | | 72.9 | A | 54.3 | C |
| 19 | I-580 EB | Eden Canyon | San Ramon/ Foothill | Uninc - Pleas | 4 | 4.80 | 8 | | 38.3 | E | 48.0 | D |
| 20 | I-580 EB | San Ramon/Foothill | I-680 | Uninc - Pleas | 4 | 0.77 | 8 | 08,10 | 13.6 | (F20) | 33.2 | E |
| 21 | I-580 EB | I-680 | Hopyard | Plea | 4 | 0.76 | 8 | 98-'02,06-08,10 | 8.7 | (F10) | 24.6 | (F30) |
| 22 | I-580 EB | Hopyard | Santa Rita | Plea | 4 | 1.96 | 8 | 98-'02,06-08,10 | 10.8 | (F20) | 26.2 | (F30) |
| 23 | I-580 EB | Santa Rita | El Charro | Uninc-Pleas | 4 | 1.24 | 8 | 02, 08,10 | 22.3 | (F30) | 34.1 | E |
| 24 | I-580 EB | El Charro | SR 84/Airway Blvd. | Liv | 4 | 1.52 | 8 | 02 | 41.1 | D | 56.1 | B |
| 25 | I-580 EB | SR 84/Airway Blvd. | Portola | Liv | 4 | 1.71 | 8 | 02 | 53.5 | C | 61.0 | A |
| 26 | I-580 - EB | Portola | 1st St | Liv | 4 | 2.70 | 8 | 02 | 66.3 | A | 65.0 | A |
| 27 | I-580 - EB | 1st St | Greenville | Liv-Uninc | 4 | 1.98 | 8 | | 56.0 | B | 29.3 | (F30) |
| 28 | I-580 - EB | Greenville | N.Flynn | Uninc | 4 | 1.50 | 8 | | 35.4 | E | 25.4 | (F30) |
| 29 | I-580 - EB | N.Flynn | Grant Line | Uninc | 4 | 3.19 | 8 | | 47.2 | D | 39.6 | E |
| 30 | I-580 - EB | Grant Line | I-205 (SJ Co) Off | Uninc | 4 | 1.11 | 8 | | 45.6 | D | 37.8 | E |
| 31 | I-580 - WB | I-205 (SJ Co) | Grant Line | Liv - Uninc | 4 | 0.89 | 8 | | 38.0 | E | 37.1 | E |
| 32 | I-580 - WB | Grant Line | N Flynn | Liv - Uninc | 4 | 4.56 | 8 | | 68.3 | A | 69.0 | A |
| 33 | I-580 - WB | N Flynn | Greenville Rd | Liv - Uninc | 4 | 2.34 | 8 | | 66.8 | A | 68.0 | A |
| 34 | I-580 - WB | Greenville Rd | 1st St | Liv - Uninc | 4 | 2.30 | 8 | | 66.6 | A | 66.2 | A |
| 35 | I-580 - WB | 1st St | Portola Ave | Liv | 4 | 2.52 | 8 | | 63.7 | A | 63.4 | A |
| 36 | I-580 - WB | Portola | SR 84/Airway Blvd | Liv | 4 | 1.76 | 8 | | 70.1 | A | 69.6 | A |
| 37 | I-580 - WB | SR 84/Airway Blvd | Fallon Rd/El Charro | Liv | 4 | 1.78 | 8 | | 72.1 | A | 68.4 | A |
| 38 | I-580 - WB | Fallon Rd/El Charro | Tassajara | Plea | 4 | 1.16 | 8 | | 64.8 | A | 61.3 | A |

Appendix G-1: 2012 LOS Monitoring Study Results for Freeways—p.m. Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|----|------------|----------------------|--------------------|--------------|-----------|----------------|-------------|-----------------------|------------------|--------------|------------------|--------------|
| | | From | To | | | | | | Speed | LOS | Speed | LOS |
| 39 | I-580 - WB | Tassajara Rd | I-680 | Plea | 4 | 2.87 | 8 | | 67.2 | A | 62.1 | A |
| 40 | I-580 - WB | I-680 | San Ramon Rd | Plea - Uninc | 4 | 0.69 | 8 | | 62.7 | A | 62.9 | A |
| 41 | I-580 - WB | San Ramon Rd | Eden Canyon | Plea - Uninc | 4 | 4.75 | 8 | | 67.2 | A | 62.4 | A |
| 42 | I-580 - WB | Eden Canyon | Center St | Plea - Uninc | 4 | 2.28 | 8 | | 70.5 | A | 67.8 | A |
| 43 | I-580 - WB | Center | I-580/238 | Unincorp | 2 | 1.94 | 8 | '00 | 60.3 | A | 57.4 | B |
| 44 | I-580 - EB | I-80 | I-980 | Oak | 1 | 1.24 | 8 | 91-'92, 08-10 | 25.7 | (F30) | 18.6 | (F20) |
| 45 | I-580 - EB | I-980 | Harrison | Oak | 1 | 0.95 | 8 | 91-'92 | 41.1 | D | 30.1 | E |
| 46 | I-580 - EB | Harrison | Lakeshore | Oak | 1 | 0.69 | 8 | 08-10 | 27.0 | (F30) | 31.2 | E |
| 47 | I-580 - EB | Lakeshore | Coolidge | Oak | 1 | 2.25 | 8 | | 36.6 | E | 43.7 | D |
| 48 | I-580 - EB | Coolidge | SH 13 Off | Oak | 1 | 2.15 | 8 | 10 | 31.4 | (F30) | 52.1 | C |
| 49 | I-580 - EB | SH 13 Off | MacArthur | Foothill | 1 | 4.09 | 8 | | 50.8 | C | 42.4 | D |
| 50 | I-580 - EB | MacArthur | I-580/238 | SL - Hay | 2 | 4.33 | 8 | | 67.4 | A | 66.6 | A |
| 51 | I-580 - WB | I-238 | Foothill/MacArthur | Oak -SL | 2 | 4.42 | 8 | | 70.9 | A | 71.0 | A |
| 52 | I-580 - WB | Foothill/MacArthur | SH 13 Off | Oak -SL | 1 | 3.89 | 8 | | 61.9 | A | 64.0 | A |
| 53 | I-580 - WB | SH 13 Off | Fruitvale | Oak | 1 | 2.36 | 8 | | 61.4 | A | 60.8 | A |
| 54 | I-580 - WB | Fruitvale | Harrison | Oak | 1 | 2.21 | 8 | | 56.0 | B | 55.0 | C |
| 55 | I-580 - WB | Harrison | SH 24 On-ramp | Oak | 1 | 1.16 | 8 | | 52.6 | C | 53.0 | C |
| 56 | I-580 - WB | SH-24 On-ramp | I-80/580 Split | Oak | 1 | 0.69 | 8 | 06 | 56.7 | B | 14.2 | (F20) |
| 57 | I-580 - EB | Central | I-80 Jct | Alb | 1 | 0.77 | 4 | | 45.9 | D | 46.3 | D |
| 58 | I-580 - WB | I-80 Jct | Central | Alb | 1 | 1.07 | 4 | | 64.8 | A | 66.6 | A |
| 59 | I-680 - NB | Scott Creek Rd | Rt 262/Mission | Fre | 3 | 2.20 | 6 | | 58.0 | B | 51.4 | C |
| 60 | I-680 - NB | Rt 262/Mission | Durham Rd | Fre | 3 | 1.34 | 6 | 08-10 | 16.5 | (F20) | 20.1 | (F30) |
| 61 | I-680 - NB | Durham Rd | Washington Blvd | Fre | 3 | 1.54 | 6 | 08-10 | 20.4 | (F30) | 23.4 | (F30) |
| 62 | I-680 - NB | Washington Blvd | Rt 238/Mission | Fre | 3 | 0.89 | 6 | | 36.9 | E | 38.7 | E |
| 63 | I-680 NB | SR 238/Mission | Vargas Rd | Unincorp | 3 | 0.82 | 6 | 10 | 44.0 | D | 53.7 | C |
| 64 | I-680 NB | Vargas Rd | Andrade Rd | Unincorp | 3 | 2.64 | 6 | | 28.1 | (F30) | 28.9 | (F30) |
| 65 | I-680 NB | Andrade Rd | Calaveras | Unincorp | 3 | 1.13 | 6 | | 33.3 | E | 39.3 | E |
| 66 | I-680 NB | Calaveras | Rt.84/Vallecitos | Unincorp | 3 | 0.30 | 6 | | 59.2 | B | 63.7 | A |
| 67 | I-680 NB | SR 84 | Sunol Blvd | Plea - Uninc | 4 | 3.45 | 6 | | 67.0 | A | 64.7 | A |
| 68 | I-680 NB | Sunol Blvd. | Bernal Ave | Plea - Uninc | 4 | 1.52 | 6 | | 64.3 | A | 62.5 | A |
| 69 | I-680 NB | Bernal Ave | Stoneridge Dr | Plea | 4 | 2.39 | 6 | | 65.7 | A | 60.8 | A |
| 70 | I-680 NB | Stoneridge Dr | I-580 | Plea | 4 | 0.84 | 6 | | 70.1 | A | 63.4 | A |
| 71 | I-680 - NB | I-580 | Alcosta | Dub | 4 | 1.83 | 6 | | 62.4 | A | 55.8 | B |
| 72 | I-680 - SB | Alcosta | I-580 | Dub | 4 | 1.84 | 6 | | 69.0 | A | 68.8 | A |
| 73 | I-680 SB | I-580 | Stoneridge Dr | Plea | 4 | 0.76 | 6 | | 62.9 | A | 62.2 | A |
| 74 | I-680 SB | Stoneridge Dr | Bernal | Plea | 4 | 2.55 | 6 | | 66.6 | A | 65.4 | A |
| 75 | I-680 SB | Bernal Ave. | Sunol Blvd | Unincorp | 4 | 1.31 | 6 | | 61.1 | A | 59.7 | B |
| 76 | I-680 SB | Sunol Blvd. | SR 84 | Unincorp | 4 | 3.82 | 6 | | 68.6 | A | 67.8 | A |
| 77 | I-680 SB | SR 84 (Niles Canyon) | Andrade Rd | Unincorp | 3 | 1.32 | 6 | | 64.7 | A | 65.4 | A |
| 78 | I-680 SB | Andrade Rd | Sheridon Rd | Unincorp | 3 | 1.39 | 6 | | 61.5 | A | 61.9 | A |
| 79 | I-680 SB | Sheridon Rd | Vargas Rd | Unincorp | 3 | 0.81 | 6 | | 66.5 | A | 63.9 | A |
| 80 | I-680 SB | Vargas Rd | SR 238/Mission | Unincorp | 3 | 1.08 | 6 | | 63.2 | A | 63.7 | A |

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|-----|------------|--------------------|---------------------|--------------|-----------|----------------|-------------|-----------------------|------------------|-------|------------------|-------|
| | | From | To | | | | | | Speed | LOS | Speed | LOS |
| 81 | I-680 - SB | Rt 238/Mission | Washington Blvd | Fre | 3 | 1.04 | 6 | | 65.9 | A | 64.0 | A |
| 82 | I-680 - SB | Washington Blvd | Durham Rd | Fre | 3 | 1.52 | 6 | | 67.8 | A | 67.6 | A |
| 83 | I-680 - SB | Durham Rd | Rt 2262/Mission | Fre | 3 | 1.67 | 6 | | 70.7 | A | 70.6 | A |
| 84 | I-680 - SB | Rt 262/Mission | Scott Creek Rd | Fre | 3 | 2.19 | 6 | | 62.3 | A | 64.4 | A |
| 85 | I-880 - NB | Dix Landing | SR 262/Mission | Fre | 3 | 2.08 | 8 | 91-'92 | 52.1 | C | 32.9 | E |
| 86 | I-880 - NB | SR 262/Mission | AutoMall Pkwy | Fre | 3 | 2.44 | 8 | 96 | 42.0 | D | 46.8 | D |
| 87 | I-880 - NB | AutoMall Pkwy | Stevenson | Fre | 3 | 1.54 | 8 | 96 | 49.6 | C | 50.2 | C |
| 88 | I-880 - NB | Stevenson | Decoto | Fre | 3 | 4.04 | 8 | 96-'98 | 49.7 | C | 56.3 | B |
| 89 | I-880 - NB | Decoto | Alvarado Blvd | Fre - Un Cty | 3 | 1.17 | 8 | 02,10 | 28.6 | (F30) | 42.8 | D |
| 90 | I-880 - NB | Alcarado Blvd | Alvarado-Niles Blvd | Fre- Uni Cty | 3 | 1.17 | 8 | 02,10 | 26.8 | (F30) | 39.2 | E |
| 91 | I-880 - NB | Alv-Niles | Tennyson | Un Cty - Hay | 3 | 2.65 | 8 | 00-02,06-08,10 | 17.7 | (F20) | 24.7 | (F30) |
| 92 | I-880 - NB | Tennyson | SR 92 | Hay | 2 | 1.14 | 8 | 91-'92 | 37.7 | E | 19.2 | (F20) |
| 93 | I-880 - NB | SR 92 | A St | Hay | 2 | 1.52 | 8 | 91-'92 | 38.4 | E | 25.5 | (F30) |
| 94 | I-880 - NB | A St | I-238 | Unincorp | 2 | 1.82 | 8 | 94-'95 | 62.7 | A | 45.1 | D |
| 95 | I-880 - NB | I-880/I238 (split) | Marina Blvd | Oak -SL | 2 | 2.66 | 8 | | 66.8 | A | 65.8 | A |
| 96 | I-880 - NB | Marina Blvd | SR 112/Davis | Oak - SL | 2 | 0.79 | 8 | | 62.1 | A | 60.9 | A |
| 97 | I-880 - NB | SR 112/Davis | Hegenberger | Oak - SL | 2 | 1.88 | 8 | | 56.5 | B | 60.5 | A |
| 98 | I-880 - NB | Hegenberger | High/42nd | Oak | 1 | 2.47 | 8 | | 52.7 | C | 48.5 | D |
| 99 | I-880 - NB | High/42nd | 23rd (1st on) | Oak | 1 | 1.06 | 8 | | 64.5 | A | 58.0 | B |
| 100 | I-880 - NB | 23RD (1ST on) | Jct 980 (off) | Oak | 1 | 2.64 | 8 | | 57.7 | B | 61.8 | A |
| 101 | I-880 - NB | Jct 980 (off) | I-880/I-80 split | Oak | 1 | 2.38 | 8 | | 60.8 | A | 63.6 | A |
| 102 | I-880 - NB | I-880/I 80 (split) | I-880/I-80 (merge) | Oak | 1 | 1.40 | 8 | | 31.5 | E | 15.2 | (F20) |
| | | | | Oak | 1 | 3.17 | 6 | | | | | |
| 103 | I-880 - SB | I-880/I-80 split | I-880/I-80 merge | Oak | 1 | 1.63 | 8 | | 65.3 | A | 65.0 | A |
| 104 | I-880 - SB | I-880/I-80 merge | Jct 980 | Oak | 1 | 2.65 | 8 | | 64.0 | A | 72.3 | A |
| 105 | I-880 - SB | I-980 | 23rd | Oak | 1 | 2.79 | 8 | 06 | 30.2 | E | 39.5 | E |
| 106 | I-880 - SB | 23rd St | High/42nd | Oak | 1 | 1.35 | 8 | | 67.9 | A | 37.3 | E |
| 107 | I-880 - SB | High/42nd | Hegenberger | Oak | 1 | 2.27 | 8 | 06 | 36.8 | E | 35.1 | E |
| 108 | I-880 - SB | Hegenberger | SR 112/Davis | Oak - SL | 1 | 1.69 | 8 | 91-'92,08 | 37.6 | E | 51.7 | C |
| 109 | I-880 - SB | SR 112/Davis | Marina Blvd | Oak - SL | 1 | 0.87 | 8 | 91-'92 | 57.1 | B | 56.4 | B |
| 110 | I-880 - SB | Marina Blvd | SR 238 WB (merge) | Oak - SL | 1 | 2.41 | 8 | 91-'92 | 59.5 | B | 63.7 | A |
| 111 | I-880 - SB | I-238 | A St | SL-Uninc | 2 | 2.03 | 8 | 91-'92, '00-02 | 32.3 | E | 53.9 | C |
| 112 | I-880 - SB | A St | Rt 92 | Hay | 2 | 1.81 | 8 | | 37.2 | E | 39.9 | E |
| 113 | I-880 - SB | Rt 92 | Tennyson | Hay | 2 | 0.96 | 8 | 00 | 35.0 | E | 33.6 | E |
| 114 | I-880 - SB | Tennyson | Alv-Niles | Hay - UC | 2 | 2.49 | 8 | | 45.9 | D | 41.9 | D |
| 115 | I-880 - SB | Alv-Niles | Alvarado | UC - Fre | 3 | | 8 | | 57.9 | B | 54.0 | C |
| 116 | I-880 - SB | Alvarado | Decoto | UC - Fre | 3 | | 8 | | 58.9 | B | 42.2 | D |
| 117 | I-880 - SB | Decoto | Stevenson | Fre | 3 | 4.07 | 8 | | 58.9 | B | 54.4 | C |
| 118 | I-880 - SB | Stevenson | AutoMall Pkwy | Fre | 2 | 1.26 | 8 | | 64.8 | A | 64.5 | A |
| 119 | I-880 - SB | AutoMall Pkwy | Rt 262/Mission | Fre | 2 | 3.04 | 8 | | 62.4 | A | 62.5 | A |
| 121 | I-980 - WB | SR 24 @ 580 | I-880 | Oak | 1 | 2.27 | 8 | | 64.8 | A | 65.2 | A |
| 122 | I-980 - EB | I-880 | SR 24 @ 580 | Oak | 1 | 2.32 | 8 | '91 | 29.7 | (F30) | 39.4 | E |

Appendix G-1: 2012 LOS Monitoring Study Results for Freeways—p.m. Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|-----|------------|---------------------|--------------------------|--------------|-----------|----------------|-------------|---------------------------|------------------|--------------|------------------|--------------|
| | | From | To | | | | | | Speed | LOS | Speed | LOS |
| 123 | SR 13 - NB | Mountain On | Carson/Redwood (1) (off) | Oak | 1 | 1.20 | 4 | | 88.8 | A | 83.1 | A |
| 124 | SR 13 - NB | Carson/Redwood (1) | Joaquin Miller | Oak | 1 | 1.09 | 4 | | 44.4 | D | 43.3 | D |
| 125 | SR 13 - NB | Joa Miller/Linc | Moraga Ave | Oak | 1 | 1.77 | 4 | | 61.4 | A | 56.0 | B |
| 126 | SR 13 - NB | Moraga Ave | Hiller (Sig) | Oak | 1 | 1.57 | 4 | 06,10 | 24.2 | (F30) | 18.9 | (F20) |
| 127 | SR 13 - SB | Hiller Sig | Moraga Ave | Oak | 1 | 1.66 | 4 | | 57.2 | B | 54.1 | C |
| 128 | SR 13 - SB | Moraga Ave | Joa Miller/Linc | Oak | 1 | 2.04 | 4 | | 71.2 | A | 69.6 | A |
| 129 | SR 13 - SB | Joaq Miller/Lincoln | Redwood | Oak | 1 | 1.34 | 4 | | 61.4 | A | 61.1 | A |
| 130 | SR 13 - SB | Redwood | Jct I-580 (EB Merge) | Oak | 1 | 0.89 | 4 | 08,10 | 12.5 | (F20) | 15.6 | (F20) |
| 131 | SR 24 - EB | I-580 (on ramp) | Broadway/SR 13 | Oak | 1 | 2.08 | 8 | 91-'97, '02, 06, 08,10 | 15.8 | (F20) | 16.0 | (F20) |
| 132 | SR 24 - EB | Broadway/SR 13 | Caldecott (enter) | Oak | 1 | 1.41 | 8 | 91-'97,'02,06-08,10 | 14.5 | (F20) | 14.1 | (F20) |
| 133 | SR 24 - EB | Caldecott (enter) | Fish Ranch Road | Oak | 1 | 1.03 | 8 | 91-'97,'02,06 | 34.6 | E | 35.9 | E |
| 134 | SR 24 - WB | Fish Ranch Road | Caldecott (exit) | Oak | 1 | 0.99 | 8 | | 50.9 | C | 51 | C |
| 135 | SR 24 - WB | Caldecott (exit) | Broadway | Oak | 1 | 1.77 | 8 | | 69.4 | A | 68.8 | A |
| 136 | SR 24 - WB | Broadway | Jct I-580 (on) | Oak | 1 | 2.19 | 8 | | 59.3 | B | 57.8 | B |
| 137 | SR 84 - EB | San M CL | Toll Plaza | Fremont | 3 | 2.97 | 6 | | 56.2 | B | 51.9 | C |
| 138 | SR 84 - EB | Toll Plaza | Thornton | Fremont | 3 | 0.27 | 6 | 06 | 58.9 | B | 57.2 | B |
| 139 | SR 84 - EB | Thornton | Newark Blvd/Ardenwood | Newark | 3 | 1.23 | 6 | 08 | 65.8 | A | 45.9 | D |
| 140 | SR 84 - EB | Newark | I-880 NB (off) | Newark | 3 | 0.97 | 6 | 08-10 | 26.9 | (F30) | 16.4 | (F20) |
| 141 | SR 84 - WB | I-880 NB (off) | Ardenwood/Newark | Newark | 3 | 0.99 | 6 | | 45.9 | D | 47.2 | D |
| 142 | SR 84 - WB | Ardenwood/Newark | Paseo Padre Pkwy | | 3 | 1.15 | 6 | | 60.2 | A | 63.4 | A |
| 143 | SR 84 - WB | Paseo Padre Pkwy | Toll Gate | | 3 | 0.75 | 6 | | 51.4 | C | 44.0 | D |
| 144 | SR 84 - WB | Toll Plaza | San M CL | Fremont | 2 | 3.17 | 6 | | 64.8 | A | 64.1 | A |
| 145 | SR 92 - EB | San M CL | Toll Plaza | Uninc - Hay | 2 | 2.61 | 6 | 97-'02 | 65.9 | A | 47.4 | D |
| 146 | SR 92 - EB | Toll Plaza | Clawiter | Uninc - Hay | 2 | 1.76 | 6 | 91-'94, '96-'02 | 37.6 | E | 49.7 | C |
| 147 | SR 92 - EB | Clawiter | I-880 | Hay | 2 | 2.10 | 6 | 91-92,94-'95,97-'02,06-10 | 10.0 | (F20) | 54.4 | C |
| 148 | SR 92 - WB | I-880 | Clawiter | Hay | 2 | 2.01 | 6 | | 52.4 | C | 59.7 | B |
| 149 | SR 92 - WB | Clawiter | Toll Plaza | Uninc - Hay | 2 | 1.87 | 6 | 91-'92 | 45.6 | D | 42.2 | D |
| 150 | SR 92 - WB | Toll Plaza | San M CL | Uninc - Hay | 2 | 2.61 | 6 | | 61.7 | A | 61.7 | A |

Appendix G-2

Appendix G-2: 2012 LOS Monitoring Study Results for Arterials—p.m. Peak Period

| # | CMP Route | Segment Limits | | Juris | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|----|------------------|----------------|---------------|-----------|-------------------|--------------------------------|--------------|----------------|--------------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 1 | 150th St - EB | Hesperian | I-580 | SL | 0.51 | II | 2 | 2 | | 17.0 | D | 13.6 | E |
| 2 | 150th St - WB | I-580 | Hesperian | SL | 0.51 | II | 2 | 2 | | 16.5 | D | 18.2 | C |
| 3 | A Street - EB | I-880 | Western | Hay | 1.08 | II | 2 | 2 | | 23.3 | C | 18.8 | C |
| 4 | A Street - EB | Western | SR 238 | Hay | 0.53 | III | 2 | 2 | | 7.6 | E | 5.2 | (F) |
| 5 | A Street - WB | SR 238 | Western | Hay | 0.53 | III | 2 | 2 | | 13.5 | C | 10.3 | D |
| 6 | A Street - WB | Western | I-880 | Hay | 1.08 | II | 2 | 2 | | 21.8 | C | 17.7 | D |
| 7 | Atlantic - EB | Main | Webster | Ala | 0.80 | II | 1 | 2 | | 20.7 | C | 19.5 | C |
| 8 | Atlantic - WB | Webster | Main | Ala | 0.80 | II | 1 | 2 | | 23.7 | C | 20.7 | C |
| 9 | Hegenberger - EB | SR 61 | Edgewater | Oak | 0.76 | I | 1 | | | 17.5 | D | 15.9 | E |
| 10 | Hegenberger - EB | Edgewater | Baldwin | Oak | 0.73 | I | 1 | 3 | | 27.8 | C | 20.0 | D |
| 11 | Hegenberger - EB | Baldwin | E 14th | Oak | 1.03 | I | 1 | 3 | | 25.1 | C | 25.5 | C |
| 12 | Hegenberger - WB | E 14th | Baldwin | Oak | 1.03 | I | 1 | 3 | | 35.9 | A | 30.0 | B |
| 13 | Hegenberger - WB | Baldwin | Edgewater | Oak | 0.73 | I | 1 | 3 | | 25.3 | C | 18.1 | D |
| 14 | Hegenberger - WB | Edgewater | SR 61 | Oak | 0.76 | I | 1 | | | 20.0 | D | 19.5 | D |
| 15 | Hesperian - NB | Tennyson | SH 92 - WB | Hay | 0.47 | I | 2 | 3 | 06-08 | 15.0 | E | 14.9 | E |
| 16 | Hesperian - NB | SH 92 | La Playa | Hay | 0.79 | II | 2 | 3 | 92 | 19.2 | C | 18.3 | C |
| 17 | Hesperian - NB | La Playa | W.Winton Ave. | Hay | 0.44 | II | 2 | 3 | 92,08-10 | 5.6 | (F) | 11.6 | E |
| 18 | Hesperian - NB | W.Winton Ave | A St | Hay | 0.96 | II | 2 | 3 | 92 | 18.1 | C | 13.9 | E |
| 19 | Hesperian - NB | A St | Hacienda | Unin | 0.65 | II | 2 | 2 | | 19.5 | C | 16.8 | D |
| 20 | Hesperian - NB | Hacienda | Grant | Unin | 0.65 | II | 2 | 2 | | 29.4 | B | 16.6 | D |
| 21 | Hesperian - NB | Grant | Llewelling | Unin | 0.28 | II | 2 | 2 | 00,04,06-10 | 8.1 | (F) | 6.9 | (F) |
| 22 | Hesperian - NB | Llewelling | Springlake | Unin | 0.40 | II | 2 | 2 | | 23.3 | C | 18.2 | C |
| 23 | Hesperian - NB | Springlake | Fairmont | SL | 0.66 | II | 2 | 2 | | 14.8 | D | 13.5 | E |
| 24 | Hesperian - NB | Fairmont | 14th | SL | 0.32 | II | 2 | 2 | | 13.7 | E | 15.0 | D |
| 25 | Hesperian - SB | 14th | Fairmont | SL | 0.31 | II | 2 | 2 | '91, '95, '97,08 | 12.4 | E | 17.5 | D |
| 26 | Hesperian - SB | Fairmont | Springlake | SL | 0.65 | II | 2 | 2 | '91 - '92 | 18.8 | C | 17.5 | D |
| 27 | Hesperian - SB | Springlake | Llewelling | Unin | 0.40 | II | 2 | 2 | '00, 10 | 8.1 | (F) | 7.9 | (F) |
| 28 | Hesperian - SB | Llewelling | Grant | Unin | 0.28 | II | 2 | 2 | | 13.8 | E | 13.5 | E |
| 29 | Hesperian - SB | Grant | Hacienda | Unin | 0.65 | II | 2 | 2 | | 21.8 | C | 26.8 | B |
| 30 | Hesperian - SB | Hacienda | A St | Unin | 0.65 | II | 2 | 2 | | 19.6 | C | 19.6 | C |
| 31 | Hesperian - SB | A St | W.Winton Ave. | Hay | 0.96 | II | 2 | | | 18.6 | C | 22.3 | C |
| 32 | Hesperian - SB | W.Winton Ave | La Playa | Hay | 0.44 | II | 2 | | | 24.8 | B | 18.4 | C |
| 33 | Hesperian - SB | La Playa | SH 92 | Hay | 0.79 | II | 2 | | | 17.2 | D | 18.6 | C |
| 34 | Hesperian - SB | SH 92 - WB | Tennyson | Hay | 0.47 | I | 2 | 3 | 08-10 | 11.0 | (F) | 11.7 | (F) |
| 35 | Mowry - EB | I-880 | Farwell | Fre | 0.34 | II | 3 | 2 | '91 - '92 | 14.1 | D | 17.0 | D |
| 36 | Mowry - EB | Farwell | SH 84 | Fre | 2.63 | II | 3 | 2 | | 25.1 | B | 25.9 | B |
| 37 | Mowry - WB | SH 84 | Farwell | Fre | 2.63 | II | 3 | 2 | | 22.6 | C | 22.7 | C |
| 38 | Mowry - WB | Farwell | I-880 | Fre | 0.34 | II | 3 | 2 | | 20.9 | C | 23.9 | C |
| 39 | Park/23rd - EB | Encinal | Santa Clara | Ala | 0.23 | III | 1 | 2 | | 21.3 | B | 11.2 | D |
| 40 | Park/23rd - EB | Santa Clara | Kennedy | Ala | 0.66 | III | 1 | 2 | | 13.2 | C | 13.1 | C |
| 41 | Park/23rd - EB | Kennedy | E 11th | Ala - Oak | 0.45 | II | 1 | 2 | | 13.9 | E | 19.8 | C |
| 42 | Park/23rd - WB | E 11th | Kennedy | Ala - Oak | 0.45 | II | 1 | 2 | | 24.1 | B | 29.8 | B |

Appendix G-2: 2012 LOS Monitoring Study Results for Arterials—p.m. Peak Period

| # | CMP Route | Segment Limits | | Juris | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|----|-------------------------|------------------|------------------|------------|-------------------|--------------------------------|--------------|----------------|--------------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 43 | Park/23rd - WB | Kennedy | Santa Clara | Ala | 0.66 | III | 1 | 2 | | 12.9 | D | 12.8 | D |
| 44 | Park/23rd - WB | Santa Clara | Encinal | Ala | 0.23 | III | 1 | 2 | | 12.8 | D | 9.7 | D |
| 45 | MLK Jr Way -NB | SH 24 | Adeline | Oak | 0.90 | II | 1 | 2 | | 18.1 | C | 17.4 | D |
| 46 | Adeline - NB | MLK Jr - South | MLK Jr - North | Berk | 0.30 | II | 1 | 2 | 04 | 18.8 | C | 15.2 | D |
| 47 | Adeline - NB | MLK Jr - North | Shattuck/Adeline | Berk | 0.63 | II | 1 | 2 | | 15.5 | D | 15.3 | D |
| 48 | Shattuck NB | Shattuck/Adeline | Dwight | Berk | 0.32 | II | 1 | 2 | | 17.2 | D | 15.7 | D |
| 49 | Shattuck NB | Dwight | University | Berk | 0.63 | III | 1 | 2 | | 14.9 | C | 13.8 | C |
| 50 | Shattuck SB | University | Dwight | Berk | 0.63 | III | 1 | 2 | | 13.5 | C | 12.8 | D |
| 51 | Shattuck SB | Dwight | Shattuck/Adeline | Berk | 0.32 | II | 1 | 2 | | 22.5 | C | 26.3 | B |
| 52 | Adeline - SB | Shattuck/Adeline | MLK Jr - North | Berk | 0.63 | II | 1 | 2 | | 13.1 | E | 13.0 | E |
| 53 | Adeline - SB | MLK Jr - North | MLK Jr - South | Berk | 0.30 | II | 1 | 2 | '95, '00 | 20.0 | C | 21.5 | C |
| 54 | MLK Jr Way -SB | Adeline | SH 24 | Oak | 0.88 | II | 1 | 2 | | 21.7 | C | 15.3 | D |
| 55 | Tennyson - EB | Hesperian | I-880 | Hay | 0.88 | I | 2 | 2 | 06 | 22.0 | C | 20.1 | D |
| 56 | Tennyson - EB | I-880 NB | Rt 238 | Hay | 1.55 | II | 2 | 2 | | 19.9 | C | 19.2 | C |
| 57 | Tennyson - WB | Rt 238 | I-880 | Hay | 1.63 | II | 2 | 2 | | 19.2 | C | 20.1 | C |
| 58 | Tennyson - WB | I-880 | Hesperian | Hay | 0.85 | I | 2 | 2 | | 21.6 | D | 20.5 | D |
| 59 | University - EB | I-80 SB | 6th | Berk | 0.40 | II | 1 | 2 | | 26.7 | B | 16.9 | D |
| 60 | University - EB | 6th | San Pablo | Berk | 0.31 | II | 1 | 2 | | 19.0 | C | 15.3 | D |
| 61 | University - EB | San Pablo | Sacramento | Berk | 0.56 | II | 1 | 2 | | 11.5 | E | 18.4 | C |
| 62 | University - EB | Sacramento | ML King | Berk | 0.48 | II | 1 | 2 | | 18.9 | C | 16.6 | D |
| 63 | University - EB | ML King | Shattuck Pl | Berk | 0.30 | III | 1 | 2 | | 17.0 | C | 11.2 | D |
| 64 | University - WB | Shattuck Pl | ML King | Berk | 0.30 | III | 1 | 2 | | 13.7 | C | 11.0 | D |
| 65 | University - WB | ML King | Sacramento | Berk | 0.48 | II | 1 | 2 | | 19.2 | C | 24.8 | B |
| 66 | University - WB | Sacramento | San Pablo | Berk | 0.56 | II | 1 | 2 | | 12.6 | E | 9.9 | (F) |
| 67 | University - WB | San Pablo | 6th | Berk | 0.31 | II | 1 | 2 | '98 | 17.9 | D | 10.2 | E |
| 68 | University - WB | 6th | I-80 SB | Berk | 0.40 | II | 1 | 2 | | 38.9 | A | 37.8 | A |
| 69 | SR 13 Ashby - WB | Hiller | Domingo | Oak - Berk | 0.79 | II | 1 | 2 | | 25.6 | B | 21.3 | C |
| 70 | SR 13 Ashby - WB | Domingo | College | Berk | 0.50 | III | 1 | 1 | | 18.0 | C | 16.0 | C |
| 71 | SR 13 Ashby - WB | College | Telegraph | Berk | 0.38 | III | 1 | 1 | | 11.0 | D | 10.2 | D |
| 72 | SR 13 Ashby - WB | Telegraph | Shattuck | Berk | 0.38 | III | 1 | 1 | '91 - '92 | 12.5 | D | 14.8 | C |
| 73 | SR 13 Ashby - WB | Shattuck | ML King | Berk | 0.24 | III | 1 | 1 | '91 - '92 | 9.2 | D | 7.8 | E |
| 74 | SR 13 Ashby - WB | ML King | San Pablo | Berk | 0.87 | III | 1 | 1 | | 13.8 | C | 11.8 | D |
| 75 | SR 13 Ashby - WB | San Pablo | I-80 Ramps | Berk | 0.64 | II | 1 | 2 | | 22.0 | C | 18.2 | C |
| 76 | SR 13 Ashby - EB | I-80 | San Pablo | Berk | 0.61 | II | 1 | 2 | | 19.8 | C | 13.9 | E |
| 77 | SR 13 Ashby - EB | San Pablo | ML King | Berk | 0.87 | III | 1 | 1 | | 17.9 | C | 19.5 | B |
| 78 | SR 13 Ashby - EB | ML King | Shattuck | Berk | 0.24 | III | 1 | 1 | | 8.6 | E | 7.2 | E |
| 79 | SR 13 Ashby - EB | Shattuck | Telegraph | Berk | 0.38 | III | 1 | 1 | | 13.4 | C | 15.8 | C |
| 80 | SR 13 Ashby - EB | Telegraph | College | Berk | 0.38 | III | 1 | 1 | | 7.3 | E | 12.9 | D |
| 81 | SR 13 Ashby - EB | College | Domingo | Berk | 0.50 | III | 1 | 1 | 91,00,04,10 | 6.5 | (F) | 7.7 | E |
| 82 | SR 13 Ashby - EB | Domingo | Hiller | Berk - Oak | 0.79 | II | 1 | 2 | | 24.0 | C | 25.4 | B |
| 83 | SR 61 - SB | Atlantic | Cent/Webster | Ala | 0.55 | III | 1 | 2 | | 11.5 | D | 12.7 | D |
| 84 | SR 61 - SB | Cent/Webster | Sher/Encino | Ala | 0.73 | II | 1 | 2 | | 23.1 | C | 18.9 | C |
| 85 | SR 61 - SB | Sher/Encino | Park | Ala | 1.22 | II | 1 | 1 | | 19.2 | C | 18.7 | C |
| 86 | SR 61 - SB | Park | High/Otis | Ala | 1.06 | II | 1 | 1 | | 20.2 | C | 21.4 | C |
| 87 | SR 61 (Doolittle) - SB* | High | Island Dr | Ala | 0.41 | II | 1 | 2 | | 17.8 | D | 20.7 | C |

Appendix G-2: 2012 LOS Monitoring Study Results for Arterials—p.m. Peak Period

| # | CMP Route | Segment Limits | | Juris | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|-----|--------------------------|----------------------------|--|----------|-------------------|--------------------------------|--------------|----------------|---------------------------|------------------|-----|---------------------------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 88 | SR 61 (Doolittle) - SB* | Island Dr | Harbor Bay Pkwy | Ala | 0.50 | I | 1 | 2 | | 31.9 | B | 29.0 | B |
| 89 | SR 61 - SB | Harbor Bay | Airport Dr | Oak | 2.15 | I | 1 | 1 | | 33.0 | B | 31.1 | B |
| 90 | SR 61 (Doolittle) - SB | Airport | Davis | Oak - SL | 0.95 | I | 1 | 2 | | 39.5 | A | 30.0 | B |
| 91 | SR 61 (Doolittle) - NB | Davis | Airport | SL - Oak | 0.95 | I | 2 | 2 | | 33.1 | B | 30.0 | B |
| 92 | SR 61 - NB | Airport Dr | Harbor Bay | Ala | 2.15 | I | 1 | 1 | | 36.2 | A | 36.4 | A |
| 93 | SR 61 (Doolittle)-NB* | Harbor Bay | Island Dr | Ala | 0.50 | I | 1 | 2 | | 27.5 | B | 32.8 | A |
| 94 | SR 61 (Doolittle)-NB* | Island Dr | High/Otis | Ala | 0.41 | II | 1 | 2 | | 18.6 | C | 16.6 | D |
| 95 | SR 61 - NB | High/Otis | Park | Ala | 1.06 | II | 1 | 1 | | 25.5 | B | 22.8 | C |
| 96 | SR 61 - NB | Park/Encinal | Sher/Cent | Ala | 1.22 | II | 1 | 1 | | 18.0 | C | 17.7 | D |
| 97 | SR 61 - NB | Sher/Cent | Web/Cent | Ala | 0.73 | II | 1 | 2 | | 21.0 | C | 21.5 | C |
| 98 | SR 61 - NB | Cent/Web | Atlantic | Ala | 0.55 | III | 1 | 2 | | 16.3 | C | 15.0 | C |
| 99 | SR 77 (42nd) - EB | I-880 NB | E 14th | Oak | 0.32 | I | 1 | 2 | | 27.7 | C | No data collected due to construction | |
| 100 | SR 77 (42nd) - WB | E 14 th | I-880 NB | Oak | 0.30 | I | 1 | 2 | | 33.4 | B | | |
| 101 | Decoto - WB | SH 238/Mission | Union Square | UC | 0.85 | II | 3 | 2 | | 19.7 | C | 17.4 | D |
| 102 | Decoto - WB | Union Square | Alv-Niles Rd | UC | 0.25 | II | 3 | 2 | 91-94,96,98, '00-04,06 | 14.6 | D | 13.7 | E |
| 103 | Decoto - WB | Alv-Niles Rd | Fremont CL | UC | 0.66 | II | 3 | 2 | | 27.7 | B | 29.0 | B |
| 104 | Decoto - WB | Fremont CL | I-880 NB (off) | Fre | 1.15 | II | 3 | 2 | | 22.0 | C | 23.0 | C |
| 105 | Decoto - EB | I-880 NB (off) | Union City CL | Fre | 1.15 | II | 3 | 2 | | 19.2 | C | 16.4 | D |
| 106 | Decoto - EB | Union City CL | Alv-Niles Rd | UC | 0.66 | II | 3 | 2 | | 13.6 | E | 17.9 | D |
| 107 | Decoto - EB | Alv-Niles Rd | Union Square | UC | 0.25 | II | 3 | 2 | | 18.7 | C | 19.1 | C |
| 108 | Decoto - EB | Union Square | SH 238/Mission | UC | 0.85 | II | 3 | 2 | | 20.7 | C | 21.5 | C |
| 109 | SR 84/Mowry (Fre)-WB | SH 238 | Peralta | Fre | 0.78 | I | 3 | | | 31.9 | B | 35.3 | A |
| 110 | SR 84/Peralta (Fre)-WB | Mowry | Fremont | Fre | 1.66 | I | 3 | | | 24.8 | C | 27.9 | C |
| 111 | SR 84/Fremont(Fre)-WB | Peralta | Thornton | Fre | 0.33 | II | 3 | | 91-92, 94, 02 | 10.3 | E | 10.5 | E |
| 112 | SR 84/Thornton(Fre)-WB | Fremont | I-880 SB | Fre | 1.29 | II | 3 | | | 24.7 | B | 26.5 | B |
| 113 | SR 84/Thornton (Fre)-EB | I-880 SB | Fremont | Fre | 1.29 | II | 3 | 4 | | 20.8 | C | 24.9 | B |
| 114 | SR 84/Fremont (Fre)-EB | Thornton | Peralta | Fre | 0.32 | II | 3 | 4 | | 10.2 | E | 10.5 | E |
| 115 | SR 84/Peralta (Fre) - EB | Fremont | Mowry | Fre | 1.64 | I | 3 | 2 | | 25.2 | C | 24.6 | C |
| 116 | SR 84/Mowry (Fre) - EB | Peralta | SH 238 | Fre | 0.87 | I | 3 | 4(2) | '00 | 18.8 | D | 17.4 | D |
| 117 | 1st Street - SB | I-580 Off | N Mines | Liv | 0.61 | I | 4 | | | 21.6 | D | 21.0 | D |
| 118 | 1st Street - SB | N Mines | Inman | Liv | 1.05 | I | 4 | | | 31.4 | B | 31.8 | B |
| 119 | 1st Street - NB | Inman | N Mines | Liv | 1.05 | I | 4 | | | 28.7 | B | 30.8 | B |
| 120 | 1st Street - NB | N Mines | I-580 Off | Liv | 0.61 | I | 4 | | | 31.2 | B | 27.4 | C |
| 121 | SR 84 - EB | SR 238/Mission | Union City Limit | Fre | 1.59 | Rural (41.9) | 3 | 2 | | 38.4 | A | 35.8 | B |
| 122 | SR 84 - EB | Union City Limit | Palamoras | Fre | 0.94 | Rural (44.5) | 3 | 2 | | 42.1 | A | 41.9 | A |
| 123 | SR 84 - EB | Palamoras | Niles Cnyn Quarry | Fre | 2.16 | Rural (43.8) | 3 | 2 | | 42.5 | A | 43.8 | A |
| 124 | SR 84 - EB | Niles Cnyn Quarry | Sunol Rd | Fre | 1.75 | Rural (46.7) | 3 | 2 | | 45.5 | A | 47.7 | A |
| 125 | SR 84 - EB | Sunol Rd | Plea-Sunol Rd | Fre | 0.53 | Rural (27.6) | 3 | 2 | 10 | 4.7 | (F) | 4.8 | (F) |
| 126 | SR 84 - EB | Ple-Sunol Rd | SR 84 (Off)/I-680 | Unin | 0.77 | Rural (42.9) | 4 | 2 | 02-04,06 | 44.0 | A | 41.0 | A |
| 127 | SR 84 - EB | SR 84 (Off)/I-680 | Vallecitos Ln | Unin | 1.07 | Rural (50.8) | 4 | 2 | 02-04,06,10 | 11.7 | (F) | 13.6 | (F) |
| 128 | SR 84 - EB | Vallecitos Ln | Vallecitos Nuc.Cntr | Unin | 1.14 | Rural (57.5) | 4 | 2 | 02-04,06 | 31.6 | E | 29.1 | E |
| 129 | SR 84 - EB | Vallecitos Nuc Center Ent. | Culvert (Lat/Long: 37.613854,-121.817224) | Unin | 1.65 | Rural (58.3) | 4 | 2 | | 44.5 | C | 43.4 | C |

Appendix G-2: 2012 LOS Monitoring Study Results for Arterials—p.m. Peak Period

| # | CMP Route | Segment Limits | | Juris | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|-----|-----------------------|--|--|------------|-------------------|--------------------------------|--------------|----------------|--------------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 130 | SR 84 - EB | Culvert (Lat/Long: 37.613854,-121.817224) | Ruby Hill /Kaitthoff | Unin | 1.62 | Rural (59.2) | 4 | 2 | | 59.1 | A | 56.4 | A |
| 131 | SR 84 - EB | Ruby Hill./Kaitthoff | Isabel/Vallecitos | Unin | 0.38 | I | 4 | 2 | | 29.4 | A | 29.8 | A |
| 132 | SR 84 (Liv) - NB | Isabel/Vallecitos | Vineyard | Liv | 1.12 | I | 4 | 2 | | 37.0 | A | 35.2 | A |
| 133 | SR 84 (Liv) - NB | Vineyard | Concannon | Liv | 0.60 | I | 4 | 2 | | 34.7 | B | 40.0 | A |
| 134 | SR 84 (Liv) - NB | Concannon | Stanley | Liv | 1.07 | I | 4 | 2 | | 36.7 | A | 37.2 | A |
| 135 | SR 84 (Liv) - NB | Stanley | W. Jack London Blvd. | Liv | 0.88 | I | 4 | 2 | | 38.3 | A | 31.5 | B |
| 136 | SR 84 (Liv) - NB | W. Jack London Blvd. | Airway/Kitty Hawk | Liv | 0.49 | I | 4 | 2 | | 26.6 | C | 22.0 | D |
| 137 | SR 84 (Liv) - NB | Airway/Kitty | I-580 (Off) | Liv | 1.06 | I | 4 | 2 | | 26.2 | C | 28.6 | B |
| 138 | SR 84 (Liv) - SB | I-580 (On) | Airway/Kitty Hawk | Liv | 1.06 | I | 4 | 2 | | 28.8 | B | 33.5 | B |
| 139 | SR 84 (Liv) - SB | Airway/Kitty | W. Jack London Blvd. | Liv | 0.49 | I | 4 | 2 | | 37.2 | A | 39.6 | A |
| 140 | SR 84 (Liv) - SB | W. Jack London Blvd. | Stanley | Liv | 0.90 | I | 4 | 2 | | 50.4 | A | 44.9 | A |
| 141 | SR 84 (Liv) - SB | Stanley | Concannon | Liv | 1.05 | I | 4 | 2 | | 46.1 | A | 41.3 | A |
| 142 | SR 84 (Liv) - SB | Concannon | Vineyard | Liv | 0.60 | I | 4 | 2 | | 43.0 | A | 33.4 | B |
| 143 | SR 84 (Liv) - SB | Vineyard | Isabel/Vallecitos | Liv | 1.12 | I | 4 | 2 | | 42.9 | A | 46.4 | A |
| 144 | SR 84 - WB | Isabel/Vallecitos | Ruby Hill /Kaitthoff | Liv | 0.38 | I | 4 | 2 | | 36.3 | A | 45.1 | A |
| 145 | SR 84 - WB | Ruby Hill /Kaitthoff | Culvert (Lat/Long: 37.613854,-121.817224) | Pleas | 1.62 | Rural (55.8) | 4 | 2 | | 58.3 | A | 55.7 | A |
| 146 | SR 84 - WB | Culvert (Lat/Long: 37.613854,-121.817224) | Vallecitos Nuc.Cntr | Unin | 1.65 | Rural (56.5) | 4 | 2 | | 57.5 | A | 54.7 | A |
| 147 | SR 84 - WB | Vallecitos Nuc.Cntr | Vallecitos Ln | Unin | 1.14 | Rural (52.5) | 3 | 2 | | 54.9 | A | 53.4 | A |
| 148 | SR 84 - WB | Vallecitos Ln | SR 84/I-680 NB On | Unin | 0.21 | Rural (55.3) | 3 | 2 | | 57.7 | A | 60.5 | A |
| 149 | SR 84 - WB | SR 84/I-680 NB On | Ple-Sunol Rd | Fre | 1.27 | Rural (41.4) | 3 | 2 | | 43.4 | A | 43.3 | A |
| 150 | SR 84 - WB | Ple-Sunol Rd | Sunol Rd | Fre | 0.53 | Rural (41.9) | 3 | 2 | | 39.9 | A | 41.5 | A |
| 151 | SR 84 - WB | Sunol Rd | Niles Canyon Quarry | Fre | 1.75 | Rural (48.5) | 3 | 2 | | 46.9 | A | 46.6 | A |
| 152 | SR 84 - WB | Niles Canyon Quarry | Fremont City Limit | Fre | 1.00 | Rural (47.5) | 3 | 2 | | 46.1 | A | 44.6 | A |
| 153 | SR 84 - WB | Fremont City Limit | Union City Limit | Fre | 2.10 | Rural (41.8) | 3 | 2 | | 43.6 | A | 43.1 | A |
| 154 | SR 84 - WB | Union City Limit | SR 238 | Fre | 1.62 | Rural (31.7) | 3 | 2 | | 28.9 | A | 33.9 | A |
| 155 | SR 92 - EB | I-880 | Mission | Hay | 1.59 | II | 2 | 3 | '91 - '92 | 15.4 | D | 6.9 | (F) |
| 156 | SR 92 - WB | Mission | I-880 | Hay | 1.59 | II | 2 | 3 | | 23.4 | C | 23.7 | C |
| 157 | SR 112 (Davis) - EB | Doolittle/Davis | I-880 | SL | 0.51 | II | 2 | 2 | | 15.1 | D | 14.1 | D |
| 158 | SR 112 (Davis) - EB | I-880 | San Leandro | SL | 1.01 | II | 2 | 2 | '91 | 17.2 | D | 26.2 | B |
| 159 | SR 112 (Davis) - EB | San Leandro | E 14th | SL | 0.28 | III | 2 | 2 | | 16.0 | C | 12.1 | D |
| 160 | SR 112 (Davis) - WB | E 14th | San Leandro | SL | 0.28 | III | 2 | 2 | | 13.2 | C | 10.8 | D |
| 161 | SR 112 (Davis) - WB | San Leandro | I-880 | SL | 1.00 | II | 2 | 2 | | 25.1 | B | 25.6 | B |
| 162 | SR 112 (Davis) - WB | I-880 | Doolittle | SL | 0.51 | II | 2 | 2 | | 15.5 | D | 19.5 | C |
| 163 | SR 123 San Pablo - SB | Carlson | Washington | Alb | 0.53 | II | 1 | 2 | | 25.5 | B | 23.8 | C |
| 164 | SR 123 San Pablo - SB | Washington | Marin | Alb | 0.44 | III | 1 | 2 | | 17.1 | C | 14.7 | C |
| 165 | SR 123 San Pablo - SB | Marin | Gilman | Alb - Berk | 0.47 | II | 1 | 2 | | 17.0 | D | 16.4 | D |
| 166 | SR 123 San Pablo - SB | Gilman | University | Berk | 0.86 | II | 1 | 2 | | 18.3 | C | 16.4 | D |
| 167 | SR 123 San Pablo - SB | University | Allston | Berk | 0.20 | III | 1 | 2 | | 18.6 | C | 13.6 | C |
| 168 | SR 123 San Pablo - SB | Allston | Dwight | Berk | 0.4 | II | 1 | | | 18.2 | C | 20.2 | C |
| 169 | SR 123 San Pablo - SB | Dwight | Ashby | Berk | 0.68 | II | 1 | | | 20.2 | C | 13.6 | E |
| 170 | SR 123 San Pablo - SB | Ashby | Stanford | Berk | 0.81 | II | 1 | 2 | | 17.8 | D | 17.2 | D |
| 171 | SR 123 San Pablo - SB | Stanford | 53rd | Oak | 0.27 | II | 1 | 2 | | 26.3 | B | 17.1 | D |

Appendix G-2: 2012 LOS Monitoring Study Results for Arterials—p.m. Peak Period

| # | CMP Route | Segment Limits | | Juris | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|-----|------------------------|----------------|--------------|------------|-------------------|--------------------------------|--------------|----------------|--------------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 172 | SR 123 San Pablo - SB | 53rd | Park | Emer | 0.34 | II | 1 | 2 | | 18.0 | D | 17.6 | D |
| 173 | SR 123 San Pablo - SB | Park | 35th | Emer - Oak | 0.45 | II | 1 | 2 | '91 | 14.3 | D | 12.7 | E |
| 174 | SR 123 San Pablo - NB | 35th | Park | Oak - Emer | 0.45 | II | 1 | 2 | | 18.4 | C | 12.3 | E |
| 175 | SR 123 San Pablo - NB | Park | 53rd | Emer | 0.34 | II | 1 | 2 | | 28.5 | B | 22.9 | C |
| 176 | SR 123 San Pablo - NB | 53rd | Stanford | Oak | 0.27 | II | 1 | 2 | 02 | 22.2 | C | 14.6 | D |
| 177 | SR 123 San Pablo - NB | Stanford | Ashby | Oak | 0.81 | II | 1 | 2 | | 19.0 | C | 15.0 | D |
| 178 | SR 123 San Pablo - NB | Ashby | Dwight | Berk | 0.68 | II | 1 | | | 19.4 | C | 14.5 | D |
| 179 | SR 123 San Pablo - NB | Dwight | Allston | Berk | 0.4 | II | 1 | | | 24.9 | B | 23.9 | C |
| 180 | SR 123 San Pablo - NB | Allston | University | Berk | 0.20 | III | 1 | 2 | '98, '00,06,10 | 5.8 | (F) | 5.4 | (F) |
| 181 | SR 123 San Pablo - NB | University | Gilman | Berk | 0.86 | II | 1 | 2 | | 19.8 | C | 20.3 | C |
| 182 | SR 123 San Pablo - NB | Gilman | Marin | Alb - Berk | 0.47 | II | 1 | 2 | | 15.7 | D | 13.4 | E |
| 183 | SR 123 San Pablo - NB | Marin | Washington | Alb | 0.45 | III | 1 | 2 | 08 | 24.1 | B | 23.6 | B |
| 184 | SR 123 San Pablo - NB | Washington | Carlson | Alb | 0.53 | II | 1 | 2 | | 17.1 | D | 19.8 | C |
| 185 | SR 185 (14th) - SB | 42nd | 46th St | Oak | 0.26 | II | 1 | | | 16.8 | D | 15.1 | D |
| 186 | SR 185 (14th) - SB | 46th St | Seminary | Oak | 0.79 | II | 1 | | | 23.8 | C | 21.6 | C |
| 187 | SR 185 (14th) - SB | Seminary | 73rd | Oak | 0.80 | II | 1 | 2 | | 13.2 | E | 10.2 | E |
| 188 | SR 185 (14th) - SB | 73rd Ave | 98th Ave | Oak | 1.39 | II | 1 | 2 | | 20.4 | C | 18.1 | C |
| 189 | SR 185 (14th) - SB | 98th | Broadmoor | Oak | 0.74 | II | 1 | 2 | | 18.7 | C | 19.5 | C |
| 190 | SR 185 (14th) - SB | Broadmoor | Davis | SL | 0.73 | II | 2 | 2 | | 15.9 | D | 19.2 | C |
| 191 | SR 185 (14th) - SB | Davis | San Leandro | SL | 1.04 | III | 2 | 2 | | 17.2 | C | 19.3 | B |
| 192 | SR 185 (14th) - SB | San L Blvd | Hesperian | SL | 0.94 | II | 2 | 2 | | 22.4 | C | 22.4 | C |
| 193 | SR 185 (14th) - SB | Hesperian | Bayfair | SL | 0.46 | II | 2 | 2 | | 16.5 | D | 16.7 | D |
| 194 | SR 185 (14th) - SB | Bayfair | 170th | Unin | 1.24 | II | 3 | 2 | | 19.8 | C | 24.1 | B |
| 195 | SR 185 (14th) - SB | 170th | Llewelling | Unin | 0.21 | II | 3 | 2 | | 19.0 | C | 23.4 | C |
| 196 | SR 185 (14th) - SB | Llewelling | Sunset | Unin | 1.02 | II | 3 | 2 | | 27.3 | B | 27.0 | B |
| 197 | SR 185 Hayward - SB | Sunset | SR 92/238 | Hay | 0.84 | III | 2 | 2 | | 11.4 | D | 9.0 | E |
| 198 | SR 185 Hayward - NB | SR 92/238 | Sunset | Hay | 0.84 | III | 2 | 2 | | 17.0 | C | 10.6 | D |
| 199 | SR 185 (14th) - NB | Sunset | Llewelling | Unin | 1.11 | II | 3 | 2 | | 26.3 | B | 24.9 | B |
| 200 | SR 185 (14th) - NB | Llewelling | 170th | Unin | 0.21 | II | 3 | 2 | | 31.5 | A | 30.4 | A |
| 201 | SR 185 (14th) - NB | 170th | Bayfair | Unin | 1.24 | II | 3 | 2 | | 25.3 | B | 22.8 | C |
| 202 | SR 185 (14th) - NB | Bayfair | Hesperian | SL | 0.47 | II | 2 | 2 | | 23.5 | C | 18.3 | C |
| 203 | SR 185 (14th) - NB | Hesperian | San L Blvd | SL | 0.94 | II | 2 | 2 | | 22.8 | C | 28.1 | B |
| 204 | SR 185 (14th) - NB | San Leandro | Davis | SL | 1.02 | III | 2 | 2 | | 15.6 | C | 15.7 | C |
| 205 | SR 185 (14th) - NB | Davis | Broadmoor | SL | 0.72 | II | 2 | 2 | | 21.5 | C | 21.3 | C |
| 206 | SR 185 (14th) - NB | Broadmoor | 98th | Oak | 0.74 | II | 1 | 2 | | 16.2 | D | 15.0 | D |
| 207 | SR 185 (14th) - NB | 98th Ave | 73rd Ave | Oak | 1.37 | II | 1 | 2 | | 18.2 | C | 13.9 | E |
| 208 | SR 185 (14th) - NB | 73rd Ave | Seminary | Oak | 0.60 | II | 1 | 2 | | 13.1 | E | 14.5 | D |
| 209 | SR 185 (14th) - NB | Seminary | 46th St | Oak | 0.79 | II | 1 | | | 25.9 | B | 28.9 | B |
| 210 | SR 185 (14th) - NB | 46th St | 42nd | Oak | 0.26 | II | 1 | | 08-10 | 7.3 | (F) | 8.7 | (F) |
| 211 | SR 238 (Foothill) - NB | Jackson | City Center | Hay | 0.62 | III | 2 | 3 | | 17.3 | C | 6.4 | (F) |
| 212 | SR 238 (Foothill) - NB | City Center | I-580 | Unin-Hay | 0.73 | II | 3 | 3 | | 20.7 | C | 21.5 | C |
| 213 | SR 238 (Foothill) - NB | I-580 Ramp | I-580 Merge | Unin | 0.71 | I | 3 | | | 45.1 | A | 48.0 | A |
| 214 | SR 238 (Foothill) - SB | I-580 | Cstro V Blvd | Unin | 0.86 | I | 3 | | | 47.3 | A | 43.7 | A |
| 215 | SR 238 (Foothill) - SB | Cstro V Blvd | City Center | Hay-Unin | 1.03 | II | 2 | 3 | | 27.2 | B | 23.1 | C |
| 216 | SR 238 (Foothill) - SB | City Center | Jackson | Hay | 0.62 | III | 2 | 3 | | 16.2 | C | 8.9 | E |

Appendix G-2: 2012 LOS Monitoring Study Results for Arterials—p.m. Peak Period

| # | CMP Route | Segment Limits | | Juris | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | |
|-----|-----------------------|----------------|------------|--------|-------------------|--------------------------------|--------------|----------------|--------------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 217 | SR 238 (Mission) - NB | 680 NB Rmp | Stevenson | Fre | 2.46 | I | 3 | 2 | | 41.4 | A | 29.1 | B |
| 218 | SR 238 (Mission) - NB | Stevenson | Nursery | Fre | 2.57 | I | 3 | 2 | | 30.4 | B | 33.4 | B |
| 219 | SR 238 (Mission) - NB | Nursery | Tamarack | UC | 2.10 | I | 3 | 2 | | 28.7 | B | 27.3 | C |
| 220 | SR 238 (Mission) - NB | Tamarack | Industrial | UC-Hay | 1.96 | I | 3 | 2 | | 26.1 | C | 30.6 | B |
| 221 | SR 238 (Mission) - NB | Industrial | Sorenson | Hay | 1.47 | II | 2 | 2 | | 27.1 | B | 21.5 | C |
| 222 | SR 238 (Mission) - NB | Sorenson | Jackson | Hay | 1.83 | II | 2 | 2 | | 15.8 | D | 11.8 | E |
| 223 | SR 238 (Mission) - SB | Jackson | Sorenson | Hay | 1.83 | II | 2 | 2 | '91 - '92 | 23.3 | C | 18.7 | C |
| 224 | SR 238 (Mission) - SB | Sorenson | Industrial | Hay | 1.47 | II | 2 | 2 | | 22.4 | C | 22.5 | C |
| 225 | SR 238 (Mission) - SB | Industrial | Tamarack | Hay-UC | 1.96 | I | 2 | 2 | | 32.7 | B | 30.2 | B |
| 226 | SR 238 (Mission) - SB | Tamarack | Nursery | UC | 2.07 | I | 3 | 2 | | 24.4 | C | 23.6 | C |
| 227 | SR 238 (Mission) - SB | Nursery | Stevenson | Fre | 2.57 | I | 3 | 2 | | 30.5 | B | 33.6 | B |
| 228 | SR 238 (Mission) - SB | Stevenson | 680 NB Rmp | Fre | 2.46 | I | 3 | 2 | | 31.0 | B | 23.4 | C |
| 229 | SR 260 (Tubes) - NB | Atlantic | 7th/Web | Oak | 1.31 | I | 1 | 2 | | 34.7 | A | 36.5 | A |
| 230 | SR 260 (Tubes) - SB | 7th/Web | Atlantic | Oak | 1.31 | I | 1 | 2 | '91 | 31.6 | A | 33.5 | A |
| 231 | SR 262 (Mission) - EB | I-880 NB | I-680 NB | Fre | 1.33 | I | 3 | 2 | | 16.1 | E | 17.8 | D |
| 232 | SR 262 (Mission) - WB | I-680 NB | I-880 SB | Fre | 1.11 | I | 3 | 2 | | 25.6 | C | 30.6 | B |

¹ For roads classified as "Rural" roads, based on the guidelines from the 1985 Highway Capacity Manual, LOS 'A' is estimated to occur at the free flow speeds and LOS 'F' occurs when speeds drop below 50% of the free flow speeds. LOS 'B' to 'E' are calculated at even intervals between free flow speeds and LOS 'F' speeds.



Highlighted areas indicate segments with speed data based on less than the regular number of base runs (six runs for segments with LOS C and worse and four runs for LOS A&B segments in the prior and current years)

Appendix G-3

| Appendix G-3: 2012 LOS Monitoring Study Results for Ramps and Special Segments—p.m. Peak Period | | | | | | | | | | | | | | |
|---|--------------------------|----------------|-----------|--------------|-----------|----------------|-------------|-----------------|-----------------------|------------------|-------|------------------|-------|-----|
| # | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Free Flow Speed | Prior LOS "F" (Years) | 2010 LOS Results | | 2012 LOS Results | | |
| | | From: | To: | | | | | | | # of runs | Speed | LOS | Speed | LOS |
| 1 | I-80/I-580 Interchange | I-80 SB | I-580 EB | Oak | 1 | 0.30 | 1 | 38.0 | 91-92, 97-02 | 6 | 31.0 | B | 33.5 | B |
| 2 | I-80/I-580 Interchange | I-580 WB | I-80 NB | Oak | 1 | 0.41 | 1 | 40.0 | 91-92, 98 | 6 | 40.1 | A | 26.3 | D |
| 3 | SR 24 WB/I-580 WB | SR 24 ON | I-580 OFF | Oak | 1 | 0.69 | 2 | Weaving | 95 | 6 | 44.6 | n/a | 33.3 | - |
| 4 | I-580/SR 24 Interchange | I-580 WB | SR-24 EB | Oak | 1 | 0.51 | 2 | 45.0 | | 6 | 25.4 | E | 22.8 | E |
| 5 | I-580/SR 24 Interchange | SR-24 WB | I-580 EB | Oak | 1 | 0.74 | 2 | 51.0 | 06 | 6 | 30.1 | E | 22.9 | (F) |
| 6 | SR13/SR 24 Interchange | SR-13 NB | SR-24 EB | Oak | 1 | 0.32 | 1 | 40.0 | 92-10 | 6 | 9.8 | (F) | 7.6 | (F) |
| 7 | SR13/SR 24 Interchange | SR-24 WB | SR-13 SB | Oak | 1 | 0.16 | 1 | 31.0 | | 8 | 32.7 | A | 24.0 | C |
| 8 | I-880/I-238 Interchange | I-880 SB | I-238 EB | SL | 2 | 0.74 | 2 | 47.0 | 93-'95, '97 | 6 | 52.8 | A | 40.5 | B |
| 9 | I-880/I-238 Interchange | I-238 WB | I-880 NB | SL | 2 | 0.54 | 1 | 54.0 | | 6 | 74.8 | A | 60.1 | A |
| 10 | I-880/I-238 Interchange | I-880 NB | I-238 EB | SL | 2 | 0.42 | 1 | 32.0 | | 6 | 59.3 | A | 17.5 | E |
| 11 | I-880/I-238 Interchange | I-238 WB | I-880 SB | SL | 2 | 0.76 | 1 | 53.0 | | 6 | 78.2 | A | 51.2 | A |
| 12 | I-580 /I-238 Interchange | I-580 SB | I-238 EB | Hay | 2 | 0.35 | 1 | 37.0 | | 6 | 21.6 | E | 22.9 | D |
| 13 | I-580 /I-238 Interchange | I-238 WB | I-580 NB | Hay | 2 | 0.32 | 1 | 38.0 | | 6 | 37.2 | A | 42.7 | A |
| 25 | I-580/I-680 Interchange | I-580 EB | I-680 NB | Pleas | 4 | 0.46 | 1 | 35.0 | | 4 | 24.5 | C | 23.8 | D |
| 15 | I-580/I-680 Interchange | I-580 EB | I-680 SB | Pleas | 4 | 0.28 | 1 | 42.0 | | 6 | 26.0 | D | 23.8 | E |
| 16 | I-580/I-680 Interchange | I-680 NB | I-580 EB | Pleas | 4 | 0.90 | 2 | 63.8 | 93 | 6 | 58.2 | A | 47.5 | C |
| 17 | I-580/I-680 Interchange | I-680 NB | I-580 WB | Pleas | 4 | 0.66 | 1 | 41.0 | | 6 | 49.7 | A | 41.8 | A |
| 18 | I-580/I-680 Interchange | I-580 WB | I-680 NB | Pleas | 4 | 0.41 | 1 | 51.5 | | 6 | 45.7 | B | 42.4 | B |
| 19 | I-580/I-680 Interchange | I-580 WB | I-680 SB | Pleas | 4 | 0.66 | 1 | 39.0 | 08 | 6 | 31.3 | B | 25.1 | D |
| 20 | I-580/I-680 Interchange | I-680 SB | I-580 EB | Pleas | 4 | 1.23 | 2 | 68.1 | 92,02 | 6 | 65.4 | A | 56.5 | B |
| 21 | I-580/I-680 Interchange | I-680 SB | I-580 WB | Pleas | 4 | 0.43 | 1 | 58.4 | 02 | 5 | 50.9 | B | 44.9 | C |
| 22 | I-880/SR 260 Connection* | I-880 SB | SR-260 WB | Oak | 1 | 0.99 | 1 | 32.0 | | 8 | 17.2 | E | 21.0 | D |
| 23 | I-880/SR 260 Connection | SR-260 EB | I-880 NB | Oak | 1 | 0.36 | 1 | 35.0 | 98, 08-10 | 8 | 15.7 | (F) | 17.5 | E |

*Starting from the 2010 LOS Monitoring runs, the travel route has been changed to the correct route of I-880 SB ramp exit to 5th Street and then connecting to Webster Tube from Broadway/5th Street intersection under the I-880 bridge.

Highlighted areas indicate segments with speed data based on less than the regular number of base runs (six runs for segments with LOS C and worse and four runs for LOS A&B segments in the prior and current years)

Appendix G-4

| Appendix G-4: 2012 LOS Monitoring Study Results for Freeways—a.m. Peak Period | | | | | | | | | | | | |
|---|------------|---|---------------------|---------------|-----------|----------------|-------------|---------------------|------------------|-------|------------------|-------|
| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Prior LOS F (Years) | 2010 LOS Results | | 2012 LOS Results | |
| | | From | To | | | | | | Speed | LOS | Speed | LOS |
| 1 | I-80 - EB | SF County Line | Toll Plaza | Oak | 1 | 2.06 | 10 | | 57.3 | B | 57.2 | B |
| 2 | I-80 - EB | Toll Plaza | I-580 SB Merge | Oak | 1 | 1.15 | 10 | | 55.8 | B | 55.8 | B |
| 3 | I-80 - EB | I-80/I-580 (Merge) | Powell | Emery - Berk | 1 | 0.79 | 10 | | 75.5 | A | 72.9 | A |
| 4 | I-80 - EB | Powell | Ashby | Emery - Berk | 1 | 0.67 | 10 | | 54.6 | C | 51.2 | C |
| 5 | I-80 - EB | Ashby | University | Emery - Berk | 1 | 1.34 | 10 | | 66.2 | A | 64.4 | A |
| 6 | I-80 - EB | University | Jct I-580 (off) | Berk - Alb | 1 | 1.51 | 10 | | 66.2 | A | 62.4 | A |
| 7 | I-80 - EB | Jct I-580 (off) | Central (on) | Berk - Alb | 1 | 1.12 | 10 | | 64.0 | A | 59.4 | B |
| 8 | I-80 - WB | Central | Jct I-580 | Berk - Alb | 1 | 0.70 | 10 | 08 | 37.0 | E | 22.7 | (F30) |
| 9 | I-80 - WB | Jct I-580 | Univerity | Berk - Alb | 1 | 1.49 | 10 | 08 | 33.3 | E | 24.9 | (F30) |
| 10 | I-80 - WB | University | Ashby | Emery - Berk | 1 | 1.36 | 10 | | 50.9 | C | 47.7 | D |
| 11 | I-80 - WB | Ashby | Powell | Emery - Berk | 1 | 0.64 | 10 | | 45.4 | D | 49.3 | C |
| 12 | I-80 - WB | Powell | I-80/I-580 (Split) | Emery - Berk | 1 | 0.42 | 10 | | 46.3 | D | 47.3 | D |
| 13 | I-80 - WB | I-580 Split | Toll Plaza | Oak | 1 | 1.20 | 10 | 97-10 | 8.1 | (F10) | 6.0 | (F10) |
| 14 | I-80 - WB | Toll Plaza | SF County | Oak | 1 | 2.00 | 10 | 97-10 | 13.4 | (F20) | 17.8 | (F20) |
| 15 | I-238 - EB | I-880 | I-580 | Uninc-San L | 2 | 2.28 | 6 | | 63.5 | A | 60.3 | A |
| 16 | I-238 - WB | I-580 | I-880 | Uninc-San L | 2 | 1.60 | 6 | 97-08 | 32.1 | E | 20.8 | (F30) |
| 17 | I-580 - EB | I-580/I-238 changed fm (I-238/Fthl Off) | Grove | Unincorp | 2 | 2.88 | 8 | | 55.5 | B | 54.8 | C |
| 18 | I-580 EB | Grove | Eden Canyon | Uninc - Pleas | 4 | 2.17 | 8 | | 64.6 | A | 67.3 | A |
| 19 | I-580 EB | Eden Canyon | San Ramon/ Foothill | Uninc - Pleas | 4 | 4.80 | 8 | | 61.9 | A | 60.4 | A |
| 20 | I-580 EB | San Ramon/ Foothill | I-680 | Uninc - Pleas | 4 | 0.77 | 8 | | 68.9 | A | 63.7 | A |
| 21 | I-580 EB | I-680 | Hopyard | Plea | 4 | 0.76 | 8 | | 63.8 | A | 61.5 | A |
| 22 | I-580 EB | Hopyard | Santa Rita | Plea | 4 | 1.96 | 8 | | 68.8 | A | 66.9 | A |
| 23 | I-580 EB | Santa Rita | El Charro | Uninc-Pleas | 4 | 1.24 | 8 | | 68.4 | A | 67.8 | A |
| 24 | I-580 EB | El Charro | SR 84/Airway Blvd. | Unincorp | 4 | 1.52 | 8 | | 67.8 | A | 66.9 | A |
| 25 | I-580 EB | SR 84/Airway Blvd. | Portola | Unincorp | 4 | 1.71 | 8 | | 67.2 | A | 68.3 | A |
| 26 | I-580 - EB | Portola | 1st St | Liv | 4 | 2.70 | 8 | | 66.3 | A | 68.1 | A |
| 27 | I-580 - EB | 1st St | Greenville | Liv-Uninc | 4 | 1.98 | 8 | | 55.5 | B | 56.6 | B |
| 28 | I-580 - EB | Greenville | N.Flynn | Uninc | 4 | 1.50 | 8 | | 43.2 | D | 42.8 | D |
| 29 | I-580 - EB | N.Flynn | Grant Line | Uninc | 4 | 3.19 | 8 | | 50.4 | C | 50.6 | C |
| 30 | I-580 - EB | Grant Line | I-205 (SJ Co) Off | Uninc | 4 | 1.11 | 8 | | 47.0 | D | 46.7 | D |
| 31 | I-580 - WB | I-205 (SJ Co) | Grant Line | Liv - Uninc | 4 | 0.89 | 8 | 04 | 36.0 | E | 36.7 | E |
| 32 | I-580 - WB | Grant Line | N Flynn | Liv - Uninc | 4 | 4.56 | 8 | 04 | 56.2 | B | 45.9 | D |
| 33 | I-580 - WB | N Flynn | Greenville Rd | Liv - Uninc | 4 | 2.34 | 8 | 04 | 56.9 | B | 36.6 | E |
| 34 | I-580 - WB | Greenville Rd | 1st St | Liv - Uninc | 4 | 2.30 | 8 | 04,08-10 | 28.9 | (F30) | 23.8 | (F30) |
| 35 | I-580 - WB | 1st St | Portola Ave | Liv | 4 | 2.52 | 8 | 08-10 | 29.4 | (F30) | 22.3 | (F30) |
| 36 | I-580 - WB | Portola | SR 84/Airway Blvd | Liv - Plea | 4 | 1.76 | 8 | 04,08 | 42.4 | D | 37.4 | E |
| 37 | I-580 - WB | SR 84/Airway Blvd | Fallon Rd/El Charro | Plea | 4 | 1.78 | 8 | 04,08 | 46.9 | D | 40.9 | E |
| 38 | I-580 - WB | Fallon Rd/El Charro | Tassajara | Plea | 4 | 1.16 | 8 | 04,08 | 55.4 | B | 45.1 | D |
| 39 | I-580 - WB | Tassajara Rd | I-680 | Plea | 4 | 2.87 | 8 | | 62.9 | A | 49.1 | C |
| 40 | I-580 - WB | I-680 | San Ramon Rd | Plea - Uninc | 4 | 0.69 | 8 | | 62.8 | A | 64.4 | A |
| 41 | I-580 - WB | San Ramon Rd | Eden Caynon | Plea - Uninc | 4 | 4.75 | 8 | | 65.4 | A | 65.2 | A |

Appendix G-4: 2012 LOS Monitoring Study Results for Freeways—a.m. Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Prior LOS F (Years) | 2010 LOS Results | | 2012 LOS Results | |
|----|------------|----------------------|--------------------|--------------|-----------|----------------|-------------|---------------------|------------------|--------------|------------------|--------------|
| | | From | To | | | | | | Speed | LOS | Speed | LOS |
| 42 | I-580 - WB | Eden Canyon | Center St | Plea - Uninc | 4 | 2.28 | 8 | | 68.9 | A | 66.9 | A |
| 43 | I-580 - WB | Center | I-580/238 | Unincorp | 2 | 1.94 | 8 | 02 | 50.5 | C | 47.5 | D |
| 44 | I-580 - EB | I-80 | I-980 | Oak | 1 | 1.24 | 8 | | 49.8 | C | 49.0 | C |
| 45 | I-580 - EB | I-980 | Harrison | Oak | 1 | 0.95 | 8 | | 95.9 | A | 66.3 | A |
| 46 | I-580 - EB | Harrison | Lakeshore | Oak | 1 | 0.69 | 8 | | 63.2 | A | 62.3 | A |
| 47 | I-580 - EB | Lakeshore | Coolidge | Oak | 1 | 2.25 | 8 | | 66.0 | A | 67.6 | A |
| 48 | I-580 - EB | Coolidge | SH 13 Off | Oak | 1 | 2.15 | 8 | | 68.3 | A | 67.7 | A |
| 49 | I-580 - EB | SH 13 Off | MacArthur | Foothill | 1 | 4.09 | 8 | | 65.6 | A | 64.4 | A |
| 50 | I-580 - EB | MacArthur | I-580/238 | SL - Hay | 2 | 4.33 | 8 | | 66.5 | A | 66.4 | A |
| 51 | I-580 - WB | I-238 | Foothill/MacArthur | Oak -SL | 2 | 4.42 | 8 | | 63.0 | A | 74.1 | A |
| 52 | I-580 - WB | Foothill/MacArthur | SH 13 Off | Oak -SL | 1 | 3.89 | 8 | | 36.2 | E | 61.4 | A |
| 53 | I-580 - WB | SH 13 Off | Fruitvale | Oak | 1 | 2.36 | 8 | 08-10 | 24.6 | (F30) | 26.4 | (F30) |
| 54 | I-580 - WB | Fruitvale | Harrison | Oak | 1 | 2.21 | 8 | | 33.7 | E | 36.6 | E |
| 55 | I-580 - WB | Harrison | SH 24 On-ramp | Oak | 1 | 1.16 | 8 | | 37.4 | E | 46.8 | D |
| 56 | I-580 - WB | SH-24 On-ramp | I-80/580 Split | Oak | 1 | 0.69 | 8 | 02,06-10 | 13.7 | (F20) | 16.9 | (F20) |
| 57 | I-580 - EB | Central | I-80 Jct | Alb | 1 | 0.77 | 4 | | 32.2 | E | 27.3 | (F30) |
| 58 | I-580 - WB | I-80 Jct | Central | Alb | 1 | 1.07 | 4 | | 64.1 | A | 69.2 | A |
| 59 | I-680 - NB | Scott Creek Rd | Rt 262/Mission | Fre | 3 | 2.20 | 6 | | 71.2 | A | 65.5 | A |
| 60 | I-680 - NB | Rt 262/Mission | Durham Rd | Fre | 3 | 1.34 | 6 | | 69.2 | A | 66.2 | A |
| 61 | I-680 - NB | Durham Rd | Washington Blvd | Fre | 3 | 1.54 | 6 | | 65.6 | A | 65.9 | A |
| 62 | I-680 - NB | Washington Blvd | Rt 238/Mission | Fre | 3 | 0.89 | 6 | | 69.7 | A | 69.7 | A |
| 63 | I-680 NB | SR 238/Mission | Vargas Rd | Unincorp | 3 | 0.82 | 6 | | 62.6 | A | 62.4 | A |
| 64 | I-680 NB | Vargas Rd | Andrade Rd | Unincorp | 3 | 2.64 | 6 | | 66.0 | A | 65.2 | A |
| 65 | I-680 NB | Andrade Rd | Calaveras | Unincorp | 3 | 1.13 | 6 | | 65.8 | A | 64.1 | A |
| 66 | I-680 NB | Calaveras | Rt.84/Vallecitos | Unincorp | 3 | 0.30 | 6 | | 74.8 | A | 73.4 | A |
| 67 | I-680 NB | SR 84 | Sunol Blvd | Plea - Uninc | 4 | 3.45 | 6 | | 68.8 | A | 68.3 | A |
| 68 | I-680 NB | Sunol Blvd. | Bernal Ave | Plea - Uninc | 4 | 1.52 | 6 | | 66.2 | A | 64.6 | A |
| 69 | I-680 NB | Bernal Ave | Stoneridge Dr | Plea | 4 | 2.39 | 6 | | 66.5 | A | 65.4 | A |
| 70 | I-680 NB | Stoneridge Dr | I-580 | Plea | 4 | 0.84 | 6 | | 70.6 | A | 70.3 | A |
| 71 | I-680 - NB | I-580 | Alcosta | Dub | 4 | 1.83 | 6 | | 60.6 | A | 47.9 | D |
| 72 | I-680 - SB | Alcosta | I-580 | Dub | 4 | 1.84 | 6 | | 68.3 | A | 67.5 | A |
| 73 | I-680 SB | I-580 | Stoneridge Dr | Plea | 4 | 0.76 | 6 | | 60.2 | A | 44.5 | D |
| 74 | I-680 SB | Stoneridge Dr | Bernal | Plea | 4 | 2.55 | 6 | | 53.8 | C | 40.5 | E |
| 75 | I-680 SB | Bernal Ave. | Sunol Blvd | Unincorp | 4 | 1.31 | 6 | | 35.7 | E | 27.5 | (F30) |
| 76 | I-680 SB | Sunol Blvd. | SR 84 | Unincorp | 4 | 3.82 | 6 | | 35.9 | E | 44.9 | D |
| 77 | I-680 SB | SR 84 (Niles Canyon) | Andrade Rd | Unincorp | 3 | 1.32 | 6 | | 48.4 | D | 49.0 | D |
| 78 | I-680 SB | Andrade Rd | Sheridon Rd | Unincorp | 3 | 1.39 | 6 | | 50.7 | C | 56.7 | B |
| 79 | I-680 SB | Sheridon Rd | Vargas Rd | Unincorp | 3 | 0.81 | 6 | | 60.3 | A | 58.7 | B |
| 80 | I-680 SB | Vargas Rd | SR 238/Mission | Unincorp | 3 | 1.08 | 6 | | 52.8 | C | 46.7 | D |
| 81 | I-680 - SB | Rt 238/Mission | Washington Blvd | Fre | 3 | 1.04 | 6 | | 54.6 | C | 50.3 | C |
| 82 | I-680 - SB | Washington Blvd | Durham Rd | Fre | 3 | 1.52 | 6 | | 61.3 | A | 51.0 | C |
| 83 | I-680 - SB | Durham Rd | Rt 2262/Mission | Fre | 3 | 1.67 | 6 | | 63.1 | A | 51.3 | C |
| 84 | I-680 - SB | Rt 262/Mission | Scott Creek Rd | Fre | 3 | 2.19 | 6 | | 59.9 | B | 63.0 | A |
| 85 | I-880 - NB | Dix Landing | SR 262/Mission | Fre | 3 | 2.08 | 8 | | 71.4 | A | 75.5 | A |

Appendix G-4: 2012 LOS Monitoring Study Results for Freeways—a.m. Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Prior LOS F (Years) | 2010 LOS Results | | 2012 LOS Results | |
|-----|------------|--------------------------|--------------------------|--------------|-----------|----------------|-------------|---------------------|------------------|--------------|------------------|--------------|
| | | From | To | | | | | | Speed | LOS | Speed | LOS |
| 86 | I-880 - NB | SR262/Mission | AutoMall Pkwy | Fre | 3 | 2.44 | 8 | | 67.9 | A | 68.8 | A |
| 87 | I-880 - NB | AutoMall Pkwy | Stevenson | Fre | 3 | 1.54 | 8 | | 67.8 | A | 68.2 | A |
| 88 | I-880 - NB | Stevenson | Decoto | Fre | 3 | 4.04 | 8 | | 65.1 | A | 65.9 | A |
| 89 | I-880 - NB | Decoto | Alvarado Blvd | Fre - Un Cty | 3 | 1.17 | 8 | | 54.3 | C | 53.1 | C |
| 90 | I-880 - NB | Alcarado Blvd | Alvarado-Niles Blvd | Fre- Uni Cty | 3 | 1.17 | 8 | | 33.8 | E | 45.8 | D |
| 91 | I-880 - NB | Alv-Niles | Tennyson | Un Cty - Hay | 3 | 2.65 | 8 | 06-10 | 22.7 | (F30) | 38.1 | E |
| 92 | I-880 - NB | Tennyson | SR 92 | Hay | 2 | 1.14 | 8 | | 44.6 | D | 64.5 | A |
| 93 | I-880 - NB | SR 92 | A St | Hay | 2 | 1.52 | 8 | | 53.1 | C | 53.1 | C |
| 94 | I-880 - NB | A St | I-238 (Marina before 06) | Unincorp | 2 | 1.82 | 8 | | 61.9 | A | 57.9 | B |
| 95 | I-880 - NB | I-880/I238 (split) | Marina Blvd | Oak -SL | 2 | 2.66 | 8 | | 40.6 | E | 34.3 | E |
| 96 | I-880 - NB | Marina Blvd | SR 112/Davis | Oak - SL | 2 | 0.79 | 8 | 10 | 25.0 | (F30) | 30.0 | (F30) |
| 97 | I-880 - NB | SR 112/Davis | Hegenberger | Oak - SL | 2 | 1.88 | 8 | | 34.7 | E | 29.8 | (F30) |
| 98 | I-880 - NB | Hegenberger | High/42nd | Oak | 1 | 2.47 | 8 | 10 | 26.1 | (F30) | 30.8 | E |
| 99 | I-880 - NB | High/42nd | 23rd (1st on) | Oak | 1 | 1.06 | 8 | 10 | 24.9 | (F30) | 33.2 | E |
| 100 | I-880 - NB | 23RD (1ST on) | Jct 980 (off) | Oak | 1 | 2.64 | 8 | | 41.1 | D | 48.0 | D |
| 101 | I-880 - NB | Jct 980 (off) | I-880/I-80 split | Oak | 1 | 2.38 | 8 | | 61.8 | A | 63.7 | A |
| 102 | I-880 - NB | I-880/I238 (split) | I-880/I-80 (merge) | Oak | 1 | 1.40 | 8 | | 64.1 | A | 65.1 | A |
| 103 | I-880 - SB | I-880/I-80 split | I-880/I-80 merge | Oak | 1 | 1.63 | 8 | | 67.5 | A | 67.5 | A |
| 104 | I-880 - SB | I-880/I-80 merge | Jct 980 | Oak | 1 | 2.65 | 8 | | 49.2 | C | 83.0 | A |
| 105 | I-880 - SB | I-980 | 23rd | Oak | 1 | 2.79 | 8 | | 47.0 | D | 60.7 | A |
| 106 | I-880 - SB | 23rd St | High/42nd | Oak | 1 | 1.35 | 8 | | 78.9 | A | 56.7 | B |
| 107 | I-880 - SB | High/42nd | Hegenberger | Oak | 1 | 2.27 | 8 | | 61.5 | A | 61.0 | A |
| 108 | I-880 - SB | Hegenberger | SR 112/Davis | Oak - SL | 1 | 1.69 | 8 | | 57.3 | B | 60.6 | A |
| 109 | I-880 - SB | SR 112/Davis | Marina Blvd | Oak - SL | 1 | 0.87 | 8 | | 69.2 | A | 72.2 | A |
| 110 | I-880 - SB | Marina Blvd | SR 238 WB (merge) | Oak - SL | 1 | 2.41 | 8 | | 42.2 | D | 47.2 | D |
| 111 | I-880 - SB | I-238 (Marina before 06) | A St | SL-Uninc | 2 | 2.03 | 8 | 06-10 | 19.0 | (F20) | 22.4 | (F30) |
| 112 | I-880 - SB | A St | Rt 92 | Hay | 2 | 1.81 | 8 | 10 | 25.1 | (F30) | 34.1 | E |
| 113 | I-880 - SB | Rt 92 | Tennyson | Hay | 2 | 0.96 | 8 | | 35.4 | E | 23.0 | (F30) |
| 114 | I-880 - SB | Tennyson | Alv-Niles | Hay - UC | 2 | 2.49 | 8 | 00 | 32.7 | E | 23.5 | (F30) |
| 115 | I-880 - SB | Alvarado-Niles | Alvarado | UC - Fre | 2 | 1.37 | 8 | 10 | 32.7 | (F30) | 24.6 | (F30) |
| 116 | I-880 - SB | Alvarado | Decoto | UC - Fre | 2 | 1.17 | 8 | | 36.0 | E | 26.8 | (F30) |
| 117 | I-880 - SB | Decoto | Stevenson | Fre | 3 | 4.07 | 8 | 10 | 32.9 | (F30) | 20.2 | (F30) |
| 118 | I-880 - SB | Stevenson | AutoMall Pkwy | Fre | 2 | 1.26 | 8 | 04,06 | 47.5 | D | 35.5 | E |
| 119 | I-880 - SB | AutoMall Pkwy | Rt 262/Mission | Fre | 2 | 3.04 | 8 | 04-08 | 54.3 | C | 32.3 | E |
| 120 | I-880 - SB | SR 262/Mission | Dix Landing(off) | Fre | 3 | 1.27 | 8 | 96-00,04 | 56.7 | B | 46.1 | D |
| 121 | I-980 - WB | SR 24 @ 580 | I-880 | Oak | 1 | 2.27 | 8 | | 61.6 | A | 63.7 | A |
| 122 | I-980 - EB | I-880 | SR 24 @ 580 | Oak | 1 | 2.32 | 8 | | 61.5 | A | 60.2 | A |
| 123 | SR 13 - NB | Mountain On | Carson/Redwood (1) (off) | Oak | 1 | 1.20 | 4 | | 91.9 | A | 85.8 | A |
| 124 | SR 13 - NB | Carson/Redwood (1) (off) | Joaguin Miller | Oak | 1 | 1.09 | 4 | | 45.2 | D | 39.4 | E |
| 125 | SR 13 - NB | Joa Miller/Linc | Moraga Ave | Oak | 1 | 1.77 | 4 | | 33.3 | E | 35.4 | E |
| 126 | SR 13 - NB | Moraga Ave | Hiller (Sig) | Oak | 1 | 1.57 | 4 | 06,10 | 28.8 | (F30) | 23.2 | (F30) |
| 127 | SR 13 - SB | Hiller Sig | Moraga Ave | Oak | 1 | 1.66 | 4 | | 58.6 | B | 55.9 | B |
| 128 | SR 13 - SB | Moraga Ave | Joa Miller/Linc | Oak | 1 | 2.04 | 4 | | 71.9 | A | 72.0 | A |
| 129 | SR 13 - SB | Joaq Miller/Lincoln | Redwood | Oak | 1 | 1.34 | 4 | | 61.4 | A | 62.6 | A |

Appendix G-4: 2012 LOS Monitoring Study Results for Freeways—a.m. Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Prior LOS F (Years) | 2010 LOS Results | | 2012 LOS Results | |
|-----|------------|----------------------------|----------------------------|--------------|-----------|----------------|-------------|---------------------|------------------|--------------|------------------|--------------|
| | | From | To | | | | | | Speed | LOS | Speed | LOS |
| 130 | SR 13 - SB | Redwood | Jct I-580 (EB Merge) | Oak | 1 | 0.89 | 4 | | 48.3 | D | 41.6 | D |
| 131 | SR 24 - EB | Jct I-580 (on) | Broadway/SR 13 | Oak | 1 | 2.08 | 8 | | 65.4 | A | 65.2 | A |
| 132 | SR 24 - EB | Broadway/SR 13 | Caldecott (enter) | Oak | 1 | 1.41 | 8 | 08-10 | 17.3 | (F20) | 18.3 | (F20) |
| 133 | SR 24 - EB | Caldecott (enter) | Fish Ranch Road | Oak | 1 | 1.03 | 8 | | 38.7 | E | 40.2 | E |
| 134 | SR 24 - WB | Fisch Ranch Road (CC) | Caldecott (exit) | Oak | 1 | 0.99 | 8 | | 49.4 | C | 50.2 | C |
| 135 | SR 24 - WB | Caldecott (exit) | Broadway | Oak | 1 | 1.77 | 8 | | 64.3 | A | 60.3 | A |
| 136 | SR 24 - WB | Broadway | Jct I-580 (on) | Oak | 1 | 2.19 | 8 | | 50.2 | C | 49.2 | C |
| 137 | SR 84 - EB | San M CL | Toll Plaza | Fremont | 3 | 2.97 | 6 | | 55.0 | C | 53.9 | C |
| 138 | SR 84 - EB | Toll Plaza | Thornton | Fremont | 3 | 0.27 | 6 | | 57.7 | B | 58.3 | B |
| 139 | SR 84 - EB | Thornton Ave/Pascon Padre | Newark Blvd/Ardenwood Blvd | Newark | 3 | 1.23 | 6 | | 64.8 | A | 65.9 | A |
| 140 | SR 84 - EB | Newark Blvd/Ardenwood Blvd | I-880 NB (off) | Newark | 3 | 0.97 | 6 | | 39.9 | E | 41.8 | D |
| 141 | SR 84 - WB | I-880 NB (off) | Ardenwood/Newark | | 3 | 0.99 | 6 | | 46.5 | D | 42.7 | D |
| 142 | SR 84 - WB | Ardenwood/Newark | Paseo Padre Pkwy | | 3 | 1.15 | 6 | | 35.6 | E | 36.3 | E |
| 143 | SR 84 - WB | Paseo Padre Pkwy | Toll Gate | | 3 | 0.75 | 6 | 10 | 22.1 | (F30) | 31.0 | E |
| 144 | SR 84 - WB | Toll Plaza | San M CL | Fremont | 2 | 3.17 | 6 | | 65.1 | A | 60.7 | A |
| 145 | SR 92 - EB | San M CL | Toll Plaza | Uninc - Hay | 2 | 2.61 | 6 | | 64.6 | A | 65.6 | A |
| 146 | SR 92 - EB | Toll Plaza | Clawiter | Uninc - Hay | 2 | 1.76 | 6 | | 60.2 | A | 62.1 | A |
| 147 | SR 92 - EB | Clawiter | I-880 | Hay | 2 | 2.10 | 6 | | 55.9 | B | 67.8 | A |
| 148 | SR 92 - WB | I-880 | Clawiter | Hay | 2 | 2.01 | 6 | 02 | 51.0 | C | 55.1 | B |
| 149 | SR 92 - WB | Clawiter | Toll Plaza | Uninc - Hay | 2 | 1.87 | 6 | 02 | 42.9 | D | 35.7 | E |
| 150 | SR 92 - WB | Toll Plaza | San M CL | Uninc - Hay | 2 | 2.61 | 6 | 02 | 61.9 | A | 59.0 | B |

Appendix G-5

| Appendix G-5: 2012 LOS Monitoring Study Results for Arterials—a.m. Peak Period | | | | | | | | | | | | | |
|--|------------------|----------------|---------------|--------------|-------------------|--------------------------------|--------------|----------------|------------------|------------------|------------|------------------|------------|
| # | CMP Route | Segment Limits | | Jurisdiction | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" | 2010 LOS Results | | 2012 LOS Results | |
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 1 | 150th St - EB | Hesperian | I-580 | SL | 0.49 | II | 2 | 2 | | 18.5 | C | 15.5 | D |
| 2 | 150th St - WB | I-580 | Hesperian | SL | 0.49 | II | 2 | 2 | | 14.9 | D | 14.9 | D |
| 3 | A Street - EB | I-880 | Western | Hay | 1.08 | II | 2 | 2 | | 21.7 | C | 24.0 | C |
| 4 | A Street - EB | Western | SR 238 | Hay | 0.53 | III | 2 | 2 | | 10.3 | D | 7.5 | E |
| 5 | A Street - WB | SR 238 | Western | Hay | 0.53 | III | 2 | 2 | | 14.0 | C | 11.4 | D |
| 6 | A Street - WB | Western | I-880 | Hay | 1.08 | II | 2 | 2 | | 25.6 | B | 18.2 | C |
| 7 | Atlantic - EB | Main | Webster | Ala | 0.80 | II | 1 | 2 | | 21.4 | C | 23.9 | C |
| 8 | Atlantic - WB | Webster | Main | Ala | 0.80 | II | 1 | 2 | | 27.1 | B | 28.0 | B |
| 9 | Hegenberger - EB | SR 61 | Edgewater | Oak | 0.76 | I | 1 | 3 | | 22.8 | C | 18.5 | D |
| 10 | Hegenberger - EB | Edgewater | Baldwin | Oak | 0.73 | I | 1 | 3 | | 24.8 | C | 24.9 | C |
| 11 | Hegenberger - EB | Baldwin | E 14th | Oak | 1.03 | I | 1 | 3 | | 29.3 | B | 28.5 | B |
| 12 | Hegenberger - WB | E 14th | Baldwin | Oak | 1.03 | I | 1 | 3 | | 39.6 | A | 35.1 | A |
| 13 | Hegenberger - WB | Baldwin | Edgewater | Oak | 0.73 | I | 1 | 3 | | 25.4 | C | 22.0 | C |
| 14 | Hegenberger - WB | Edgewater | SR 61 | Oak | 0.76 | I | 1 | 3 | | 21.5 | D | 20.9 | D |
| 15 | Hesperian - NB | Tennyson | SH 92 - WB | Hay | 0.47 | I | 2 | 3 | | 15.7 | E | 17.8 | D |
| 16 | Hesperian - NB | SH 92 | La Playa | Hay | 0.79 | II | 2 | 3 | | 25.9 | B | 23.4 | C |
| 17 | Hesperian - NB | La Playa | W.Winton Ave. | Hay | 0.44 | II | 2 | 3 | | 25.8 | B | 15.7 | D |
| 18 | Hesperian - NB | W.Winton Ave | A St | Hay | 0.96 | II | 2 | 3 | | 26.4 | B | 25.2 | B |
| 19 | Hesperian - NB | A St | Hacienda | Unin | 0.65 | II | 2 | 2 | | 24.3 | C | 25.4 | B |
| 20 | Hesperian - NB | Hacienda | Grant | Unin | 0.65 | II | 2 | 2 | | 26.9 | B | 30.8 | A |
| 21 | Hesperian - NB | Grant | Llewelling | Unin | 0.28 | II | 2 | 2 | 10 | 10.0 | (F) | 9.9 | (F) |
| 22 | Hesperian - NB | Llewelling | Springlake | Unin | 0.40 | II | 2 | 2 | | 30.5 | B | 24.2 | B |
| 23 | Hesperian - NB | Springlake | Fairmont | SL | 0.66 | II | 2 | 2 | | 18.5 | C | 20.1 | C |
| 24 | Hesperian - NB | Fairmont | 14th | SL | 0.32 | II | 2 | 2 | | 17.3 | D | 18.0 | D |
| 25 | Hesperian - SB | 14th | Fairmont | SL | 0.31 | II | 2 | 2 | | 12.9 | E | 17.8 | D |
| 26 | Hesperian - SB | Fairmont | Springlake | SL | 0.65 | II | 2 | 2 | | 27.0 | B | 22.2 | C |
| 27 | Hesperian - SB | Springlake | Llewelling | Unin | 0.40 | II | 2 | 2 | | 14.3 | D | 10.6 | E |
| 28 | Hesperian - SB | Llewelling | Grant | Unin | 0.28 | II | 2 | 2 | | 14.5 | D | 15.2 | D |
| 29 | Hesperian - SB | Grant | Hacienda | Unin | 0.65 | II | 2 | 2 | | 21.6 | C | 26.9 | B |
| 30 | Hesperian - SB | Hacienda | A St | Unin | 0.65 | II | 2 | 2 | | 20.8 | C | 17.0 | D |
| 31 | Hesperian - SB | A St | W.Winton Ave. | Hay | 0.96 | II | 2 | 3 | | 15.5 | D | 22.1 | C |
| 32 | Hesperian - SB | W.Winton Ave | La Playa | Hay | 0.44 | II | 2 | 3 | | 25.8 | B | 18.7 | C |
| 33 | Hesperian - SB | La Playa | SH 92 | Hay | 0.79 | II | 2 | 3 | | 17.2 | C | 18.2 | C |
| 34 | Hesperian - SB | SH 92 - WB | Tennyson | Hay | 0.47 | I | 2 | 3 | | 16.2 | D | 13.6 | E |
| 35 | Mowry - EB | I-880 | Farwell | Fre | 0.34 | II | 3 | 2 | | 17.6 | D | 19.9 | C |
| 36 | Mowry - EB | Farwell | SH 84 | Fre | 2.63 | II | 3 | 2 | | 29.4 | B | 26.8 | B |
| 37 | Mowry - WB | SH 84 | Farwell | Fre | 2.63 | II | 3 | 2 | | 24.9 | B | 27.1 | B |
| 38 | Mowry - WB | Farwell | I-880 | Fre | 0.34 | II | 3 | 2 | | 24.0 | B | 22.7 | C |
| 39 | Park/23rd - EB | Encinal | Santa Clara | Ala | 0.23 | III | 1 | 2 | | 13.2 | C | 22.1 | B |

Appendix G-5: 2012 LOS Monitoring Study Results for Arterials—a.m. Peak Period

| # | CMP Route | Segment Limits | | Jurisdiction | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" | 2010 LOS Results | | 2012 LOS Results | |
|----|------------------|----------------|----------------|--------------|-------------------|--------------------------------|--------------|----------------|------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 40 | Park/23rd - EB | Santa Clara | Kennedy | Ala | 0.66 | III | 1 | 2 | | 11.9 | D | 12.3 | D |
| 41 | Park/23rd - EB | Kennedy | E 11th | Ala - Oak | 0.49 | II | 1 | 2 | | 17.2 | D | 16.5 | D |
| 42 | Park/23rd - WB | E 11th | Kennedy | Ala - Oak | 0.45 | II | 1 | 2 | | 23.7 | C | 24.8 | B |
| 43 | Park/23rd - WB | Kennedy | Santa Clara | Ala | 0.66 | III | 1 | 2 | | 13.1 | C | 15.4 | C |
| 44 | Park/23rd - WB | Santa Clara | Encinal | Ala | 0.23 | III | 1 | 2 | | 22.0 | B | 12.4 | D |
| 45 | MLK Jr Way - NB | SH 24 | Adeline | Oak | 0.90 | II | 1 | 2 | | 24.9 | B | 22.9 | C |
| 46 | Adeline - NB | MLK Jr - South | MLK Jr - North | Berk | 0.30 | II | 1 | 2 | | 18.6 | C | 12.9 | E |
| 47 | Adeline - NB | MLK Jr - North | Shattuck | Berk | 0.63 | II | 1 | 2 | | 17.7 | D | 20.5 | C |
| 48 | Shattuck NB | Adeline | Dwight | Berk | 0.32 | II | 1 | 2 | | 23.7 | C | 23.5 | C |
| 49 | Shattuck NB | Dwight | University | Berk | 0.63 | III | 1 | 2 | | 24.2 | B | 18.9 | C |
| 50 | Shattuck SB | University | Dwight | Berk | 0.63 | III | 1 | 2 | | 17.9 | C | 15.4 | C |
| 51 | Shattuck SB | Dwight | Adeline | Berk | 0.32 | II | 1 | 2 | | 30.1 | A | 29.4 | B |
| 52 | Adeline - SB | Shattuck | MLK Jr - North | Berk | 0.63 | II | 1 | 2 | | 18.6 | C | 17.0 | D |
| 53 | Adeline - SB | MLK Jr - North | MLK Jr - South | Berk | 0.30 | II | 1 | 2 | | 15.6 | D | 19.0 | C |
| 54 | MLK Jr Way - SB | Adeline | SH 24 | Oak | 0.88 | II | 1 | 2 | | 21.8 | C | 19.1 | C |
| 55 | Tennyson - EB | Hesperian | I-880 | Hay | 0.88 | I | 2 | 2 | | 21.0 | D | 21.8 | D |
| 56 | Tennyson - EB | I-880 NB | Rt 238 | Hay | 1.55 | II | 2 | 2 | | 20.7 | C | 20.9 | C |
| 57 | Tennyson - WB | Rt 238 | I-880 | Hay | 1.63 | II | 2 | 2 | | 17.5 | D | 18.1 | C |
| 58 | Tennyson - WB | I-880 | Hesperian | Hay | 0.85 | I | 2 | 2 | | 16.0 | E | 22.3 | C |
| 59 | University - EB | I-80 SB | 6th | Berk | 0.40 | II | 1 | 2 | | 25.3 | B | 20.8 | C |
| 60 | University - EB | 6th | San Pablo | Berk | 0.31 | II | 1 | 2 | | 20.2 | C | 17.5 | D |
| 61 | University - EB | San Pablo | Sacramento | Berk | 0.56 | II | 1 | 2 | | 12.7 | E | 19.6 | C |
| 62 | University - EB | Sacramento | ML King | Berk | 0.48 | II | 1 | 2 | | 16.0 | D | 18.8 | C |
| 63 | University - EB | ML King | Shattuck Pl | Berk | 0.30 | III | 1 | 2 | | 25.6 | A | 18.0 | C |
| 64 | University - WB | Shattuck Pl | ML King | Berk | 0.30 | III | 1 | 2 | | 17.3 | C | 17.3 | C |
| 65 | University - WB | ML King | Sacramento | Berk | 0.48 | II | 1 | 2 | | 20.9 | C | 19.9 | C |
| 66 | University - WB | Sacramento | San Pablo | Berk | 0.56 | II | 1 | 2 | | 19.4 | C | 20.0 | C |
| 67 | University - WB | San Pablo | 6th | Berk | 0.31 | II | 1 | 2 | | 15.4 | D | 20.3 | C |
| 68 | University - WB | 6th | I-80 SB | Berk | 0.40 | II | 1 | 2 | | 37.3 | A | 38.6 | A |
| 69 | SR 13 Ashby - WB | Hiller | Domingo | Oak - Berk | 0.79 | II | 1 | 2 | | 20.8 | C | 19.3 | C |
| 70 | SR 13 Ashby - WB | Domingo | College | Berk | 0.50 | III | 1 | 1 | | 15.0 | C | 14.4 | C |
| 71 | SR 13 Ashby - WB | College | Telegraph | Berk | 0.38 | III | 1 | 1 | | 20.4 | B | 18.0 | C |
| 72 | SR 13 Ashby - WB | Telegraph | Shattuck | Berk | 0.38 | III | 1 | 1 | | 20.1 | B | 13.1 | C |
| 73 | SR 13 Ashby - WB | Shattuck | ML King | Berk | 0.24 | III | 1 | 1 | | 10.3 | D | 9.3 | D |
| 74 | SR 13 Ashby - WB | ML King | San Pablo | Berk | 0.87 | III | 1 | 1 | | 18.0 | C | 18.3 | C |
| 75 | SR 13 Ashby - WB | San Pablo | I-80 Ramps | Berk | 0.64 | II | 1 | 2 | | 19.1 | C | 16.8 | D |
| 76 | SR 13 Ashby - EB | I-80 | San Pablo | Berk | 0.61 | II | 1 | 2 | | 19.7 | C | 19.5 | C |
| 77 | SR 13 Ashby - EB | San Pablo | ML King | Berk | 0.87 | III | 1 | 1 | | 19.7 | B | 19.0 | C |
| 78 | SR 13 Ashby - EB | ML King | Shattuck | Berk | 0.24 | III | 1 | 1 | | 12.6 | D | 10.6 | D |
| 79 | SR 13 Ashby - EB | Shattuck | Telegraph | Berk | 0.38 | III | 1 | 1 | | 21.4 | B | 18.5 | C |
| 80 | SR 13 Ashby - EB | Telegraph | College | Berk | 0.38 | III | 1 | 1 | | 18.8 | C | 21.3 | B |
| 81 | SR 13 Ashby - EB | College | Domingo | Berk | 0.50 | III | 1 | 1 | | 19.7 | B | 20.7 | B |

Appendix G-5: 2012 LOS Monitoring Study Results for Arterials—a.m. Peak Period

| # | CMP Route | Segment Limits | | Jurisdiction | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" | 2010 LOS Results | | 2012 LOS Results | |
|-----|--------------------------|------------------|-------------------|--------------|-------------------|--------------------------------|--------------|----------------|------------------|------------------|------------|---|------------|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 82 | SR 13 Ashby - EB | Domingo | Hiller | Berk - Oak | 0.79 | II | 1 | 2 | | 28.7 | B | 30.2 | A |
| 83 | SR 61 - SB | Atlantic | Cent/Webster | Ala | 0.55 | III | 1 | 2 | | 16.5 | C | 17.3 | C |
| 84 | SR 61 - SB | Cent/Webster | Sher/Encino | Ala | 0.73 | II | 1 | 2 | | 20.8 | C | 19.4 | C |
| 85 | SR 61 - SB | Sher/Encino | Park | Ala | 1.22 | II | 1 | 1 | | 21.4 | C | 21.4 | C |
| 86 | SR 61 - SB | Park | High/Otis | Ala | 1.06 | II | 1 | 1 | | 23.4 | C | 24.7 | B |
| 87 | SR 61 (Doolittle) - SB | High | Island Dr | Ala | 0.41 | II | 1 | 2 | | 16.4 | D | 21.9 | C |
| 88 | SR 61 (Doolittle) - SB | Island Dr | Harbor Bay | Ala | 0.50 | I | 1 | 2 | | 30.4 | B | 36.6 | A |
| 89 | SR 61 - SB | Harbor Bay | Airport Dr | Oak | 2.15 | I | 1 | 1 | | 35.5 | A | 32.6 | B |
| 90 | SR 61 (Doolittle) - SB | Airport | Davis | Oak - SL | 0.95 | I | 1 | 2 | | 40.6 | A | 27.6 | C |
| 91 | SR 61 (Doolittle) - NB | Davis | Airport | SL - Oak | 0.95 | I | 2 | 2 | | 32.8 | B | 36.1 | A |
| 92 | SR 61 - NB | Airport Dr | Harbor Bay | Ala | 2.15 | I | 1 | 1 | | 40.8 | A | 36.6 | A |
| 93 | SR 61 (Doolittle) - NB | Harbor Bay | Island Dr | Ala | 0.50 | I | 1 | 2 | | 31.0 | A | 25.9 | B |
| 94 | SR 61 (Doolittle) - NB | Island Dr | High/Otis | Ala | 0.41 | II | 1 | 2 | | 21.6 | C | 12.3 | E |
| 95 | SR 61 - NB | High/Otis | Park | Ala | 1.06 | II | 1 | 1 | | 24.0 | C | 25.0 | B |
| 96 | SR 61 - NB | Park/Encnal | Sher/Cent | Ala | 1.22 | II | 1 | 1 | | 20.5 | C | 15.5 | D |
| 97 | SR 61 - NB | Sher/Cent | Web/Cent | Ala | 0.73 | II | 1 | 2 | | 23.0 | C | 23.1 | C |
| 98 | SR 61 - NB | Cent/Web | Atlantic | Ala | 0.55 | III | 1 | 2 | | 11.6 | D | 15.6 | C |
| 99 | SR 77 (42nd) - EB | I-880 NB | E 14th | Oak | 0.32 | I | 1 | 2 | | 29.9 | B | Data not collected due to construction | |
| 100 | SR 77 (42nd) - WB | E 14 th | I-880 NB | Oak | 0.30 | I | 1 | 2 | | 32.7 | B | | |
| 101 | Decoto - WB | SH 238/Mission | Union Square | UC | 0.85 | II | 3 | 2 | | 16.5 | D | 20.2 | C |
| 102 | Decoto - WB | Union Square | Alv-Niles Rd | UC | 0.25 | II | 3 | 2 | | 17.1 | C | 23.5 | C |
| 103 | Decoto - WB | Alv-Niles Rd | Fremont CL | UC | 0.66 | II | 3 | 2 | | 24.9 | B | 22.7 | C |
| 104 | Decoto - WB | Fremont CL | I-880 NB (off) | Fre | 1.15 | II | 3 | 2 | | 15.2 | D | 11.1 | E |
| 105 | Decoto - EB | I-880 NB (off) | Union City CL | Fre | 1.15 | II | 3 | 2 | | 24.5 | B | 26.9 | B |
| 106 | Decoto - EB | Union City CL | Alv-Niles Rd | UC | 0.66 | II | 3 | 2 | | 17.7 | D | 21.9 | C |
| 107 | Decoto - EB | Alv-Niles Rd | Union Square | UC | 0.25 | II | 3 | 2 | | 17.1 | D | 11.8 | E |
| 108 | Decoto - EB | Union Square | SH 238/Mission | UC | 0.85 | II | 3 | 2 | | 18.2 | C | 17.6 | D |
| 109 | SR 84/Mowry (Fre)-WB | SH 238 | Peralta | Fre | 0.78 | I | 3 | | | 31.9 | B | 32.0 | C |
| 110 | SR 84/Peralta (Fre)-WB | Mowry | Fremont | Fre | 1.66 | I | 3 | | | 28.0 | C | 29.2 | B |
| 111 | SR 84/Fremont(Fre)-WB | Peralta | Thornton | Fre | 0.33 | II | 3 | | | 9.8 | (F) | 9.5 | (F) |
| 112 | SR 84/Thornton(Fre)-WB | Fremont | I-880 SB | Fre | 1.29 | II | 3 | | | 23.6 | C | 23.4 | C |
| 113 | SR 84/Thornton (Fre)-EB | I-880 SB | Fremont | Fre | 1.29 | II | 3 | 4 | | 22.5 | C | 25.3 | B |
| 114 | SR 84/Fremont (Fre)-EB | Thornton | Peralta | Fre | 0.32 | II | 3 | 4 | | 11.4 | E | 11.8 | E |
| 115 | SR 84/Peralta (Fre) - EB | Fremont | Mowry | Fre | 1.64 | I | 3 | 2 | | 28.8 | B | 25.1 | C |
| 116 | SR 84/Mowry (Fre) - EB | Peralta | SH 238 | Fre | 0.87 | I | 3 | 4(2) | | 23.0 | C | 20.9 | D |
| 117 | 1st Street - SB | I-580 Off | N Mines | Liv | 0.61 | I | 4 | | | 21.3 | D | 25.1 | C |
| 118 | 1st Street - SB | N Mines | Inman | Liv | 1.05 | I | 4 | | | 39.4 | A | 29.0 | B |
| 119 | 1st Street - NB | Inman | N Mines | Liv | 1.05 | I | 4 | | | 34.8 | B | 31.7 | B |
| 120 | 1st Street - NB | N Mines | I-580 Off | Liv | 0.61 | I | 4 | | | 29.6 | B | 30.2 | B |
| 121 | SR 84 - EB | SR 238/Mission | Union City Limit | Fre | 1.59 | Rural (41.9) | 3 | 2 | | 40.5 | A | 38.9 | A |
| 122 | SR 84 - EB | Union City Limit | Palamores | Fre | 0.94 | Rural (44.5) | 3 | 2 | | 43.2 | A | 42.6 | A |
| 123 | SR 84 - EB | Palamoras | Niles Cnyn Quarry | Fre | 2.16 | Rural (43.8) | 3 | 2 | | 43.2 | A | 40.7 | A |

Appendix G-5: 2012 LOS Monitoring Study Results for Arterials—a.m. Peak Period

| # | CMP Route | Segment Limits | | Jurisdiction | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" | 2010 LOS Results | | 2012 LOS Results | |
|-----|---------------------|--|--|--------------|-------------------|--------------------------------|--------------|----------------|------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 124 | SR 84 - EB | Niles Cyn Quarry | Sunol Rd | Fre | 1.75 | Rural (46.7) | 3 | 2 | | 47.3 | A | 44.8 | A |
| 125 | SR 84 - EB | Sunol Rd | Plea-Sunol Rd | Fre | 0.53 | Rural (27.6) | 3 | 2 | | 19.2 | D | 9.3 | (F) |
| 126 | SR 84 - EB | Ple-Sunol Rd | SR 84 (Off)/I-680 | Unin | 0.77 | Rural (42.9) | 4 | 2 | | 40.9 | A | 40.3 | A |
| 127 | SR 84 - EB | SR 84 (Off)/I-680 | Vallecitos Ln | Unin | 1.07 | Rural (50.8) | 4 | 2 | | 44.9 | B | 48.1 | A |
| 128 | SR 84 - EB | Vallecitos Ln | Vallecitos Nuc.Cntr | Unin | 1.14 | Rural (57.5) | 4 | 2 | | 56.9 | A | 53.6 | A |
| 129 | SR 84 - EB | Vallecitos Nuc Center Ent. | Culvert (Lat/Long: 37.613854,-121.817224) | Unin | 1.65 | Rural (58.3) | 4 | 2 | | 57.4 | A | 55.2 | A |
| 130 | SR 84 - EB | Culvert (Lat/Long: 37.613854,-121.817224) | Ruby Hill /Kaithoff | Unin | 1.62 | Rural (59.2) | 4 | 2 | | 57.4 | A | 55.7 | A |
| 131 | SR 84 - EB | Ruby Hill./Kaithoff | Isabel/Vallecitos | Unin | 0.38 | I | 4 | 2 | | 37.2 | A | 38.5 | A |
| 132 | SR 84 (Liv) - NB | Vallecitos/Isabel | Vineyard | Liv | 1.12 | I | 4 | 2 | | 44.6 | A | 41.8 | A |
| 133 | SR 84 (Liv) - NB | Vineyard | Concannon | Liv | 0.60 | I | 4 | 2 | | 43.0 | A | 32.3 | B |
| 134 | SR 84 (Liv) - NB | Concannon | Stanley | Liv | 1.07 | I | 4 | 2 | | 40.3 | A | 37.1 | A |
| 135 | SR 84 (Liv) - NB | Stanley | W. Jack London Blvd. | Liv | 0.88 | I | 4 | 2 | | 41.2 | A | 38.4 | A |
| 136 | SR 84 (Liv) - NB | W. Jack London Blvd. | Airway/Kitty Hawk | Liv | 0.49 | I | 4 | 2 | | 19.5 | D | 17.6 | D |
| 137 | SR 84 (Liv) - NB | Airway/Kitty | I-580 | Liv | 1.06 | I | 4 | 2 | | 26.6 | C | 32.6 | B |
| 138 | SR 84 (Liv) - SB | I-580 | Airway/Kitty Hawk | Liv | 1.06 | I | 4 | 2 | | 28.7 | B | 34.1 | B |
| 139 | SR 84 (Liv) - SB | Airway/Kitty | W. Jack London Blvd. | Liv | 0.49 | I | 4 | 2 | | 36.7 | A | 32.3 | B |
| 140 | SR 84 (Liv) - SB | W. Jack London Blvd. | Stanley | Liv | 0.90 | I | 4 | 2 | | 48.0 | A | 45.7 | A |
| 141 | SR 84 (Liv) - SB | Stanley | Concannon | Liv | 1.05 | I | 4 | 2 | | 40.5 | A | 36.0 | A |
| 142 | SR 84 (Liv) - SB | Concannon | Vineyard | Liv | 0.60 | I | 4 | 2 | | 22.8 | C | 28.0 | C |
| 143 | SR 84 (Liv) - SB | Vineyard | Isabel/Vallecitos | Liv | 1.12 | I | 4 | 2 | | 18.9 | D | 14.6 | E |
| 144 | SR 84 - WB | Isabel/Vallecitos | Ruby Hill /Kaithoff | Liv | 0.38 | I | 4 | 2 | | 39.7 | A | 36.5 | A |
| 145 | SR 84 - WB | Ruby Hill /Kaithoff | Culvert (Lat/Long: 37.613854,-121.817224) | Pleas | 1.62 | Rural (55.8) | 4 | 2 | | 47.4 | B | 18.1 | (F) |
| 146 | SR 84 - WB | Culvert (Lat/Long: 37.613854,-121.817224) | Vallecitos Nuc.Cntr | Unin | 1.65 | Rural (56.5) | 4 | 2 | | 45.4 | B | 41.8 | C |
| 147 | SR 84 - WB | Vallecitos Nuc.Cntr | Vallecitos Ln | Unin | 1.14 | Rural (52.5) | 3 | 2 | | 52.0 | A | 51.3 | A |
| 148 | SR 84 - WB | Vallecitos Ln | SR 84/I-680 NB Off | Unin | 0.21 | Rural (55.3) | 3 | 2 | | 57.1 | A | 54.7 | A |
| 149 | SR 84 - WB | SR 84/I-680 NB Off | Ple-Sunol Rd | Fre | 1.27 | Rural (41.4) | 3 | 2 | | 38.0 | B | 34.6 | B |
| 150 | SR 84 - WB | Ple-Sunol Rd | Sunol Rd | Fre | 0.53 | Rural (41.9) | 3 | 2 | | 41.9 | A | 41.7 | A |
| 151 | SR 84 - WB | Sunol Rd | Niles Canyon Quarry | Fre | 1.75 | Rural (48.5) | 3 | 2 | | 46.9 | A | 47.7 | A |
| 152 | SR 84 - WB | Niles Canyon Quarry | Fremont City Limit | Fre | 1.00 | Rural (47.5) | 3 | 2 | | 45.4 | A | 47.6 | A |
| 153 | SR 84 - WB | Fremont City Limit | Union City Limit | Fre | 2.10 | Rural (41.8) | 3 | 2 | | 42.5 | A | 44.6 | A |
| 154 | SR 84 - WB | Union City Limit | SR 238 | Fre | 1.62 | Rural (31.7) | 3 | 2 | | 28.4 | B | 24.4 | C |
| 155 | SR 92 - EB | I-880 | Mission | Hay | 1.59 | II | 2 | 3 | | 18.4 | C | 18.8 | C |
| 156 | SR 92 - WB | Mission | I-880 | Hay | 1.59 | II | 2 | 3 | | 16.6 | D | 19.1 | C |
| 157 | SR 112 (Davis) - EB | Doolittle | I-880 | SL | 0.51 | II | 2 | 2 | | 31.2 | A | 23.5 | C |
| 158 | SR 112 (Davis) - EB | I-880 | San Leandro | SL | 1.01 | II | 2 | 2 | | 24.5 | B | 22.3 | C |
| 159 | SR 112 (Davis) - EB | San Leandro | 14th | SL | 0.28 | III | 2 | 2 | | 14.5 | C | 15.4 | C |
| 160 | SR 112 (Davis) - WB | E 14th | San Leandro | SL | 0.28 | III | 2 | 2 | | 14.0 | C | 12.9 | D |
| 161 | SR 112 (Davis) - WB | San Leandro | I-880 | SL | 1.00 | II | 2 | 2 | | 29.0 | B | 29.3 | B |

Appendix G-5: 2012 LOS Monitoring Study Results for Arterials—a.m. Peak Period

| # | CMP Route | Segment Limits | | Jurisdiction | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" | 2010 LOS Results | | 2012 LOS Results | |
|-----|-----------------------|----------------|-------------|--------------|-------------------|--------------------------------|--------------|----------------|------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 162 | SR 112 (Davis) - WB | I-880 | Doolittle | SL | 0.51 | II | 2 | 2 | | 21.5 | C | 21.1 | C |
| 163 | SR 123 San Pablo - SB | Carlson | Washington | Alb | 0.53 | II | 1 | 2 | | 30.4 | B | 24.3 | B |
| 164 | SR 123 San Pablo - SB | Washington | Marin | Alb | 0.44 | III | 1 | 2 | | 19.6 | C | 15.5 | C |
| 165 | SR 123 San Pablo - SB | Marin | Gilman | Alb - Berk | 0.47 | II | 1 | 2 | | 24.2 | C | 24.6 | B |
| 166 | SR 123 San Pablo - SB | Gilman | University | Berk | 0.86 | II | 1 | 2 | | 18.7 | D | 16.6 | D |
| 167 | SR 123 San Pablo - SB | University | Allston | Berk | 0.20 | III | 1 | 2 | | 23.2 | B | 29.0 | A |
| 168 | SR 123 San Pablo - SB | Allston | Dwight | Berk | 0.4 | II | 1 | 2 | | 25.0 | B | 22.3 | C |
| 169 | SR 123 San Pablo - SB | Dwight | Ashby | Berk | 0.68 | II | 1 | 2 | | 27.6 | B | 23.2 | C |
| 170 | SR 123 San Pablo - SB | Ashby | Stanford | Berk | 0.81 | II | 1 | 2 | | 23.1 | C | 22.5 | C |
| 171 | SR 123 San Pablo - SB | Stanford | 53rd | Oak | 0.27 | II | 1 | 2 | | 25.8 | B | 21.2 | C |
| 172 | SR 123 San Pablo - SB | 53rd | Park | Emer | 0.34 | II | 1 | 2 | | 24.9 | C | 19.6 | C |
| 173 | SR 123 San Pablo - SB | Park | 35th | Emer - Oak | 0.45 | II | 1 | 2 | | 21.4 | C | 18.3 | C |
| 174 | SR 123 San Pablo - NB | 35th | Park | Oak - Emer | 0.45 | II | 1 | 2 | | 20.9 | C | 16.3 | D |
| 175 | SR 123 San Pablo - NB | Park | 53rd | Emer | 0.34 | II | 1 | 2 | | 24.0 | B | 23.6 | C |
| 176 | SR 123 San Pablo - NB | 53rd | Stanford | Oak | 0.27 | II | 1 | 2 | | 27.9 | B | 33.5 | A |
| 177 | SR 123 San Pablo - NB | Stanford | Ashby | Oak | 0.81 | II | 1 | 2 | | 25.9 | B | 20.6 | C |
| 178 | SR 123 San Pablo - NB | Ashby | Dwight | Berk | 0.68 | II | 1 | 2 | | 32.1 | A | 28.4 | B |
| 179 | SR 123 San Pablo - NB | Dwight | Allston | Berk | 0.4 | II | 1 | 2 | | 30.9 | A | 30.9 | A |
| 180 | SR 123 San Pablo - NB | Allston | University | Berk | 0.20 | III | 1 | 2 | | 17.2 | C | 21.8 | B |
| 181 | SR 123 San Pablo - NB | University | Gilman | Berk | 0.86 | II | 1 | 2 | | 31.0 | A | 26.7 | B |
| 182 | SR 123 San Pablo - NB | Gilman | Marin | Alb - Berk | 0.47 | II | 1 | 2 | | 26.4 | C | 32.5 | A |
| 183 | SR 123 San Pablo - NB | Marin | Washington | Alb | 0.45 | III | 1 | 2 | | 37.7 | A | 24.8 | B |
| 184 | SR 123 San Pablo - NB | Washington | Carlson | Alb | 0.53 | II | 1 | 2 | | 29.7 | A | 28.3 | B |
| 185 | SR 185 (14th) - SB | 42nd | 46th St | Oak | 0.26 | II | 1 | | | 16.7 | D | 21.9 | C |
| 186 | SR 185 (14th) - SB | 46th St | Seminary | Oak | 0.79 | II | 1 | | | 25.4 | B | 29.6 | B |
| 187 | SR 185 (14th) - SB | Seminary | 73rd | Oak | 0.80 | II | 1 | 2 | | 15.5 | D | 12.1 | E |
| 188 | SR 185 (14th) - SB | 73rd Ave | 98th Ave | Oak | 1.39 | II | 1 | 2 | | 21.1 | C | 21.8 | C |
| 189 | SR 185 (14th) - SB | 98th | Broadmoor | Oak | 0.74 | II | 1 | 2 | | 25.9 | B | 24.5 | B |
| 190 | SR 185 (14th) - SB | Broadmoor | Davis | SL | 0.73 | II | 2 | 2 | | 22.4 | C | 22.1 | C |
| 191 | SR 185 (14th) - SB | Davis | San Leandro | SL | 1.04 | III | 2 | 2 | | 20.2 | B | 21.8 | B |
| 192 | SR 185 (14th) - SB | San L Blvd | Hesperian | SL | 0.94 | II | 2 | 2 | | 23.1 | C | 22.5 | C |
| 193 | SR 185 (14th) - SB | Hesperian | Bayfair | SL | 0.46 | II | 2 | 2 | | 22.2 | C | 28.9 | B |
| 194 | SR 185 (14th) - SB | Bayfair | 170th | Unin | 1.24 | II | 3 | 2 | | 24.8 | B | 25.1 | B |
| 195 | SR 185 (14th) - SB | 170th | Llewelling | Unin | 0.21 | II | 3 | 2 | | 21.2 | C | 25.2 | B |
| 196 | SR 185 (14th) - SB | Llewelling | Sunset | Unin | 1.02 | II | 3 | 2 | | 22.7 | C | 23.4 | C |
| 197 | SR 185 Hayward - SB | Sunset | SR 92/238 | Hay | 0.84 | III | 2 | 2 | | 17.3 | C | 12.8 | D |
| 198 | SR 185 Hayward - NB | SR 92/238 | Sunset | Hay | 0.84 | III | 2 | 2 | | 20.2 | B | 17.0 | C |
| 199 | SR 185 (14th) - NB | Sunset | Llewelling | Unin | 1.11 | II | 3 | 2 | | 24.8 | B | 25.5 | B |
| 200 | SR 185 (14th) - NB | Llewelling | 170th | Unin | 0.21 | II | 3 | 2 | | 29.7 | B | 22.5 | C |
| 201 | SR 185 (14th) - NB | 170th | Bayfair | Unin | 1.24 | II | 3 | 2 | | 26.3 | B | 26.4 | B |
| 202 | SR 185 (14th) - NB | Bayfair | Hesperian | SL | 0.47 | II | 2 | 2 | | 29.5 | B | 26.0 | B |
| 203 | SR 185 (14th) - NB | Hesperian | San L Blvd | SL | 0.94 | II | 2 | 2 | | 22.4 | C | 23.7 | C |

Appendix G-5: 2012 LOS Monitoring Study Results for Arterials—a.m. Peak Period

| # | CMP Route | Segment Limits | | Jurisdiction | Length (miles) | Arterial Class ¹ | Plan Area | No of Lanes | Prior LOS "F" | 2010 LOS Results | | 2012 LOS Results | |
|-----|------------------------|----------------|--------------|--------------|-------------------|--------------------------------|--------------|----------------|------------------|------------------|-----|------------------|-----|
| | | From | To | | | | | | | Speed | LOS | Speed | LOS |
| 204 | SR 185 (14th) - NB | San Leandro | Davis | SL | 1.02 | III | 2 | 2 | | 13.5 | C | 19.3 | B |
| 205 | SR 185 (14th) - NB | Davis | Broadmoor | SL | 0.72 | II | 2 | 2 | | 23.4 | C | 23.5 | C |
| 206 | SR 185 (14th) - NB | Broadmoor | 98th | Oak | 0.74 | II | 1 | 2 | | 20.7 | C | 16.0 | D |
| 207 | SR 185 (14th) - NB | 98th Ave | 73rd Ave | Oak | 1.37 | II | 1 | 2 | | 19.4 | C | 20.2 | C |
| 208 | SR 185 (14th) - NB | 73rd Ave | Seminary | Oak | 0.60 | II | 1 | 2 | | 13.6 | E | 10.8 | E |
| 209 | SR 185 (14th) - NB | Seminary | 46th St | Oak | 0.79 | II | 1 | | | 24.2 | B | 29.8 | B |
| 210 | SR 185 (14th) - NB | 46th St | 42nd | Oak | 0.26 | II | 1 | | 10 | 7.2 | (F) | 8.8 | (F) |
| 211 | SR 238 (Foothill) - NB | Jackson | City Center | Hay | 0.62 | III | 2 | 3 | | 14.4 | C | 10.6 | D |
| 212 | SR 238 (Foothill) - NB | City Center | I-580 | Unin-Hay | 0.73 | II | 3 | 3 | | 30.9 | A | 19.5 | C |
| 213 | SR 238 (Foothill) - NB | I-580 Ramp | I-580 Merge | Unin | 0.71 | I | 3 | | | 47.6 | A | 48.0 | A |
| 214 | SR 238 (Foothill) - SB | I-580 | Cstro V Blvd | Unin | 0.86 | I | 3 | | | 64.0 | A | 46.4 | A |
| 215 | SR 238 (Foothill) - SB | Cstro V Blvd | City Center | Hay-Unin | 1.03 | II | 2 | 3 | | 17.6 | D | 23.8 | C |
| 216 | SR 238 (Foothill) - SB | City Center | Jackson | Hay | 0.62 | III | 2 | 3 | | 11.7 | D | 11.3 | D |
| 217 | SR 238 (Mission) - NB | 680 NB Rmp | Stevenson | Fre | 2.46 | I | 3 | 2 | | 35.5 | A | 37.2 | A |
| 218 | SR 238 (Mission) - NB | Stevenson | Nursery | Fre | 2.57 | I | 3 | 2 | | 43.0 | A | 38.2 | A |
| 219 | SR 238 (Mission) - NB | Nursery | Tamarack | UC | 2.10 | I | 3 | 2 | | 31.6 | B | 29.8 | B |
| 220 | SR 238 (Mission) - NB | Tamarack | Industrial | UC - Hay | 1.96 | I | 3 | 2 | | 31.9 | B | 31.8 | B |
| 221 | SR 238 (Mission) - NB | Industrial | Sorenson | Hay | 1.47 | II | 2 | 2 | | 30.1 | A | 24.4 | B |
| 222 | SR 238 (Mission) - NB | Sorenson | Jackson | Hay | 1.83 | II | 2 | 2 | | 25.6 | B | 20.2 | C |
| 223 | SR 238 (Mission) - SB | Jackson | Sorenson | Hay | 1.83 | II | 2 | 2 | | 26.0 | B | 18.1 | C |
| 224 | SR 238 (Mission) - SB | Sorenson | Industrial | Hay | 1.47 | II | 2 | 2 | | 24.1 | B | 20.4 | C |
| 225 | SR 238 (Mission) - SB | Industrial | Tamarack | Hay - UC | 1.96 | I | 2 | 2 | | 33.4 | B | 31.7 | B |
| 226 | SR 238 (Mission) - SB | Tamarack | Nursery | UC | 2.07 | I | 3 | 2 | | 25.3 | C | 22.5 | C |
| 227 | SR 238 (Mission) - SB | Nursery | Stevenson | Fre | 2.57 | I | 3 | 2 | | 30.0 | B | 29.8 | B |
| 228 | SR 238 (Mission) - SB | Stevenson | 680 NB Rmp | Fre | 2.46 | I | 3 | 2 | | 24.1 | C | 28.5 | B |
| 229 | SR 260 (Tubes) - NB | Atlantic | 7th/Web | Oak | 1.31 | I | 1 | 2 | | 34.7 | A | 18.0 | C |
| 230 | SR 260 (Tubes) - SB | 7th/Web | Atlantic | Oak | 1.31 | I | 1 | 2 | | 14.5 | C | 15.4 | C |
| 231 | SR 262 (Mission) - EB | I-880 NB | I-680 NB | Fre | 1.33 | I | 3 | 2 | | 25.9 | C | 28.7 | B |
| 232 | SR 262 (Mission) - WB | I-680 NB | I-880 SB | Fre | 1.11 | I | 3 | 2 | | 21.3 | D | 21.6 | D |

¹For roads classified as “Rural” roads, based on the guidelines from the 1985 Highway Capacity Manual, LOS ‘A’ is estimated to occur at the free flow speeds and LOS ‘F’ occurs when speeds drop below 50% of the free flow speeds. LOS ‘B’ to ‘E’ are calculated at even intervals between free flow speeds and LOS ‘F’ speeds.

Highlighted areas indicate segments with speed data based on less than the regular number of base runs (six runs for segments with LOS C and worse and four runs for LOS A&B segments in the prior and current years)

Appendix G-6

| Appendix G-6: 2012 LOS Monitoring Study Results for Ramps and Special Segments—a.m. Peak Period | | | | | | | | | | | | |
|---|--------------------------|----------------|-----------|--------------|-----------|----------------|-------------|-----------------|------------------|------------|------------------|-----|
| # | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | Free Flow Speed | 2010 LOS Results | | 2012 LOS Results | |
| | | From: | To: | | | | | | Speed | LOS | Speed | LOS |
| 1 | I-80/I-580 Interchange | I-80 SB | I-580 EB | Oak | 1 | 0.30 | 1 | 38.0 | 49.9 | A | 32.5 | B |
| 2 | I-80/I-580 Interchange | I-580 WB | I-80 NB | Oak | 1 | 0.41 | 1 | 40.0 | 32.4 | B | 34.1 | B |
| 3 | SR 24 WB/I-580 WB | SR 24 ON | I-580 OFF | Oak | 1 | 0.69 | 2 | Weaving | 29.7 | N/A | 36.5 | N/A |
| 4 | I-580/SR 24 Interchange | I-580 WB | SR-24 EB | Oak | 1 | 0.51 | 2 | 45.0 | 36.7 | B | 34.1 | C |
| 5 | I-580/SR 24 Interchange | SR-24 WB | I-580 EB | Oak | 1 | 0.74 | 2 | 51.0 | 52.7 | A | 49.8 | A |
| 6 | SR13/SR 24 Interchange** | SR-13 NB | SR-24 EB | Oak | 1 | 0.32 | 1 | 40.0 | 5.2 | (F) | 27.8 | D |
| 7 | SR13/SR 24 Interchange | SR-24 WB | SR-13 SB | Oak | 1 | 0.16 | 1 | 31.0 | 32.0 | A | 23.5 | C |
| 8 | I-880/I-238 Interchange | I-880 SB | I-238 EB | SL | 2 | 0.74 | 2 | 47.0 | 49.9 | A | 50.7 | A |
| 9 | I-880/I-238 Interchange | I-238 WB | I-880 NB | SL | 2 | 0.54 | 1 | 54.0 | 32.7 | D | 51.7 | A |
| 10 | I-880/I-238 Interchange | I-880 NB | I-238 EB | SL | 2 | 0.42 | 1 | 32.0 | 61.5 | A | 44.9 | A |
| 11 | I-880/I-238 Interchange | I-238 WB | I-880 SB | SL | 2 | 0.76 | 1 | 53.0 | 47.2 | B | 36.8 | D |
| 12 | I-580 /I-238 Interchange | I-580 SB | I-238 EB | Hay | 2 | 0.35 | 1 | 37.0 | 21.5 | E | 22.8 | D |
| 13 | I-580 /I-238 Interchange | I-238 WB | I-580 NB | Hay | 2 | 0.32 | 1 | 38.0 | 37.6 | A | 41.5 | A |
| 14 | I-580/I-680 Interchange | I-580 EB | I-680 NB | Pleas | 4 | 0.46 | 1 | 35.0 | 24.0 | D | 21.5 | D |
| 15 | I-580/I-680 Interchange | I-580 EB | I-680 SB | Pleas | 4 | 0.28 | 1 | 42.0 | 26.0 | D | 21.7 | E |
| 16 | I-580/I-680 Interchange | I-680 NB | I-580 EB | Pleas | 4 | 0.90 | 2 | 63.8 | 60.6 | A | 55.1 | B |
| 17 | I-580/I-680 Interchange | I-680 NB | I-580 WB | Pleas | 4 | 0.66 | 1 | 41.0 | 47.5 | A | 35.7 | B |
| 18 | I-580/I-680 Interchange | I-580 WB | I-680 NB | Pleas | 4 | 0.41 | 1 | 51.5 | 45.0 | B | 45.6 | B |
| 19 | I-580/I-680 Interchange | I-580 WB | I-680 SB | Pleas | 4 | 0.66 | 1 | 39.0 | 28.2 | C | 25.9 | D |
| 20 | I-580/I-680 Interchange | I-680 SB | I-580 EB | Pleas | 4 | 1.23 | 2 | 68.1 | 59.8 | B | 55.4 | B |
| 21 | I-580/I-680 Interchange | I-680 SB | I-580 WB | Pleas | 4 | 0.43 | 1 | 58.4 | 53.4 | A | 46.9 | B |
| 22 | I-880/SR 260 Connection* | I-880 SB | SR-260 WB | Oak | 1 | 0.99 | 1 | 32.0 | 24.0 | C | 21.4 | D |
| 23 | I-880/SR 260 Connection | SR-260 EB | I-880 NB | Oak | 1 | 0.36 | 1 | 35.0 | 18.8 | E | 15.5 | (F) |

*Starting from the 2010 LOS Monitoring runs, the travel route has been changed to the correct route of I-880 SB ramp exit to 5th Street and then connecting to Webster Tube from Broadway/5th Street intersection under the I-880 bridge.

Highlighted areas indicate segments with speed data based on less than the regular number of base runs (six runs for segments with LOS C and worse and four runs for LOS A&B segments in the prior and current years)

Appendix G-7

| Appendix G-7: 2012 LOS Monitoring Study Results for Tier 2 CMP Roadways—p.m. Peak Period | | | | | | | | |
|--|---------------------------------|---------------------------------|---------------------------------|---------------------|-----------|----------------|------------------|--------|
| | CMP Tier 2 Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | 2012 LOS Results | |
| | | From | To | | | | # Runs | Speed* |
| 1 | W.Grand Ave - Grand Ave -EB | I-80/Maritime St | San Pablo Ave | Oakland | 1 | 1.09 | 7 | 13.9 |
| 2 | W.Grand Ave - Grand Ave -EB | San Pablo Ave | Broadway | Oakland | 1 | 0.40 | 7 | 10.8 |
| 3 | W.Grand Ave - Grand Ave -EB | Broadway | I-580 | Oakland | 1 | 1.62 | 7 | 24.3 |
| 4 | W.Grand Ave - Grand Ave -WB | I-580 | Broadway | Oakland | 1 | 1.62 | 5 | 23.9 |
| 5 | W.Grand Ave - Grand Ave -WB | Broadway | San Pablo Ave | Oakland | 1 | 0.40 | 6 | 12.0 |
| 6 | W.Grand Ave - Grand Ave -WB | San Pablo Ave | I-80/Maritime St | Oakland | 1 | 1.09 | 6 | 11.4 |
| 7 | 12th St - Lakeshore Ave-EB | I-980 OFF Ramp/Brush St | Webster | Oakland | 1 | 0.46 | 6 | 17.8 |
| 8 | 12th St - Lakeshore Ave-EB | Webster | Lake Merritt Blvd | Oakland | 1 | 0.59 | 6 | 20.7 |
| 9 | 12th St - Lakeshore Ave-EB | Lake Merritt Blvd | MacArthur Blvd/I-580 ON Ramp | Oakland | 1 | 1.30 | 6 | 17.0 |
| 10 | 12th St - Lakeshore Ave-WB | MacArthur Blvd/I-580 ON Ramp | Lake Merritt Blvd | Oakland | 1 | 1.20 | 8 | 17.7 |
| 11 | 12th St - Lakeshore Ave-WB | Lake Merritt Blvd | Webster | Oakland | 1 | 0.61 | 6 | 24.3 |
| 12 | 12th St - Lakeshore Ave-WB | Webster | I-980 OFF Ramp/Brush St | Oakland | 1 | 0.51 | 6 | 14.2 |
| 13 | Telegraph Ave-NB | 51st Street | Russell St | Oakland, Berkeley | 1 | 1.41 | 6 | 16.8 |
| 14 | Telegraph Ave-NB | Russell St | Bancroft Way | Oakland, Berkeley | 1 | 0.77 | 6 | 15.6 |
| 15 | Telegraph Ave-SB | Bancroft Way | Russell St | Oakland, Berkeley | 1 | 0.75 | 6 | 10.4 |
| 16 | Telegraph Ave-SB | Russell St | 51st Street | Oakland, Berkeley | 1 | 1.50 | 6 | 16.0 |
| 17 | Broadway-EB | Broadway/College Ave | Grand Ave | Oakland | 1 | 1.91 | 6 | 14.3 |
| 18 | Broadway-EB | Grand Ave | 14th St | Oakland | 1 | 0.55 | 6 | 10.4 |
| 19 | Broadway-EB | 14th St | 5th St/Broadway | Oakland | 1 | 0.48 | 6 | 8.3 |
| 20 | Broadway-EB | 5th St/Broadway | I-880 OFF Ramp | Oakland | 1 | 0.06 | 6 | 11.3 |
| 21 | Broadway-WB | I-880 OFF Ramp | 5th St/Broadway | Oakland | 1 | 0.07 | 6 | 23.0 |
| 22 | Broadway-WB | 5th St/Broadway | 14th St | Oakland | 1 | 0.48 | 6 | 12.5 |
| 23 | Broadway-WB | 14th St | Grand Ave | Oakland | 1 | 0.55 | 6 | 16.0 |
| 24 | Broadway-WB | Grand Ave | Broadway/College Ave | Oakland | 1 | 1.91 | 6 | 15.7 |
| 25 | College Avenue-EB | Bancroft Way/College Ave | Ashby Ave | Oakland | 1 | 1.04 | 6 | 10.7 |
| 26 | College Avenue-EB | Ashby Ave | Miles Ave/SR 24 OFF Ramp | Oakland, Berkeley | 1 | 0.83 | 6 | 10.3 |
| 27 | College Avenue-EB | Miles Ave/SR 24 OFF Ramp | Broadway/College Ave | Berkeley | 1 | 0.60 | 6 | 11.2 |
| 28 | College Avenue-WB | Broadway/College Ave | Miles Ave/SR 24 OFF Ramp | Berkeley | 1 | 0.60 | 6 | 16.1 |
| 29 | College Avenue-WB | Miles Ave/SR 24 OFF Ramp | Ashby Ave | Oakland, Berkeley | 1 | 0.83 | 6 | 12.5 |
| 30 | College Avenue-WB | Ashby Ave | Bancroft Way/College Ave | Oakland | 1 | 0.98 | 6 | 15.9 |
| 31 | Bancroft-EB | Shattuck | Bancroft Way/College Ave | Berkeley | 1 | 0.48 | 6 | 16.1 |
| 32 | Bancroft-WB | College Ave. | Shattuck | Berkeley | 1 | 0.73 | 6 | 14.8 |
| 33 | 51st Street-EB | SR 24 Off Ramp/52nd St | Broadway | Oakland | 1 | 0.81 | 6 | 12.5 |
| 34 | 51st Street-WB | Broadway | SR 24 Off Ramp/52nd St | Oakland | 1 | 0.81 | 6 | 10.7 |
| 35 | Shattuck Avenue-NB | 51st | Alcatraz Ave. | Oakland, Berkeley | 1 | 0.81 | 7 | 20.3 |
| 36 | Shattuck Avenue-NB | Alcatraz Ave. | Adeline St. | Berkeley | 1 | 0.69 | 7 | 13.8 |
| 37 | Shattuck Avenue-SB | Adeline St. | Alcatraz Ave. | Berkeley | 1 | 0.69 | 9 | 13.1 |
| 38 | Shattuck Avenue-SB | Alcatraz Ave. | 51st | Oakland, Berkeley | 1 | 0.81 | 9 | 13.2 |
| 39 | Powel Street-Stanford Avenue-EB | NB I-80 OFF Ramp | San Pablo Ave | Emeryville | 1 | 0.75 | 6 | 14.3 |
| 40 | Powel Street-Stanford Avenue-EB | San Pablo Ave | MLK Jr Way | Emeryville,Berkeley | 1 | 0.76 | 6 | 16.1 |
| 41 | Powel Street-Stanford Avenue-WB | MLK Jr Way | San Pablo Ave | Emeryville,Berkeley | 1 | 0.76 | 6 | 17.2 |
| 42 | Powel Street-Stanford Avenue-WB | San Pablo Ave | NB I-80 OFF Ramp | Emeryville | 1 | 0.75 | 6 | 17.6 |
| 43 | 40thStreet-Shellmound Avenue-EB | Shellmound Way (north of Powell | 40th St | Emeryville | 1 | 0.82 | 6 | 20.1 |
| 44 | 40thStreet-Shellmound Avenue-EB | 40th St | San Pablo Ave | Emeryville | 1 | 0.64 | 6 | 12.4 |
| 45 | 40thStreet-Shellmound Avenue-WB | San Pablo Ave | 40th St | Emeryville | 1 | 0.64 | 6 | 20.1 |
| 46 | 40thStreet-Shellmound Avenue-WB | 40th St | Shellmound Way (north of Powell | Emeryville | 1 | 0.82 | 6 | 22.3 |
| 47 | International Boulevard-NB | 42nd Ave | Fruitvale Ave | Oakland | 1 | 0.62 | 6 | 14.1 |

Appendix G-7: 2012 LOS Monitoring Study Results for Tier 2 CMP Roadways—p.m. Peak Period

| | CMP Tier 2 Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | 2012 LOS Results | |
|----|--|-------------------------------------|-------------------------------------|------------------|-----------|----------------|------------------|--------|
| | | From | To | | | | # Runs | Speed* |
| 48 | International Boulevard-NB | Fruitvale Ave | 14th Ave | Oakland | 1 | 1.38 | 6 | 21.5 |
| 49 | International Boulevard-NB | 14th Ave | Lake Merrit Blvd | Oakland | 1 | 0.88 | 6 | 17.5 |
| 50 | International Boulevard-SB | Lake Merrit Blvd | 14th Ave | Oakland | 1 | 0.88 | 6 | 22.5 |
| 51 | International Boulevard-SB | 14th Ave | Fruitvale Ave | Oakland | 1 | 1.38 | 6 | 18.7 |
| 52 | International Boulevard-SB | Fruitvale Ave | 42nd Ave | Oakland | 1 | 0.62 | 6 | 8.0 |
| 53 | Foothill Boulevard-NB | International Blvd/73rd Ave | 73rd Ave/Foothill Blvd | Oakland | 1 | 1.07 | 5 | 14.0 |
| 54 | Foothill Boulevard-NB | 73rd Ave/Foothill Blvd | Seminary Ave | Oakland | 1 | 1.01 | 5 | 19.1 |
| 55 | Foothill Boulevard-NB | Seminary Ave | High Street | Oakland | 1 | 1.22 | 5 | 20.5 |
| 56 | Foothill Boulevard-NB | High Street | Fruitvale Ave | Oakland | 1 | 0.89 | 5 | 14.0 |
| 57 | Foothill Boulevard-NB | Fruitvale Ave | 14th Ave | Oakland | 1 | 1.32 | 5 | 20.4 |
| 58 | Foothill Boulevard-NB | 14th Ave | 1st Ave/Lake Shore Blvd | Oakland | 1 | 0.87 | 5 | 16.9 |
| 59 | Foothill Boulevard-SB | 1st Ave/Lake Shore Blvd | 14th Ave | Oakland | 1 | 0.99 | 6 | 16.9 |
| 60 | Foothill Boulevard-SB | 14th Ave | Fruitvale Ave | Oakland | 1 | 1.30 | 6 | 17.2 |
| 61 | Foothill Boulevard-SB | Fruitvale Ave | High Street | Oakland | 1 | 0.89 | 6 | 14.1 |
| 62 | Foothill Boulevard-SB | High Street | Seminary Ave | Oakland | 1 | 1.22 | 6 | 18.2 |
| 63 | Foothill Boulevard-SB | Seminary Ave | 73rd Ave/Foothill Blvd | Oakland | 1 | 1.01 | 6 | 17.4 |
| 64 | Foothill Boulevard-SB | 73rd Ave/Foothill Blvd | International Blvd/73rd Ave | Oakland | 1 | 1.04 | 6 | 21.2 |
| 65 | E. 15th Street-SB | 1st Avenue | 14th Avenue | Oakland | 1 | 0.99 | 6 | 16.9 |
| 66 | High Street-EB | Otis Drive | Central Ave | Alameda | 1 | 0.58 | 8 | 21.0 |
| 67 | High Street-EB | Central Ave | Fernside Blvd | Alameda | 1 | 0.48 | 8 | 16.4 |
| 68 | High Street-EB | Fernside Blvd | NB I-880 OFF Ramp | Alameda, Oakland | 1 | 0.49 | 8 | 13.3 |
| 69 | High Street-EB | NB I-880 OFF Ramp | Foothill Blvd | Oakland | 1 | 0.62 | 8 | 11.3 |
| 70 | High Street-EB | Foothill Blvd | MacArthur Blvd/WB I-580 OFF Ramp | Oakland | 1 | 1.30 | 8 | 17.2 |
| 71 | High Street-WB | MacArthur Blvd/WB I-580 OFF | Foothill Blvd | Oakland | 1 | 1.73 | 8 | 22.8 |
| 72 | High Street-WB | Foothill Blvd | NB I-880 OFF Ramp | Oakland | 1 | 0.62 | 8 | 9.2 |
| 73 | High Street-WB | NB I-880 OFF Ramp | Fernside Blvd | Alameda, Oakland | 1 | 0.49 | 8 | 18.9 |
| 74 | High Street-WB | Fernside Blvd | Central Ave | Alameda | 1 | 0.48 | 8 | 19.5 |
| 75 | High Street-WB | Central Ave | Otis Drive | Alameda | 1 | 0.58 | 8 | 15.1 |
| 76 | Crow Canyon Road-NB | A Street/Redwood Road | EB I-580 ON Ramp/Grove Way | Alameda County | 2 | 0.93 | 7 | 31.5 |
| 77 | Crow Canyon Road-NB | EB I-580 ON Ramp/Grove Way | Cull Canyon | Alameda County | 2 | 0.83 | 7 | 26.0 |
| 78 | Crow Canyon Road-NB | Cull Canyon | Cold Water Dr | Alameda County | 2 | 0.89 | 6 | 38.4 |
| 79 | Crow Canyon Road-NB | Cold Water Dr | New Checkpoint (Driver to identify) | Alameda County | 2 | 1.48 | 6 | 40.8 |
| 80 | Crow Canyon Road-NB | New Checkpoint (Driver to identify) | County Line | Alameda County | 2 | 3.90 | 6 | 45.1 |
| 81 | Crow Canyon Road-SB | County Line | New Checkpoint (Driver to identify) | Alameda County | 2 | 3.90 | 6 | 41.7 |
| 82 | Crow Canyon Road-SB | New Checkpoint (Driver to identify) | Cold Water Dr | Alameda County | 2 | 1.48 | 6 | 30.9 |
| 83 | Crow Canyon Road-SB | Cold Water Dr | Cull Canyon | Alameda County | 2 | 0.89 | 6 | 26.8 |
| 84 | Crow Canyon Road-SB | Cull Canyon | EB I-580 ON Ramp/Grove Way | Alameda County | 2 | 0.83 | 6 | 24.5 |
| 85 | Crow Canyon Road-SB | EB I-580 ON Ramp/Grove Way | A Street/Redwood Road | Alameda County | 2 | 0.93 | 6 | 24.1 |
| 86 | Winton Avenue - D Street-EB | Hesperian Blvd. | SB I-880 ON Ramp | Hayward | 2 | 0.41 | 6 | 19.6 |
| 87 | Winton Avenue - D Street-EB | SB I-880 ON Ramp | Santa Clara St | Hayward | 2 | 0.33 | 6 | 21.7 |
| 88 | Winton Avenue - D Street-EB | Santa Clara St | Soto Rd | Hayward | 2 | 0.55 | 6 | 13.0 |
| 89 | Winton Avenue - D Street-EB | Soto Rd | Foothill Boulevard/D St | Hayward | 2 | 0.91 | 6 | 8.8 |
| 90 | Winton Avenue - D Street-WB | Foothill Boulevard/D St | Soto Rd | Hayward | 2 | 0.91 | 6 | 16.2 |
| 91 | Winton Avenue - D Street-WB | Soto Rd | Santa Clara St | Hayward | 2 | 0.55 | 6 | 22.6 |
| 92 | Winton Avenue - D Street-WB | Santa Clara St | SB I-880 ON Ramp | Hayward | 2 | 0.33 | 6 | 39.6 |
| 93 | Winton Avenue - D Street-WB | SB I-880 ON Ramp | Hesperian Blvd. | Hayward | 2 | 0.41 | 6 | 11.1 |
| 94 | A Street-EB | Foothill Boulevard/A St | Redwood Rd/Grove Way | Hayward | 2 | 0.80 | 6 | 20.5 |
| 95 | A Street-EB | Redwood Rd/Grove Way | EB I-580 ON Ramp/Grove Way | Hayward | 2 | 0.41 | 6 | 23.2 |
| 96 | A Street-WB | EB I-580 ON Ramp/Grove Way | Redwood Rd/Grove Way | Hayward | 2 | 0.41 | 7 | 25.0 |
| 97 | A Street-WB | Redwood Rd/Grove Way | Foothill Boulevard/A St | Hayward | 2 | 0.80 | 6 | 16.6 |
| 98 | Hesperian Boulevard-Union City Blvd-NB | Union City/Alvarado Blvd | Whipple Rd | Union City | 3 | 0.98 | 6 | 21.6 |

Appendix G-7: 2012 LOS Monitoring Study Results for Tier 2 CMP Roadways—p.m. Peak Period

| | CMP Tier 2 Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | 2012 LOS Results | |
|-----|--|----------------------------------|----------------------------------|--------------|-----------|----------------|------------------|--------|
| | | From | To | | | | # Runs | Speed* |
| 99 | Hesperian Boulevard-Union City Blvd-NB | Whipple Rd | Hesperian/Union City | Union City | 3 | 0.30 | 6 | 22.9 |
| 100 | Hesperian Boulevard-Union City Blvd-NB | Hesperian/Union City | Industrial Blvd | Union City | 3 | 0.57 | 6 | 14.4 |
| 101 | Hesperian Boulevard-Union City Blvd-NB | Industrial Blvd | Tennyson/Hesperian | Union City | 3 | 1.04 | 6 | 19.3 |
| 102 | Hesperian Boulevard-Union City Blvd-SB | Tennyson/Hesperian | Industrial Blvd | Union City | 3 | 1.03 | 6 | 26.5 |
| 103 | Hesperian Boulevard-Union City Blvd-SB | Industrial Blvd | Hesperian/Union City | Union City | 3 | 0.57 | 6 | 17.6 |
| 104 | Hesperian Boulevard-Union City Blvd-SB | Hesperian/Union City | Whipple Rd | Union City | 3 | 0.30 | 6 | 29.9 |
| 105 | Hesperian Boulevard-Union City Blvd-SB | Whipple Rd | Union City/Alvarado Blvd | Union City | 3 | 0.98 | 6 | 24.0 |
| 106 | Alvarado Blvd.-NB | NB I-880 ON Ramp | Deep Creek Rd/SB I-880 OFF Ramp | Union City | 3 | 0.21 | 6 | 25.8 |
| 107 | Alvarado Blvd.-NB | Deep Creek Rd/SB I-880 OFF Ramp | Fair Ranch Rd | Union City | 3 | 1.42 | 6 | 22.6 |
| 108 | Alvarado Blvd.-NB | Fair Ranch Rd | Union City/Alvarado Blvd | Union City | 3 | 0.52 | 6 | 22.2 |
| 109 | Alvarado Blvd.-SB | Union City/Alvarado Blvd | Fair Ranch Rd | Union City | 3 | 0.52 | 6 | 23.7 |
| 110 | Alvarado Blvd.-SB | Fair Ranch Rd | Deep Creek Rd/SB I-880 OFF Ramp | Union City | 3 | 1.43 | 6 | 21.7 |
| 111 | Alvarado Blvd.-SB | Deep Creek Rd/SB I-880 OFF Ramp | NB I-880 ON Ramp | Union City | 3 | 0.21 | 6 | 23.4 |
| 112 | Fremont Boulevard-NB | NB I-880 OFF Ramp | Automall Parkway | Fremont | 3 | 1.27 | 6 | 31.8 |
| 113 | Fremont Boulevard-NB | Automall Parkway | Blacow Rd | Fremont | 3 | 0.90 | 6 | 32.7 |
| 114 | Fremont Boulevard-NB | Blacow Rd | Adams Ave | Fremont | 3 | 0.38 | 6 | 34.5 |
| 115 | Fremont Boulevard-NB | Adams Ave | Stevenson Rd | Fremont | 3 | 1.17 | 6 | 13.5 |
| 116 | Fremont Boulevard-NB | Stevenson Rd | Mowry Ave | Fremont | 3 | 1.00 | 6 | 23.2 |
| 117 | Fremont Boulevard-NB | Mowry Ave | Peralta Blvd | Fremont | 3 | 1.21 | 6 | 26.9 |
| 118 | Fremont Boulevard-NB | Peralta Blvd | Thornton Ave | Fremont | 3 | 0.32 | 6 | 19.8 |
| 119 | Fremont Boulevard-NB | Thornton Ave | Decoto Rd | Fremont | 3 | 1.34 | 6 | 18.1 |
| 120 | Fremont Boulevard-NB | Decoto Rd | Paseo Padre Pkwy | Fremont | 3 | 0.55 | 6 | 22.3 |
| 121 | Fremont Boulevard-NB | Paseo Padre Pkwy | SB I-880 OFF Ramp | Fremont | 3 | 0.61 | 6 | 26.6 |
| 122 | Fremont Boulevard-SB | SB I-880 OFF Ramp | Paseo Padre Pkwy | Fremont | 3 | 0.40 | 7 | 19.1 |
| 123 | Fremont Boulevard-SB | Paseo Padre Pkwy | Decoto Rd | Fremont | 3 | 0.55 | 7 | 19.7 |
| 124 | Fremont Boulevard-SB | Decoto Rd | Thornton Ave | Fremont | 3 | 1.34 | 7 | 30.2 |
| 125 | Fremont Boulevard-SB | Thornton Ave | Peralta Blvd | Fremont | 3 | 0.32 | 7 | 26.9 |
| 126 | Fremont Boulevard-SB | Peralta Blvd | Mowry Ave | Fremont | 3 | 1.21 | 7 | 21.2 |
| 127 | Fremont Boulevard-SB | Mowry Ave | Stevenson Rd | Fremont | 3 | 1.00 | 6 | 27.8 |
| 128 | Fremont Boulevard-SB | Stevenson Rd | Adams Ave | Fremont | 3 | 1.17 | 6 | 23.4 |
| 129 | Fremont Boulevard-SB | Adams Ave | Blacow Rd | Fremont | 3 | 0.38 | 6 | 25.3 |
| 130 | Fremont Boulevard-SB | Blacow Rd | Automall Parkway | Fremont | 3 | 0.90 | 6 | 26.5 |
| 131 | Fremont Boulevard-SB | Automall Parkway | NB I-880 OFF Ramp | Fremont | 3 | 1.25 | 6 | 37.7 |
| 132 | Automall Parkway-EB | NB I-880 OFF Ramp | Fremont Blvd | Fremont | 3 | 0.85 | 6 | 25.2 |
| 133 | Automall Parkway-EB | Fremont Blvd | NB I-680 ON Ramp | Fremont | 3 | 0.75 | 6 | 29.4 |
| 134 | Automall Parkway-WB | NB I-680 ON Ramp | Fremont Blvd | Fremont | 3 | 0.75 | 6 | 23.5 |
| 135 | Automall Parkway-WB | Fremont Blvd | NB I-880 OFF Ramp | Fremont | 3 | 0.77 | 6 | 28.3 |
| 136 | Vasco Road-NB | WB I-580 OFF Ramp | Scenic Ave | Livermore | 4 | 0.51 | 7 | 27.3 |
| 137 | Vasco Road-NB | Scenic Ave | Dalton Ave/City-County Line | Livermore | 4 | 0.69 | 7 | 13.6 |
| 138 | Vasco Road-NB | Dalton Ave/City-County Line | N. Vasco Rd/Vasco Rd | Livermore | 4 | 1.75 | 7 | 45.1 |
| 139 | Vasco Road-NB | N. Vasco Rd/Vasco Rd | Local Road underpass/County Line | Livermore | 4 | 2.80 | 7 | 54.9 |
| 140 | Vasco Road-SB | Local Road underpass/County Line | N. Vasco Rd/Vasco Rd | Livermore | 4 | 2.80 | 6 | 56.4 |
| 141 | Vasco Road-SB | N. Vasco Rd/Vasco Rd | Dalton Ave/City-County Line | Livermore | 4 | 1.75 | 6 | 51.1 |
| 142 | Vasco Road-SB | Dalton Ave/City-County Line | Scenic Ave | Livermore | 4 | 0.69 | 6 | 30.4 |
| 143 | Vasco Road-SB | Scenic Ave | WB I-580 OFF Ramp | Livermore | 4 | 0.51 | 6 | 24.1 |
| 144 | Dublin Blvd.-EB | San Ramon Road | Village Parkway | Dublin | 4 | 0.73 | 6 | 25.3 |
| 145 | Dublin Blvd.-EB | Village Parkway | Dougherty Rd | Dublin | 4 | 0.81 | 6 | 16.3 |
| 146 | Dublin Blvd.-EB | Dougherty Rd | Hacienda Dr | Dublin | 4 | 1.20 | 6 | 29.8 |
| 147 | Dublin Blvd.-EB | Hacienda Dr | Tassajara Dr | Dublin | 4 | 0.88 | 6 | 22.3 |
| 148 | Dublin Blvd.-WB | Tassajara Dr | Hacienda Dr | Dublin | 4 | 0.88 | 6 | 26.2 |
| 149 | Dublin Blvd.-WB | Hacienda Dr | Dougherty Rd | Dublin | 4 | 1.20 | 6 | 23.1 |

Appendix G-7: 2012 LOS Monitoring Study Results for Tier 2 CMP Roadways—p.m. Peak Period

| | CMP Tier 2 Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | 2012 LOS Results | |
|-----|---|---------------------------------|---------------------------------|---------------------|-----------|----------------|------------------|--------|
| | | From | To | | | | # Runs | Speed* |
| 150 | Dublin Blvd.-WB | Dougherty Rd | Village Parkway | Dublin | 4 | 0.81 | 6 | 22.1 |
| 151 | Dublin Blvd.-WB | Village Parkway | San Ramon Road | Dublin | 4 | 0.73 | 6 | 15.9 |
| 152 | San Ramon Road-NB | WB I-580 OFF ramp | Silvergate Dr | Dublin | 4 | 0.67 | 6 | 22.7 |
| 153 | San Ramon Road-NB | Silvergate Dr | Alcosta Blvd/Westside Dr/County | Dublin | 4 | 0.98 | 6 | 29.3 |
| 154 | San Ramon Road-SB | Alcosta Blvd/Westside Dr/County | Silvergate Dr | Dublin | 4 | 0.98 | 6 | 33.1 |
| 155 | San Ramon Road-SB | Silvergate Dr | WB I-580 OFF ramp | Dublin | 4 | 0.67 | 6 | 18.0 |
| 156 | Dougherty Road-NB | WB I-580 OFF ramp | Amador Valley Blvd on SB | Dublin | 4 | 1.15 | 6 | 20.3 |
| 157 | Dougherty Road-NB | Amador Valley Blvd on SB | Fallcreek Rd on SB/County Line | Dublin | 4 | 0.78 | 6 | 43.0 |
| 158 | Dougherty Road-SB | Fallcreek Rd on SB/County Line | Amador Valley Blvd on SB | Dublin | 4 | 0.78 | 6 | 30.4 |
| 159 | Dougherty Road-SB | Amador Valley Blvd on SB | WB I-580 OFF ramp | Dublin | 4 | 1.15 | 6 | 25.7 |
| 160 | Tassajara Road-NB | WB I-580 OFF ramp | Central Parkway | Dublin | 4 | 0.60 | 6 | 24.9 |
| 161 | Tassajara Road-NB | Central Parkway | Somerset Ln/N Dublin Ranch Dr | Dublin | 4 | 0.68 | 6 | 34.9 |
| 162 | Tassajara Road-NB | Somerset Ln/N Dublin Ranch Dr | Fallon Rd | Dublin | 4 | 1.05 | 6 | 36.3 |
| 163 | Tassajara Road-NB | Fallon Rd | County Line | Alameda County | 4 | 0.50 | 6 | 38.9 |
| 164 | Tassajara Road-SB | County Line | Fallon Rd | Alameda County | 4 | 0.50 | 6 | 39.3 |
| 165 | Tassajara Road-SB | Fallon Rd | Somerset Ln/N Dublin Ranch Dr | Dublin | 4 | 1.05 | 6 | 37.5 |
| 166 | Tassajara Road-SB | Somerset Ln/N Dublin Ranch Dr | Central Parkway | Dublin | 4 | 0.68 | 6 | 26.0 |
| 167 | Tassajara Road-SB | Central Parkway | WB I-580 OFF ramp | Dublin | 4 | 0.63 | 6 | 16.5 |
| 168 | E. Stanley Blvd - Railroad Avenue - 1st | SR 84/Isabel Ave | Murrita Blvd | Pleasanton, Alameda | 4 | 0.98 | 5 | 28.6 |
| 169 | E. Stanley Blvd - Railroad Avenue - 1st | Murrita Blvd | S Livermore Ave | Livermore | 4 | 1.07 | 5 | 23.1 |
| 170 | E. Stanley Blvd - Railroad Avenue - 1st | S Livermore Ave | Inman St | Livermore | 4 | 0.46 | 5 | 22.2 |
| 171 | E. Stanley Blvd - Railroad Avenue - 1st | Inman St | S Livermore Ave | Livermore | 4 | 0.46 | 6 | 14.6 |
| 172 | E. Stanley Blvd - Railroad Avenue - 1st | S Livermore Ave | Murrita Blvd | Livermore | 4 | 1.07 | 6 | 17.4 |
| 173 | E. Stanley Blvd - Railroad Avenue - 1st | Murrita Blvd | SR 84/Isabel Ave | Pleasanton, Alameda | 4 | 0.98 | 6 | 39.8 |
| 174 | Stoneridge Drive-EB | NB I-680 OFF Ramp | Hopyard Rd | Pleasanton | 4 | 0.93 | 6 | 25.2 |
| 175 | Stoneridge Drive-EB | Hopyard Rd | Hacienda Dr | Pleasanton | 4 | 0.49 | 6 | 36.8 |
| 176 | Stoneridge Drive-EB | Hacienda Dr | W. Las Positas Blvd | Pleasanton | 4 | 0.64 | 6 | 25.9 |
| 177 | Stoneridge Drive-EB | W. Las Positas Blvd | Santa Rita Road | Pleasanton | 4 | 0.43 | 6 | 12.0 |
| 178 | Stoneridge Drive-EB | Stoneridge Dr/Santa Rita Road | W. Los Positas Blvd | Pleasanton | 4 | 0.29 | 6 | 15.2 |
| 179 | Stoneridge Drive-EB | W. Los Positas Blvd | EB I-580 ON | Pleasanton | 4 | 0.77 | 6 | 32.3 |
| 180 | Stoneridge Drive-WB | EB I-580 ON | W. Los Positas Blvd | Pleasanton | 4 | 0.74 | 6 | 32.6 |
| 181 | Stoneridge Drive-WB | W. Los Positas Blvd | Santa Rita Road | Pleasanton | 4 | 0.29 | 6 | 35.2 |
| 182 | Stoneridge Drive-WB | Santa Rita Road | W. Las Positas Blvd | Pleasanton | 4 | 0.43 | 6 | 19.7 |
| 183 | Stoneridge Drive-WB | W. Las Positas Blvd | Hacienda Dr | Pleasanton | 4 | 0.64 | 6 | 24.9 |
| 184 | Stoneridge Drive-WB | Hacienda Dr | Hopyard Rd | Pleasanton | 4 | 0.49 | 6 | 19.4 |
| 185 | Stoneridge Drive-WB | Hopyard Rd | NB I-680 OFF Ramp | Pleasanton | 4 | 0.66 | 6 | 29.2 |
| 186 | Sunol Blvd.- 1st Street- Stanley Blvd.-NB | NB I-680 OFF | Bernal Ave | Pleasanton | 4 | 1.22 | 7 | 24.8 |
| 187 | Sunol Blvd.- 1st Street- Stanley Blvd.-NB | Bernal Ave | Ray/Vineyard | Pleasanton | 4 | 0.64 | 7 | 21.6 |
| 188 | Sunol Blvd.- 1st Street- Stanley Blvd.-NB | Ray/Vineyard | Bernal Ave/Valley Ave | Pleasanton | 4 | 0.84 | 7 | 26.1 |
| 189 | Sunol Blvd.- 1st Street- Stanley Blvd.-NB | Bernal Ave/Valley Ave | SR 84/Isabel Ave | Pleasanton, Alameda | 4 | 2.91 | 7 | 43.5 |
| 190 | Sunol Blvd.- 1st Street- Stanley Blvd.-SB | SR 84/Isabel Ave | Bernal Ave/Valley Ave | Pleasanton, Alameda | 4 | 2.91 | 6 | 44.6 |
| 191 | Sunol Blvd.- 1st Street- Stanley Blvd.-SB | Bernal Ave/Valley Ave | Ray/Vineyard | Pleasanton | 4 | 0.85 | 6 | 24.9 |
| 192 | Sunol Blvd.- 1st Street- Stanley Blvd.-SB | Ray/Vineyard | Bernal Ave | Pleasanton | 4 | 0.63 | 6 | 15.6 |
| 193 | Sunol Blvd.- 1st Street- Stanley Blvd.-SB | Bernal Ave | NB I-680 OFF | Pleasanton | 4 | 1.23 | 6 | 34.2 |

* Upon completion of Free Flow Speed Survey in Fall 2012, classification of the Tier 2 roadways will be determined and the service levels (LOS letters) based on the classification and 2012 speed will be reported.

Highlighted areas indicate segments with speed data based on less than the regular six base runs

Appendix G-8

| Appendix G-8: 2012 LOS Monitoring Study Results for Tier 2 CMP Roadways—a.m. Peak Period | | | | | | | | |
|--|---------------------------------|-------------------------------------|-------------------------------------|---------------------|-----------|----------------|-------------------|-------|
| | CMP Tier 2 Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | 2012 LOS Results* | |
| | | From | To | | | | # Runs | Speed |
| 1 | W.Grand Ave - Grand Ave -EB | I-80/Maritime St | San Pablo Ave | Oakland | 1 | 1.09 | 5 | 17.9 |
| 2 | W.Grand Ave - Grand Ave -EB | San Pablo Ave | Broadway | Oakland | 1 | 0.40 | 5 | 20.1 |
| 3 | W.Grand Ave - Grand Ave -EB | Broadway | I-580 | Oakland | 1 | 1.62 | 5 | 25.8 |
| 4 | W.Grand Ave - Grand Ave -WB | I-580 | Broadway | Oakland | 1 | 1.62 | 8 | 24.4 |
| 5 | W.Grand Ave - Grand Ave -WB | Broadway | San Pablo Ave | Oakland | 1 | 0.40 | 9 | 14.8 |
| 6 | W.Grand Ave - Grand Ave -WB | San Pablo Ave | I-80/Maritime St | Oakland | 1 | 1.09 | 9 | 18.0 |
| 7 | 12th St - Lakeshore Ave-EB | I-980 OFF Ramp/Brush St | Webster | Oakland | 1 | 0.46 | 6 | 16.3 |
| 8 | 12th St - Lakeshore Ave-EB | Webster | Lake Merritt Blvd | Oakland | 1 | 0.59 | 7 | 23.1 |
| 9 | 12th St - Lakeshore Ave-EB | Lake Merritt Blvd | MacArthur Blvd/I-580 ON Ramp | Oakland | 1 | 1.24 | 7 | 17.5 |
| 10 | 12th St - Lakeshore Ave-WB | MacArthur Blvd/I-580 ON Ramp | Lake Merritt Blvd | Oakland | 1 | 1.20 | 6 | 17.7 |
| 11 | 12th St - Lakeshore Ave-WB | Lake Merritt Blvd | Webster | Oakland | 1 | 0.61 | 6 | 17.6 |
| 12 | 12th St - Lakeshore Ave-WB | Webster | I-980 OFF Ramp/Brush St | Oakland | 1 | 0.51 | 6 | 19.2 |
| 13 | Telegraph Ave-NB | 51st Street | Russell St | Oakland, Berkeley | 1 | 1.31 | 8 | 16.4 |
| 14 | Telegraph Ave-NB | Russell St | Bancroft Way | Oakland, Berkeley | 1 | 0.81 | 8 | 19.9 |
| 15 | Telegraph Ave-SB | Bancroft Way | Russell St | Oakland, Berkeley | 1 | 0.75 | 7 | 15.8 |
| 16 | Telegraph Ave-SB | Russell St | 51st Street | Oakland, Berkeley | 1 | 1.50 | 7 | 20.7 |
| 17 | Broadway-SB | Broadway/College Ave | Grand Ave | Oakland | 1 | 1.91 | 6 | 16.2 |
| 18 | Broadway-SB | Grand Ave | 14th St | Oakland | 1 | 0.55 | 7 | 12.5 |
| 19 | Broadway-SB | 14th St | 5th St/Broadway | Oakland | 1 | 0.48 | 7 | 11.8 |
| 20 | Broadway-SB | 5th St/Broadway | I-880 OFF Ramp | Oakland | 1 | 0.06 | 3 | 14.4 |
| 21 | Broadway-NB | I-880 OFF Ramp | 5th St/Broadway | Oakland | 1 | 0.07 | 6 | 23.0 |
| 22 | Broadway-NB | 5th St/Broadway | 14th St | Oakland | 1 | 0.48 | 6 | 12.5 |
| 23 | Broadway-NB | 14th St | Grand Ave | Oakland | 1 | 0.55 | 6 | 16.0 |
| 24 | Broadway-NB | Grand Ave | Broadway/College Ave | Oakland | 1 | 1.91 | 6 | 15.7 |
| 25 | Durant-EB | Shattuck | College Ave. | Berkeley | 1 | 0.73 | 7 | 14.4 |
| 26 | College Avenue-SB | Bancroft Way/College Ave | Ashby Ave | Oakland | 1 | 0.79 | 7 | 13.2 |
| 27 | College Avenue-SB | Ashby Ave | Miles Ave/SR 24 OFF Ramp | Oakland, Berkeley | 1 | 0.83 | 6 | 15.7 |
| 28 | College Avenue-SB | Miles Ave/SR 24 OFF Ramp | Broadway/College Ave | Berkeley | 1 | 0.60 | 6 | 16.0 |
| 29 | College Avenue-NB | Broadway/College Ave | Miles Ave/SR 24 OFF Ramp | Berkeley | 1 | 0.60 | 6 | 16.1 |
| 30 | College Avenue-NB | Miles Ave/SR 24 OFF Ramp | Ashby Ave | Oakland, Berkeley | 1 | 0.83 | 6 | 12.5 |
| 31 | College Avenue-NB | Ashby Ave | Bancroft Way/College Ave | Oakland | 1 | 0.98 | 6 | 15.9 |
| 32 | Bancroft-WB | College Ave. | Shattuck | Berkeley | 1 | 0.73 | 6 | 14.8 |
| 33 | 51st Street-EB | SR 24 Off Ramp/52nd St | Broadway | Oakland | 1 | 0.81 | 6 | 15.4 |
| 34 | 51st Street-WB | Broadway | SR 24 Off Ramp/52nd St | Oakland | 1 | 0.00 | 6 | 16.9 |
| 35 | Shattuck Avenue-NB | 51st | Alcatraz Ave. | Oakland, Berkeley | 1 | 0.81 | 10 | 22.4 |
| 36 | Shattuck Avenue-NB | Alcatraz Ave. | Adeline St. | Berkeley | 1 | 0.70 | 10 | 18.4 |
| 37 | Shattuck Avenue-SB | Adeline St. | Alcatraz Ave. | Berkeley | 1 | 0.70 | 9 | 18.8 |
| 38 | Shattuck Avenue-SB | Alcatraz Ave. | 51st | Oakland, Berkeley | 1 | 0.81 | 9 | 14.5 |
| 39 | Powel Street-Stanford Avenue-EB | NB I-80 OFF Ramp | San Pablo Ave | Emeryville | 1 | 0.75 | 7 | 14.4 |
| 40 | Powel Street-Stanford Avenue-EB | San Pablo Ave | MLK Jr Way | Emeryville,Berkeley | 1 | 0.76 | 7 | 17.8 |
| 41 | Powel Street-Stanford Avenue-WB | MLK Jr Way | San Pablo Ave | Emeryville,Berkeley | 1 | 0.76 | 6 | 16.7 |
| 42 | Powel Street-Stanford Avenue-WB | San Pablo Ave | NB I-80 OFF Ramp | Emeryville | 1 | 0.75 | 6 | 21.2 |
| 43 | 40thStreet-Shellmound Avenue-EB | Shellmound Way (north of Powell St) | 40th St | Emeryville | 1 | 0.82 | 6 | 26.8 |
| 44 | 40thStreet-Shellmound Avenue-EB | 40th St | San Pablo Ave | Emeryville | 1 | 0.64 | 6 | 16.9 |
| 45 | 40thStreet-Shellmound Avenue-WB | San Pablo Ave | 40th St | Emeryville | 1 | 0.64 | 6 | 25.2 |
| 46 | 40thStreet-Shellmound Avenue-WB | 40th St | Shellmound Way (north of Powell St) | Emeryville | 1 | 0.82 | 6 | 28.3 |

Appendix G-8: 2012 LOS Monitoring Study Results for Tier 2 CMP Roadways—a.m. Peak Period

| | CMP Tier 2 Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | 2012 LOS Results* | |
|----|-----------------------------|-------------------------------------|-------------------------------------|------------------|-----------|----------------|-------------------|-------|
| | | From | To | | | | # Runs | Speed |
| 47 | International Boulevard-NB | 42nd Ave | Fruitvale Ave | Oakland | 1 | 0.62 | 6 | 21.7 |
| 48 | International Boulevard-NB | Fruitvale Ave | 14th Ave | Oakland | 1 | 1.38 | 6 | 26.6 |
| 49 | International Boulevard-NB | 14th Ave | Lake Merritt Blvd | Oakland | 1 | 0.88 | 6 | 21.2 |
| 50 | International Boulevard-SB | Lake Merritt Blvd | 14th Ave | Oakland | 1 | 0.88 | 6 | 20.8 |
| 51 | International Boulevard-SB | 14th Ave | Fruitvale Ave | Oakland | 1 | 1.38 | 6 | 24.4 |
| 52 | International Boulevard-SB | Fruitvale Ave | 42nd Ave | Oakland | 1 | 0.62 | 6 | 18.9 |
| 53 | Foothill Boulevard-NB | International Blvd/73rd Ave | 73rd Ave/Foothill Blvd | Oakland | 1 | 1.07 | 6 | 18.4 |
| 54 | Foothill Boulevard-NB | 73rd Ave/Foothill Blvd | Seminary Ave | Oakland | 1 | 1.01 | 6 | 18.5 |
| 55 | Foothill Boulevard-NB | Seminary Ave | High Street | Oakland | 1 | 1.22 | 6 | 20.0 |
| 56 | Foothill Boulevard-NB | High Street | Fruitvale Ave | Oakland | 1 | 0.89 | 6 | 12.1 |
| 57 | Foothill Boulevard-NB | Fruitvale Ave | 14th Ave | Oakland | 1 | 1.32 | 6 | 20.9 |
| 58 | Foothill Boulevard-NB | 14th Ave | 1st Ave/Lake Shore Blvd | Oakland | 1 | 0.87 | 6 | 16.2 |
| 59 | Foothill Boulevard-SB | 1st Ave/Lake Shore Blvd | 14th Ave | Oakland | 1 | 0.99 | 6 | 19.1 |
| 60 | Foothill Boulevard-SB | 14th Ave | Fruitvale Ave | Oakland | 1 | 1.30 | 6 | 18.6 |
| 61 | Foothill Boulevard-SB | Fruitvale Ave | High Street | Oakland | 1 | 0.89 | 6 | 15.8 |
| 62 | Foothill Boulevard-SB | High Street | Seminary Ave | Oakland | 1 | 1.22 | 6 | 21.0 |
| 63 | Foothill Boulevard-SB | Seminary Ave | 73rd Ave/Foothill Blvd | Oakland | 1 | 1.01 | 6 | 21.0 |
| 64 | Foothill Boulevard-SB | 73rd Ave/Foothill Blvd | International Blvd/73rd Ave | Oakland | 1 | 1.04 | 6 | 21.3 |
| 65 | E. 15th Street-SB | 1st Avenue | 14th Avenue | Oakland | 1 | 0.99 | 6 | 19.1 |
| 66 | High Street-EB | Otis Drive | Central Ave | Alameda | 1 | 0.58 | 8 | 18.2 |
| 67 | High Street-EB | Central Ave | Fernside Blvd | Alameda | 1 | 0.48 | 8 | 13.2 |
| 68 | High Street-EB | Fernside Blvd | NB I-880 OFF Ramp | Alameda, Oakland | 1 | 0.49 | 8 | 12.5 |
| 69 | High Street-EB | NB I-880 OFF Ramp | Foothill Blvd | Oakland | 1 | 0.62 | 8 | 11.5 |
| 70 | High Street-EB | Foothill Blvd | MacArthur Blvd/WB I-580 OFF Ramp | Oakland | 1 | 1.30 | 8 | 18.9 |
| 71 | High Street-WB | MacArthur Blvd/WB I-580 OFF Ramp | Foothill Blvd | Oakland | 1 | 1.73 | 8 | 28.1 |
| 72 | High Street-WB | Foothill Blvd | NB I-880 OFF Ramp | Oakland | 1 | 0.62 | 8 | 9.1 |
| 73 | High Street-WB | NB I-880 OFF Ramp | Fernside Blvd | Alameda, Oakland | 1 | 0.49 | 8 | 18.3 |
| 74 | High Street-WB | Fernside Blvd | Central Ave | Alameda | 1 | 0.48 | 8 | 19.9 |
| 75 | High Street-WB | Central Ave | Otis Drive | Alameda | 1 | 0.58 | 8 | 14.1 |
| 77 | Crow Canyon Road-NB | A Street/Redwood Road | EB I-580 ON Ramp/Grove Way | Alameda County | 2 | 0.93 | 7 | 31.6 |
| 78 | Crow Canyon Road-NB | EB I-580 ON Ramp/Grove Way | Cull Canyon | Alameda County | 2 | 0.83 | 7 | 20.3 |
| 79 | Crow Canyon Road-NB | Cull Canyon | Cold Water Dr | Alameda County | 2 | 0.89 | 7 | 34.1 |
| 80 | Crow Canyon Road-NB | Cold Water Dr | New Checkpoint (Driver to identify) | Alameda County | 2 | 1.48 | 7 | 41.9 |
| 81 | Crow Canyon Road-NB | New Checkpoint (Driver to identify) | County Line | Alameda County | 2 | 3.90 | 7 | 43.9 |
| 82 | Crow Canyon Road-SB | County Line | New Checkpoint (Driver to identify) | Alameda County | 2 | 3.90 | 6 | 45.8 |
| 83 | Crow Canyon Road-SB | New Checkpoint (Driver to identify) | Cold Water Dr | Alameda County | 2 | 1.48 | 6 | 44.8 |
| 84 | Crow Canyon Road-SB | Cold Water Dr | Cull Canyon | Alameda County | 2 | 0.89 | 6 | 29.3 |
| 85 | Crow Canyon Road-SB | Cull Canyon | EB I-580 ON Ramp/Grove Way | Alameda County | 2 | 0.83 | 6 | 22.8 |
| 86 | Crow Canyon Road-SB | EB I-580 ON Ramp/Grove Way | A Street/Redwood Road | Alameda County | 2 | 0.93 | 6 | 21.6 |
| 87 | Winton Avenue - D Street-EB | Hesperian Blvd. | SB I-880 ON Ramp | Hayward | 2 | 0.41 | 6 | 25.8 |
| 88 | Winton Avenue - D Street-EB | SB I-880 ON Ramp | Santa Clara St | Hayward | 2 | 0.33 | 6 | 18.7 |
| 89 | Winton Avenue - D Street-EB | Santa Clara St | Soto Rd | Hayward | 2 | 0.55 | 6 | 19.4 |
| 90 | Winton Avenue - D Street-EB | Soto Rd | Foothill Boulevard/D St | Hayward | 2 | 0.91 | 6 | 10.7 |
| 91 | Winton Avenue - D Street-WB | Foothill Boulevard/D St | Soto Rd | Hayward | 2 | 0.91 | 6 | 16.0 |
| 92 | Winton Avenue - D Street-WB | Soto Rd | Santa Clara St | Hayward | 2 | 0.55 | 6 | 22.9 |
| 93 | Winton Avenue - D Street-WB | Santa Clara St | SB I-880 ON Ramp | Hayward | 2 | 0.33 | 6 | 18.7 |
| 94 | Winton Avenue - D Street-WB | SB I-880 ON Ramp | Hesperian Blvd. | Hayward | 2 | 0.41 | 6 | 25.5 |
| 95 | A Street-EB | Foothill Boulevard/A St | Redwood Rd/Grove Way | Hayward | 2 | 0.80 | 6 | 17.3 |
| 96 | A Street-EB | Redwood Rd/Grove Way | EB I-580 ON Ramp/Grove Way | Hayward | 2 | 0.41 | 6 | 24.4 |
| 97 | A Street-WB | EB I-580 ON Ramp/Grove Way | Redwood Rd/Grove Way | Hayward | 2 | 0.41 | 6 | 19.1 |

Appendix G-8: 2012 LOS Monitoring Study Results for Tier 2 CMP Roadways—a.m. Peak Period

| | CMP Tier 2 Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | 2012 LOS Results* | |
|-----|--|--------------------------------------|--------------------------------------|--------------|-----------|----------------|-------------------|-------|
| | | From | To | | | | # Runs | Speed |
| 98 | A Street-WB | Redwood Rd/Grove Way | Foothill Boulevard/A St | Hayward | 2 | 0.80 | 6 | 8.9 |
| 99 | Hesperian Boulevard-Union City Blvd-NB | Union City/Alvarado Blvd | Whipple Rd | Union City | 3 | 0.98 | 6 | 23.1 |
| 100 | Hesperian Boulevard-Union City Blvd-NB | Whipple Rd | Hesperian/Union City Blvd/overbridge | Union City | 3 | 0.30 | 6 | 34.2 |
| 101 | Hesperian Boulevard-Union City Blvd-NB | Hesperian/Union City Blvd/overbridge | Industrial Blvd | Union City | 3 | 0.57 | 6 | 22.6 |
| 102 | Hesperian Boulevard-Union City Blvd-NB | Industrial Blvd | Tennyson/Hesperian | Union City | 3 | 1.04 | 6 | 22.8 |
| 103 | Hesperian Boulevard-Union City Blvd-SB | Tennyson/Hesperian | Industrial Blvd | Union City | 3 | 1.03 | 6 | 24.4 |
| 104 | Hesperian Boulevard-Union City Blvd-SB | Industrial Blvd | Hesperian/Union City Blvd/overbridge | Union City | 3 | 0.57 | 6 | 23.9 |
| 105 | Hesperian Boulevard-Union City Blvd-SB | Hesperian/Union City Blvd/overbridge | Whipple Rd | Union City | 3 | 0.30 | 6 | 26.9 |
| 106 | Hesperian Boulevard-Union City Blvd-SB | Whipple Rd | Union City/Alvarado Blvd | Union City | 3 | 0.98 | 6 | 23.6 |
| 108 | Alvarado Blvd.-NB | NB I-880 ON Ramp | Deep Creek Rd/SB I-880 OFF Ramp | Union City | 3 | 0.21 | 6 | 26.5 |
| 109 | Alvarado Blvd.-NB | Deep Creek Rd/SB I-880 OFF Ramp | Fair Ranch Rd | Union City | 3 | 1.42 | 6 | 20.2 |
| 110 | Alvarado Blvd.-NB | Fair Ranch Rd | Union City/Alvarado Blvd | Union City | 3 | 0.52 | 6 | 16.2 |
| 111 | Alvarado Blvd.-SB | Union City/Alvarado Blvd | Fair Ranch Rd | Union City | 3 | 0.52 | 6 | 19.1 |
| 112 | Alvarado Blvd.-SB | Fair Ranch Rd | Deep Creek Rd/SB I-880 OFF Ramp | Union City | 3 | 1.43 | 6 | 21.3 |
| 113 | Alvarado Blvd.-SB | Deep Creek Rd/SB I-880 OFF Ramp | NB I-880 ON Ramp | Union City | 3 | 0.21 | 6 | 29.8 |
| 114 | Fremont Boulevard-NB | NB I-880 OFF Ramp | Automall Parkway | Fremont | 3 | 1.27 | 6 | 25.2 |
| 115 | Fremont Boulevard-NB | Automall Parkway | Blacow Rd | Fremont | 3 | 0.90 | 6 | 25.6 |
| 116 | Fremont Boulevard-NB | Blacow Rd | Adams Ave | Fremont | 3 | 0.38 | 6 | 31.2 |
| 117 | Fremont Boulevard-NB | Adams Ave | Stevenson Rd | Fremont | 3 | 1.17 | 6 | 22.5 |
| 118 | Fremont Boulevard-NB | Stevenson Rd | Mowry Ave | Fremont | 3 | 1.00 | 6 | 22.5 |
| 119 | Fremont Boulevard-NB | Mowry Ave | Peralta Blvd | Fremont | 3 | 1.21 | 6 | 22.0 |
| 120 | Fremont Boulevard-NB | Peralta Blvd | Thornton Ave | Fremont | 3 | 0.32 | 6 | 15.6 |
| 121 | Fremont Boulevard-NB | Thornton Ave | Decoto Rd | Fremont | 3 | 1.34 | 6 | 20.2 |
| 122 | Fremont Boulevard-NB | Decoto Rd | Paseo Padre Pkwy | Fremont | 3 | 0.55 | 6 | 30.1 |
| 123 | Fremont Boulevard-NB | Paseo Padre Pkwy | SB I-880 OFF Ramp | Fremont | 3 | 0.61 | 6 | 33.2 |
| 124 | Fremont Boulevard-SB | SB I-880 OFF Ramp | Paseo Padre Pkwy | Fremont | 3 | 0.40 | 6 | 23.6 |
| 125 | Fremont Boulevard-SB | Paseo Padre Pkwy | Decoto Rd | Fremont | 3 | 0.55 | 6 | 17.3 |
| 126 | Fremont Boulevard-SB | Decoto Rd | Thornton Ave | Fremont | 3 | 1.34 | 6 | 21.7 |
| 127 | Fremont Boulevard-SB | Thornton Ave | Peralta Blvd | Fremont | 3 | 0.32 | 6 | 20.9 |
| 128 | Fremont Boulevard-SB | Peralta Blvd | Mowry Ave | Fremont | 3 | 1.21 | 6 | 20.5 |
| 129 | Fremont Boulevard-SB | Mowry Ave | Stevenson Rd | Fremont | 3 | 1.00 | 6 | 34.9 |
| 130 | Fremont Boulevard-SB | Stevenson Rd | Adams Ave | Fremont | 3 | 0.24 | 6 | 29.1 |
| 131 | Fremont Boulevard-SB | Adams Ave | Blacow Rd | Fremont | 3 | 0.38 | 6 | 20.1 |
| 132 | Fremont Boulevard-SB | Blacow Rd | Automall Parkway | Fremont | 3 | 0.90 | 6 | 18.8 |
| 133 | Fremont Boulevard-SB | Automall Parkway | NB I-880 OFF Ramp | Fremont | 3 | 1.25 | 6 | 26.9 |
| 134 | Automall Parkway-EB | NB I-880 OFF Ramp | Fremont Blvd | Fremont | 3 | 0.85 | 6 | 26.8 |
| 135 | Automall Parkway-EB | Fremont Blvd | NB I-680 ON Ramp | Fremont | 3 | 0.75 | 6 | 28.2 |
| 136 | Automall Parkway-WB | NB I-680 ON Ramp | Fremont Blvd | Fremont | 3 | 0.75 | 6 | 27.4 |
| 137 | Automall Parkway-WB | Fremont Blvd | NB I-880 OFF Ramp | Fremont | 3 | 0.77 | 6 | 28.1 |
| 139 | Vasco Road-NB | WB I-580 OFF Ramp | Scenic Ave | Livermore | 4 | 0.51 | 6 | 23.6 |
| 140 | Vasco Road-NB | Scenic Ave | Dalton Ave/City-County Line | Livermore | 4 | 0.69 | 6 | 35.5 |
| 141 | Vasco Road-NB | Dalton Ave/City-County Line | N. Vasco Rd/Vasco Rd | Livermore | 4 | 1.75 | 6 | 43.7 |
| 142 | Vasco Road-NB | N. Vasco Rd/Vasco Rd | Local Road underpass/County Line | Livermore | 4 | 2.80 | 6 | 53.3 |
| 143 | Vasco Road-SB | Local Road underpass/County Line | N. Vasco Rd/Vasco Rd | Livermore | 4 | 2.80 | 6 | 24.3 |
| 144 | Vasco Road-SB | N. Vasco Rd/Vasco Rd | Dalton Ave/City-County Line | Livermore | 4 | 1.75 | 6 | 23.9 |
| 145 | Vasco Road-SB | Dalton Ave/City-County Line | Scenic Ave | Livermore | 4 | 0.69 | 6 | 22.0 |
| 146 | Vasco Road-SB | Scenic Ave | WB I-580 OFF Ramp | Livermore | 4 | 0.51 | 6 | 16.6 |
| 147 | Dublin Blvd.-EB | San Ramon Road | Village Parkway | Dublin | 4 | 0.73 | 5 | 20.8 |
| 148 | Dublin Blvd.-EB | Village Parkway | Dougherty Rd | Dublin | 4 | 0.81 | 5 | 26.4 |
| 149 | Dublin Blvd.-EB | Dougherty Rd | Hacienda Dr | Dublin | 4 | 1.20 | 6 | 31.4 |
| 150 | Dublin Blvd.-EB | Hacienda Dr | Tassajara Dr | Dublin | 4 | 0.88 | 6 | 22.9 |

Appendix G-8: 2012 LOS Monitoring Study Results for Tier 2 CMP Roadways—a.m. Peak Period

| | CMP Tier 2 Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | 2012 LOS Results* | |
|-----|---|--------------------------------------|--------------------------------------|----------------|-----------|----------------|-------------------|-------|
| | | From | To | | | | # Runs | Speed |
| 151 | Dublin Blvd.-WB | Tassajara Dr | Hacienda Dr | Dublin | 4 | 0.88 | 6 | 29.8 |
| 152 | Dublin Blvd.-WB | Hacienda Dr | Dougherty Rd | Dublin | 4 | | 6 | |
| 153 | Dublin Blvd.-WB | Dougherty Rd | Village Parkway | Dublin | 4 | 1.10 | 6 | 23.9 |
| 154 | Dublin Blvd.-WB | Village Parkway | San Ramon Road | Dublin | 4 | 0.73 | 6 | 22.2 |
| 155 | San Ramon Road-NB | WB I-580 OFF ramp | Silvergate Dr | Dublin | 4 | 0.67 | 6 | 18.0 |
| 156 | San Ramon Road-NB | Silvergate Dr | Alcosta Blvd/Westside Dr/County Line | Dublin | 4 | 0.98 | 6 | 28.8 |
| 157 | San Ramon Road-SB | Alcosta Blvd/Westside Dr/County Line | Silvergate Dr | Dublin | 4 | 0.98 | 6 | 33.9 |
| 158 | San Ramon Road-SB | Silvergate Dr | WB I-580 OFF ramp | Dublin | 4 | 0.67 | 6 | 21.4 |
| 159 | Dougherty Road-NB | WB I-580 OFF ramp | Amador Valley Blvd on SB | Dublin | 4 | 1.15 | 8 | 38.5 |
| 160 | Dougherty Road-NB | Amador Valley Blvd on SB | Fallcreek Rd on SB/County Line | Dublin | 4 | 0.78 | 8 | 44.0 |
| 161 | Dougherty Road-SB | Fallcreek Rd on SB/County Line | Amador Valley Blvd on SB | Dublin | 4 | 0.78 | 8 | 28.9 |
| 162 | Dougherty Road-SB | Amador Valley Blvd on SB | WB I-580 OFF ramp | Dublin | 4 | 1.15 | 8 | 21.3 |
| 163 | Tassajara Road-NB | EB I-580 OFF ramp | Central Parkway | Dublin | 4 | 0.49 | 7 | 23.6 |
| 164 | Tassajara Road-NB | Central Parkway | Somerset Ln/N Dublin Ranch Dr | Dublin | 4 | 0.68 | 7 | 23.3 |
| 165 | Tassajara Road-NB | Somerset Ln/N Dublin Ranch Dr | Fallon Rd | Dublin | 4 | 1.05 | 7 | 35.1 |
| 166 | Tassajara Road-NB | Fallon Rd | County Line | Alameda County | 4 | 0.50 | 7 | 39.8 |
| 167 | Tassajara Road-SB | County Line | Fallon Rd | Alameda County | 4 | 0.50 | 9 | 40.5 |
| 168 | Tassajara Road-SB | Fallon Rd | Somerset Ln/N Dublin Ranch Dr | Dublin | 4 | 1.05 | 9 | 35.4 |
| 169 | Tassajara Road-SB | Somerset Ln/N Dublin Ranch Dr | Central Parkway | Dublin | 4 | 0.68 | 9 | 22.4 |
| 170 | Tassajara Road-SB | Central Parkway | WB I-580 OFF ramp | Dublin | 4 | 0.46 | 9 | 16.7 |
| 171 | E. Stanley Blvd - Railroad Avenue - 1st | SR 84/Isabel Ave | Murrita Blvd | Pleasanton, | 4 | 0.98 | 8 | 20.4 |
| 172 | E. Stanley Blvd - Railroad Avenue - 1st | Murrita Blvd | S Livermore Ave | Livermore | 4 | 1.07 | 8 | 21.9 |
| 173 | E. Stanley Blvd - Railroad Avenue - 1st | S Livermore Ave | Inman St | Livermore | 4 | 0.46 | 8 | 14.2 |
| 174 | E. Stanley Blvd - Railroad Avenue - 1st | Inman St | S Livermore Ave | Livermore | 4 | 0.46 | 6 | 20.1 |
| 175 | E. Stanley Blvd - Railroad Avenue - 1st | S Livermore Ave | Murrita Blvd | Livermore | 4 | 1.07 | 6 | 20.1 |
| 176 | E. Stanley Blvd - Railroad Avenue - 1st | Murrita Blvd | SR 84/Isabel Ave | Pleasanton, | 4 | 0.98 | 6 | 38.6 |
| 177 | Stoneridge Drive-EB | NB I-680 OFF Ramp | Hopyard Rd | Pleasanton | 4 | 0.93 | 7 | 19.7 |
| 178 | Stoneridge Drive-EB | Hopyard Rd | Hacienda Dr | Pleasanton | 4 | 0.49 | 7 | 22.4 |
| 179 | Stoneridge Drive-EB | Hacienda Dr | W. Las Positas Blvd | Pleasanton | 4 | 0.64 | 7 | 25.3 |
| 180 | Stoneridge Drive-EB | W. Las Positas Blvd | Santa Rita Road | Pleasanton | 4 | 0.43 | 7 | 14.6 |
| 181 | Stoneridge Drive-EB | Stoneridge Dr/Santa Rita Road | W. Los Positas Blvd | Pleasanton | 4 | 0.29 | 7 | 15.6 |
| 182 | Stoneridge Drive-EB | W. Los Positas Blvd | WB I-580 OFF Ramp | Pleasanton | 4 | 0.88 | 7 | 34.5 |
| 183 | Stoneridge Drive-WB | WB I-580 OFF Ramp | W. Los Positas Blvd | Pleasanton | 4 | 0.92 | 6 | 25.5 |
| 184 | Stoneridge Drive-WB | W. Los Positas Blvd | Santa Rita Road | Pleasanton | 4 | 0.29 | 6 | 27.6 |
| 185 | Stoneridge Drive-WB | Santa Rita Road | W. Las Positas Blvd | Pleasanton | 4 | 0.43 | 6 | 25.5 |
| 186 | Stoneridge Drive-WB | W. Las Positas Blvd | Hacienda Dr | Pleasanton | 4 | 0.64 | 6 | 28.5 |
| 187 | Stoneridge Drive-WB | Hacienda Dr | Hopyard Rd | Pleasanton | 4 | 0.49 | 6 | 20.1 |
| 188 | Stoneridge Drive-WB | Hopyard Rd | NB I-680 OFF Ramp | Pleasanton | 4 | 0.66 | 6 | 21.9 |
| 189 | Sunol Blvd.- 1st Street- Stanley Blvd.-NB | NB I-680 OFF | Bernal Ave | Pleasanton | 4 | 1.22 | 8 | 28.8 |
| 190 | Sunol Blvd.- 1st Street- Stanley Blvd.-NB | Bernal Ave | Ray/Vineyard | Pleasanton | 4 | 0.64 | 8 | 19.5 |
| 191 | Sunol Blvd.- 1st Street- Stanley Blvd.-NB | Ray/Vineyard | Bernal Ave/Valley Ave | Pleasanton | 4 | 0.84 | 8 | 26.1 |
| 192 | Sunol Blvd.- 1st Street- Stanley Blvd.-NB | Bernal Ave/Valley Ave | SR 84/Isabel Ave | Pleasanton, | 4 | 2.91 | 8 | 46.7 |
| 193 | Sunol Blvd.- 1st Street- Stanley Blvd.-SB | SR 84/Isabel Ave | Bernal Ave/Valley Ave | Pleasanton, | 4 | 2.91 | 6 | 38.3 |
| 194 | Sunol Blvd.- 1st Street- Stanley Blvd.-SB | Bernal Ave/Valley Ave | Ray/Vineyard | Pleasanton | 4 | 0.85 | 6 | 31.1 |
| 195 | Sunol Blvd.- 1st Street- Stanley Blvd.-SB | Ray/Vineyard | Bernal Ave | Pleasanton | 4 | 0.63 | 6 | 11.8 |
| 196 | Sunol Blvd.- 1st Street- Stanley Blvd.-SB | Bernal Ave | NB I-680 OFF | Pleasanton | 4 | 1.23 | 6 | 26.2 |

* Upon completion of Free Flow Speed Survey in Fall 2012, classification of the Tier 2 roadways will be determined and the service levels (LOS letters) based on the classification and 2012 speed will be reported.

Highlighted areas indicate segments with speed data based on less than the regular six base runs

Appendix G-9

Appendix G-9: 2012 LOS Monitoring Study Results for Freeways—Weekend Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|----|------------|---------------------|---------------------|---------------|-----------|----------------|-------------|------------------|--------------|
| | | From | To | | | | | Speed | LOS |
| 1 | I-80 - EB | SF County Line | Toll Plaza | Oak | 1 | 2.06 | 10 | 56.8 | B |
| 2 | I-80 - EB | Toll Plaza | I-580 SB Merge | Oak | 1 | 1.15 | 10 | 48.0 | D |
| 3 | I-80 - EB | I-80/I-580 (Merge) | Powell | Emery - Berk | 1 | 0.79 | 10 | 23.1 | F(30) |
| 4 | I-80 - EB | Powell | Ashby | Emery - Berk | 1 | 0.67 | 10 | 16.9 | F(20) |
| 5 | I-80 - EB | Ashby | University | Emery - Berk | 1 | 1.34 | 10 | 39.8 | E |
| 6 | I-80 - EB | University | Jct I-580 (off) | Berk - Alb | 1 | 1.51 | 10 | 59.6 | B |
| 7 | I-80 - EB | Jct I-580 (off) | Central (on) | Berk - Alb | 1 | 1.12 | 10 | 61.4 | A |
| 8 | I-80 - WB | Central | Jct I-580 | Berk - Alb | 1 | 0.70 | 10 | 27.5 | F(30) |
| 9 | I-80 - WB | Jct I-580 | Univerity | Berk - Alb | 1 | 1.49 | 10 | 25.5 | F(30) |
| 10 | I-80 - WB | University | Ashby | Emery - Berk | 1 | 1.36 | 10 | 36.5 | E |
| 11 | I-80 - WB | Ashby | Powell | Emery - Berk | 1 | 0.64 | 10 | 39.1 | E |
| 12 | I-80 - WB | Powell | I-80/I-580 (Split) | Emery - Berk | 1 | 0.42 | 10 | 35.9 | E |
| 13 | I-80 - WB | I-580 Split | Toll Plaza | Oak | 1 | 1.20 | 10 | 13.5 | F(20) |
| 14 | I-80 - WB | Toll Plaza | SF County | Oak | 1 | 2.00 | 10 | 18.1 | F(20) |
| 15 | I-238 - EB | I-880 | I-580 | Uninc-San L | 2 | 2.28 | 6 | 64.8 | A |
| 16 | I-238 - WB | I-580 | I-880 | Uninc-San L | 2 | 1.60 | 6 | 35.8 | E |
| 17 | I-580 - EB | I-580/I-238 | Grove | Unincorp | 2 | 2.88 | 8 | 59.1 | B |
| 18 | I-580 EB | Grove | Eden Canyon | Uninc - Pleas | 4 | 2.17 | 8 | 80.0 | A |
| 19 | I-580 EB | Eden Canyon | San Ramon/ Foothill | Uninc - Pleas | 4 | 4.80 | 8 | 70.6 | A |
| 20 | I-580 EB | San Ramon/ Foothill | I-680 | Uninc - Pleas | 4 | 0.77 | 8 | 71.4 | A |
| 21 | I-580 EB | I-680 | Hopyard | Plea | 4 | 0.76 | 8 | 67.6 | A |
| 22 | I-580 EB | Hopyard | Santa Rita | Plea | 4 | 1.96 | 8 | 71.9 | A |
| 23 | I-580 EB | Santa Rita | El Charro | Uninc-Pleas | 4 | 1.24 | 8 | 71.0 | A |
| 24 | I-580 EB | El Charro | SR 84/Airway Blvd. | Unincorp | 4 | 1.52 | 8 | 69.3 | A |
| 25 | I-580 EB | SR 84/Airway Blvd. | Portola | Unincorp | 4 | 1.71 | 8 | 71.2 | A |
| 26 | I-580 - EB | Portola | 1st St | Liv | 4 | 2.70 | 8 | 70.4 | A |
| 27 | I-580 - EB | 1st St | Greenville | Liv-Uninc | 4 | 1.98 | 8 | 60.5 | A |
| 28 | I-580 - EB | Greenville | N.Flynn | Uninc | 4 | 1.50 | 8 | 46.0 | D |
| 29 | I-580 - EB | N.Flynn | Grant Line | Uninc | 4 | 3.19 | 8 | 53.3 | C |
| 30 | I-580 - EB | Grant Line | I-205 (SJ Co) Off | Uninc | 4 | 1.11 | 8 | 48.4 | D |
| 31 | I-580 - WB | I-205 (SJ Co) | Grant Line | Liv - Uninc | 4 | 0.89 | 8 | 40.4 | E |
| 32 | I-580 - WB | Grant Line | N Flynn | Liv - Uninc | 4 | 4.56 | 8 | 72.3 | A |
| 33 | I-580 - WB | N Flynn | Greenville Rd | Liv - Uninc | 4 | 2.34 | 8 | 73.0 | A |
| 34 | I-580 - WB | Greenville Rd | 1st St | Liv - Uninc | 4 | 2.30 | 8 | 70.5 | A |

Appendix G-9: 2012 LOS Monitoring Study Results for Freeways—Weekend Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|----|------------|---------------------|---------------------|--------------|-----------|----------------|-------------|------------------|--------------|
| | | From | To | | | | | Speed | LOS |
| 35 | I-580 - WB | 1st St | Portola Ave | Liv | 4 | 2.52 | 8 | 68.3 | A |
| 36 | I-580 - WB | Portola | SR 84/Airway Blvd | Liv - Plea | 4 | 1.76 | 8 | 69.2 | A |
| 37 | I-580 - WB | SR 84/Airway Blvd | Fallon Rd/El Charro | Plea | 4 | 1.78 | 8 | 60.9 | A |
| 38 | I-580 - WB | Fallon Rd/El Charro | Tassajara | Plea | 4 | 1.16 | 8 | 57.7 | B |
| 39 | I-580 - WB | Tassajara Rd | I-680 | Plea | 4 | 2.87 | 8 | 54.2 | C |
| 40 | I-580 - WB | I-680 | San Ramon Rd | Plea - Uninc | 4 | 0.69 | 8 | 68.4 | A |
| 41 | I-580 - WB | San Ramon Rd | Eden Caynon | Plea - Uninc | 4 | 4.75 | 8 | 69.8 | A |
| 42 | I-580 - WB | Eden Canyon | Center St | Plea - Uninc | 4 | 2.28 | 8 | 74.6 | A |
| 43 | I-580 - WB | Center | I-580/238 | Unincorp | 2 | 1.94 | 8 | 64.8 | A |
| 44 | I-580 - EB | I-80 | I-980 | Oak | 1 | 1.24 | 8 | 49.8 | C |
| 45 | I-580 - EB | I-980 | Harrison | Oak | 1 | 0.95 | 8 | 92.9 | A |
| 46 | I-580 - EB | Harrison | Lakeshore | Oak | 1 | 0.69 | 8 | 62.4 | A |
| 47 | I-580 - EB | Lakeshore | Coolidge | Oak | 1 | 2.25 | 8 | 66.7 | A |
| 48 | I-580 - EB | Coolidge | SH 13 Off | Oak | 1 | 2.15 | 8 | 67.9 | A |
| 49 | I-580 - EB | SH 13 Off | MacArthur | Foothill | 1 | 4.09 | 8 | 64.1 | A |
| 50 | I-580 - EB | MacArthur | I-580/238 | SL - Hay | 2 | 4.33 | 8 | 68.4 | A |
| 51 | I-580 - WB | I-238 | Foothill/MacArthur | Oak -SL | 2 | 4.42 | 8 | 75.3 | A |
| 52 | I-580 - WB | Foothill/MacArthur | SH 13 Off | Oak -SL | 1 | 3.89 | 8 | 67.6 | A |
| 53 | I-580 - WB | SH 13 Off | Fruitvale | Oak | 1 | 2.36 | 8 | 61.6 | A |
| 54 | I-580 - WB | Fruitvale | Harrison | Oak | 1 | 2.21 | 8 | 47.1 | D |
| 55 | I-580 - WB | Harrison | SH 24 On-ramp | Oak | 1 | 1.16 | 8 | 21.1 | F(30) |
| 56 | I-580 - WB | SH-24 On-ramp | I-80/580 Split | Oak | 1 | 0.69 | 8 | 13.2 | F(20) |
| 57 | I-580 - EB | Central | I-80 Jct | Alb | 1 | 0.77 | 4 | 23.2 | F(30) |
| 58 | I-580 - WB | I-80 Jct | Central | Alb | 1 | 1.07 | 4 | 69.8 | A |
| 59 | I-680 - NB | Scott Creek Rd | Rt 262/Mission | Fre | 3 | 2.20 | 6 | 68.5 | A |
| 60 | I-680 - NB | Rt 262/Mission | Durham Rd | Fre | 3 | 1.34 | 6 | 52.2 | C |
| 61 | I-680 - NB | Durham Rd | Washington Blvd | Fre | 3 | 1.54 | 6 | 53.5 | C |
| 62 | I-680 - NB | Washington Blvd | Rt 238/Mission | Fre | 3 | 0.89 | 6 | 58.1 | B |
| 63 | I-680 NB | SR 238/Mission | Vargas Rd | Unincorp | 3 | 0.82 | 6 | 61.9 | A |
| 64 | I-680 NB | Vargas Rd | Andrade Rd | Unincorp | 3 | 2.64 | 6 | 65.8 | A |
| 65 | I-680 NB | Andrade Rd | Calaveras | Unincorp | 3 | 1.13 | 6 | 63.6 | A |
| 66 | I-680 NB | Calaveras | Rt.84/Vallecitos | Unincorp | 3 | 0.30 | 6 | 73.8 | A |
| 67 | I-680 NB | SR 84 | Sunol Blvd | Plea - Uninc | 4 | 3.45 | 6 | 69.2 | A |
| 68 | I-680 NB | Sunol Blvd. | Bernal Ave | Plea - Uninc | 4 | 1.52 | 6 | 65.0 | A |
| 69 | I-680 NB | Bernal Ave | Stoneridge Dr | Plea | 4 | 2.39 | 6 | 64.3 | A |
| 70 | I-680 NB | Stoneridge Dr | I-580 | Plea | 4 | 0.84 | 6 | 70.1 | A |
| 71 | I-680 - NB | I-580 | Alcosta | Dub | 4 | 1.83 | 6 | 65.0 | A |

Appendix G-9: 2012 LOS Monitoring Study Results for Freeways—Weekend Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|-----|------------|----------------------|---------------------|--------------|-----------|----------------|-------------|------------------|-----|
| | | From | To | | | | | Speed | LOS |
| 72 | I-680 - SB | Alcosta | I-580 | Dub | 4 | 1.84 | 6 | 69.5 | A |
| 73 | I-680 SB | I-580 | Stoneridge Dr | Plea | 4 | 0.76 | 6 | 61.3 | A |
| 74 | I-680 SB | Stoneridge Dr | Bernal | Plea | 4 | 2.55 | 6 | 67.0 | A |
| 75 | I-680 SB | Bernal Ave. | Sunol Blvd | Unincorp | 4 | 1.31 | 6 | 59.7 | B |
| 76 | I-680 SB | Sunol Blvd. | SR 84 | Unincorp | 4 | 3.82 | 6 | 68.5 | A |
| 77 | I-680 SB | SR 84 (Niles Canyon) | Andrade Rd | Unincorp | 3 | 1.32 | 6 | 65.4 | A |
| 78 | I-680 SB | Andrade Rd | Sheridon Rd | Unincorp | 3 | 1.39 | 6 | 63.1 | A |
| 79 | I-680 SB | Sheridon Rd | Vargas Rd | Unincorp | 3 | 0.81 | 6 | 66.8 | A |
| 80 | I-680 SB | Vargas Rd | SR 238/Mission | Unincorp | 3 | 1.08 | 6 | 65.3 | A |
| 81 | I-680 - SB | Rt 238/Mission | Washington Blvd | Fre | 3 | 1.04 | 6 | 65.3 | A |
| 82 | I-680 - SB | Washington Blvd | Durham Rd | Fre | 3 | 1.52 | 6 | 69.0 | A |
| 83 | I-680 - SB | Durham Rd | Rt 2262/Mission | Fre | 3 | 1.67 | 6 | 72.1 | A |
| 84 | I-680 - SB | Rt 262/Mission | Scott Creek Rd | Fre | 3 | 2.19 | 6 | 65.2 | A |
| 85 | I-880 - NB | Dix Landing | SR 262/Mission | Fre | 3 | 2.08 | 8 | 75.2 | A |
| 86 | I-880 - NB | SR262/Mission | AutoMall Pkwy | Fre | 3 | 2.44 | 8 | 68.8 | A |
| 87 | I-880 - NB | AutoMall Pkwy | Stevenson | Fre | 3 | 1.54 | 8 | 67.8 | A |
| 88 | I-880 - NB | Stevenson | Decoto | Fre | 3 | 4.04 | 8 | 67.6 | A |
| 89 | I-880 - NB | Decoto | Alvarado Blvd | Fre - Un Cty | 3 | 1.17 | 8 | 60.7 | A |
| 90 | I-880 - NB | Alcarado Blvd | Alvarado-Niles Blvd | Fre- Uni Cty | 3 | 1.17 | 8 | 54.9 | C |
| 91 | I-880 - NB | Alv-Niles | Tennyson | Un Cty - Hay | 3 | 2.65 | 8 | 65.0 | A |
| 92 | I-880 - NB | Tennyson | SR 92 | Hay | 2 | 1.14 | 8 | 72.2 | A |
| 93 | I-880 - NB | SR 92 | A St | Hay | 2 | 1.52 | 8 | 56.4 | B |
| 94 | I-880 - NB | A St | I-238 | Unincorp | 2 | 1.82 | 8 | 65.4 | A |
| 95 | I-880 - NB | I-880/I238 (split) | Marina Blvd | Oak -SL | 2 | 2.66 | 8 | 68.6 | A |
| 96 | I-880 - NB | Marina Blvd | SR 112/Davis | Oak - SL | 2 | 0.79 | 8 | 65.9 | A |
| 97 | I-880 - NB | SR 112/Davis | Hegenberger | Oak - SL | 2 | 1.88 | 8 | 68.7 | A |
| 98 | I-880 - NB | Hegenberger | High/42nd | Oak | 1 | 2.47 | 8 | 65.1 | A |
| 99 | I-880 - NB | High/42nd | 23rd (1st on) | Oak | 1 | 1.06 | 8 | 61.4 | A |
| 100 | I-880 - NB | 23RD (1ST on) | Jct 980 (off) | Oak | 1 | 2.64 | 8 | 64.8 | A |
| 101 | I-880 - NB | Jct 980 (off) | I-880/I-80 split | Oak | 1 | 2.38 | 8 | 62.9 | A |
| 103 | I-880 - SB | I-880/I-80 split | I-880/I-80 merge | Oak | 1 | 1.63 | 8 | 61.6 | A |
| 104 | I-880 - SB | I-880/I-80 merge | Jct 980 | Oak | 1 | 2.65 | 8 | 82.7 | A |
| 105 | I-880 - SB | I-980 | 23rd | Oak | 1 | 2.79 | 8 | 58.6 | B |
| 106 | I-880 - SB | 23rd St | High/42nd | Oak | 1 | 1.35 | 8 | 73.5 | A |
| 107 | I-880 - SB | High/42nd | Hegenberger | Oak | 1 | 2.27 | 8 | 61.3 | A |
| 108 | I-880 - SB | Hegenberger | SR 112/Davis | Oak - SL | 1 | 1.69 | 8 | 58.4 | B |
| 109 | I-880 - SB | SR 112/Davis | Marina Blvd | Oak - SL | 1 | 0.87 | 8 | 68.8 | A |

Appendix G-9: 2012 LOS Monitoring Study Results for Freeways—Weekend Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|-----|------------|----------------------------|----------------------------|--------------|-----------|----------------|-------------|------------------|-----|
| | | From | To | | | | | Speed | LOS |
| 110 | I-880 - SB | Marina Blvd | SR 238 WB (merge) | Oak - SL | 1 | 2.41 | 8 | 66.0 | A |
| 111 | I-880 - SB | I-238 | A St | SL-Uninc | 2 | 2.03 | 8 | 65.7 | A |
| 112 | I-880 - SB | A St | Rt 92 | Hay | 2 | 1.81 | 8 | 63.3 | A |
| 113 | I-880 - SB | Rt 92 | Tennyson | Hay | 2 | 0.96 | 8 | 61.0 | A |
| 114 | I-880 - SB | Tennyson | Alv-Niles | Hay - UC | 2 | 2.49 | 8 | 63.1 | A |
| 115 | I-880 - SB | Alvarado-Niles | Alvarado | UC - Fre | 2 | 1.37 | 8 | 62.3 | A |
| 116 | I-880 - SB | Alvarado | Decoto | UC - Fre | 2 | 1.17 | 8 | 61.8 | A |
| 117 | I-880 - SB | Decoto | Stevenson | Fre | 3 | 4.07 | 8 | 66.4 | A |
| 118 | I-880 - SB | Stevenson | AutoMall Pkwy | Fre | 2 | 1.26 | 8 | 62.4 | A |
| 119 | I-880 - SB | AutoMall Pkwy | Rt 262/Mission | Fre | 2 | 3.04 | 8 | 63.3 | A |
| 120 | I-880 - SB | SR 262/Mission | Dix Landing(off) | Fre | 3 | 1.27 | 8 | 69.8 | A |
| 121 | I-980 - WB | SR 24 @ 580 | I-880 | Oak | 1 | 2.27 | 8 | 66.0 | A |
| 122 | I-980 - EB | I-880 | SR 24 @ 580 | Oak | 1 | 2.32 | 8 | 62.8 | A |
| 123 | SR 13 - NB | Mountain On | Carson/Redwood (1) (off) | Oak | 1 | 1.20 | 4 | 91.3 | A |
| 124 | SR 13 - NB | Carson/Redwood (1) (off) | Joaguin Miller | Oak | 1 | 1.09 | 4 | 44.4 | D |
| 125 | SR 13 - NB | Joa Miller/Linc | Moraga Ave | Oak | 1 | 1.77 | 4 | 56.3 | B |
| 126 | SR 13 - NB | Moraga Ave | Hiller (Sig) | Oak | 1 | 1.57 | 4 | 30.1 | E |
| 127 | SR 13 - SB | Hiller Sig | Moraga Ave | Oak | 1 | 1.66 | 4 | 60.6 | A |
| 128 | SR 13 - SB | Moraga Ave | Joa Miller/Linc | Oak | 1 | 2.04 | 4 | 74.2 | A |
| 129 | SR 13 - SB | Joaq Miller/Lincoln | Redwood | Oak | 1 | 1.34 | 4 | 64.0 | A |
| 130 | SR 13 - SB | Redwood | Jct I-580 (EB Merge) | Oak | 1 | 0.89 | 4 | 57.2 | B |
| 131 | SR 24 - EB | Jct I-580 (on) | Broadway/SR 13 | Oak | 1 | 2.08 | 8 | 42.9 | D |
| 132 | SR 24 - EB | Broadway/SR 13 | Caldecott (enter) | Oak | 1 | 1.41 | 8 | 43.0 | D |
| 133 | SR 24 - EB | Caldecott (enter) | Fish Ranch Road | Oak | 1 | 1.03 | 8 | 47.6 | D |
| 134 | SR 24 - WB | Fisch Ranch Road (CC) | Caldecott (exit) | Oak | 1 | 0.99 | 8 | 43.1 | D |
| 135 | SR 24 - WB | Caldecott (exit) | Broadway | Oak | 1 | 1.77 | 8 | 71.0 | A |
| 136 | SR 24 - WB | Broadway | Jct I-580 (on) | Oak | 1 | 2.19 | 8 | 58.7 | B |
| 137 | SR 84 - EB | San M CL | Toll Plaza | Fremont | 3 | 2.97 | 6 | 54.8 | C |
| 138 | SR 84 - EB | Toll Plaza | Thornton | Fremont | 3 | 0.27 | 6 | 60.1 | A |
| 139 | SR 84 - EB | Thornton Ave/Pascon Padre | Newark Blvd/Ardenwood Blvd | Newark | 3 | 1.23 | 6 | 69.7 | A |
| 140 | SR 84 - EB | Newark Blvd/Ardenwood Blvd | I-880 NB (off) | Newark | 3 | 0.97 | 6 | 44.6 | D |
| 141 | SR 84 - WB | I-880 NB (off) | Ardenwood/Newark | | 3 | 0.99 | 6 | 44.5 | D |
| 142 | SR 84 - WB | Ardenwood/Newark | Paseo Padre Pkwy | | 3 | 1.15 | 6 | 65.4 | A |
| 143 | SR 84 - WB | Paseo Padre Pkwy | Toll Gate | | 3 | 0.75 | 6 | 46.6 | D |
| 144 | SR 84 - WB | Toll Plaza | San M CL | Fremont | 2 | 3.17 | 6 | 65.1 | A |
| 145 | SR 92 - EB | San M CL | Toll Plaza | Uninc - Hay | 2 | 2.61 | 6 | 65.1 | A |
| 146 | SR 92 - EB | Toll Plaza | Clawiter | Uninc - Hay | 2 | 1.76 | 6 | 62.3 | A |

Appendix G-9: 2012 LOS Monitoring Study Results for Freeways—Weekend Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|-----|------------|----------------|------------|--------------|-----------|----------------|-------------|------------------|-----|
| | | From | To | | | | | Speed | LOS |
| 147 | SR 92 - EB | Clawiter | I-880 | Hay | 2 | 2.10 | 6 | 67.4 | A |
| 148 | SR 92 - WB | I-880 | Clawiter | Hay | 2 | 2.01 | 6 | 58.9 | B |
| 149 | SR 92 - WB | Clawiter | Toll Plaza | Uninc - Hay | 2 | 1.87 | 6 | 49.0 | C |
| 150 | SR 92 - WB | Toll Plaza | San M CL | Uninc - Hay | 2 | 2.61 | 6 | 62.3 | A |

Appendix G-9

Appendix G-9: 2012 LOS Monitoring Study Results for Freeways—Weekend Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|----|------------|---------------------|---------------------|---------------|-----------|----------------|-------------|------------------|--------------|
| | | From | To | | | | | Speed | LOS |
| 1 | I-80 - EB | SF County Line | Toll Plaza | Oak | 1 | 2.06 | 10 | 56.8 | B |
| 2 | I-80 - EB | Toll Plaza | I-580 SB Merge | Oak | 1 | 1.15 | 10 | 48.0 | D |
| 3 | I-80 - EB | I-80/I-580 (Merge) | Powell | Emery - Berk | 1 | 0.79 | 10 | 23.1 | F(30) |
| 4 | I-80 - EB | Powell | Ashby | Emery - Berk | 1 | 0.67 | 10 | 16.9 | F(20) |
| 5 | I-80 - EB | Ashby | University | Emery - Berk | 1 | 1.34 | 10 | 39.8 | E |
| 6 | I-80 - EB | University | Jct I-580 (off) | Berk - Alb | 1 | 1.51 | 10 | 59.6 | B |
| 7 | I-80 - EB | Jct I-580 (off) | Central (on) | Berk - Alb | 1 | 1.12 | 10 | 61.4 | A |
| 8 | I-80 - WB | Central | Jct I-580 | Berk - Alb | 1 | 0.70 | 10 | 27.5 | F(30) |
| 9 | I-80 - WB | Jct I-580 | Univerity | Berk - Alb | 1 | 1.49 | 10 | 25.5 | F(30) |
| 10 | I-80 - WB | University | Ashby | Emery - Berk | 1 | 1.36 | 10 | 36.5 | E |
| 11 | I-80 - WB | Ashby | Powell | Emery - Berk | 1 | 0.64 | 10 | 39.1 | E |
| 12 | I-80 - WB | Powell | I-80/I-580 (Split) | Emery - Berk | 1 | 0.42 | 10 | 35.9 | E |
| 13 | I-80 - WB | I-580 Split | Toll Plaza | Oak | 1 | 1.20 | 10 | 13.5 | F(20) |
| 14 | I-80 - WB | Toll Plaza | SF County | Oak | 1 | 2.00 | 10 | 18.1 | F(20) |
| 15 | I-238 - EB | I-880 | I-580 | Uninc-San L | 2 | 2.28 | 6 | 64.8 | A |
| 16 | I-238 - WB | I-580 | I-880 | Uninc-San L | 2 | 1.60 | 6 | 35.8 | E |
| 17 | I-580 - EB | I-580/I-238 | Grove | Unincorp | 2 | 2.88 | 8 | 59.1 | B |
| 18 | I-580 EB | Grove | Eden Canyon | Uninc - Pleas | 4 | 2.17 | 8 | 80.0 | A |
| 19 | I-580 EB | Eden Canyon | San Ramon/ Foothill | Uninc - Pleas | 4 | 4.80 | 8 | 70.6 | A |
| 20 | I-580 EB | San Ramon/ Foothill | I-680 | Uninc - Pleas | 4 | 0.77 | 8 | 71.4 | A |
| 21 | I-580 EB | I-680 | Hopyard | Plea | 4 | 0.76 | 8 | 67.6 | A |
| 22 | I-580 EB | Hopyard | Santa Rita | Plea | 4 | 1.96 | 8 | 71.9 | A |
| 23 | I-580 EB | Santa Rita | El Charro | Uninc-Pleas | 4 | 1.24 | 8 | 71.0 | A |
| 24 | I-580 EB | El Charro | SR 84/Airway Blvd. | Unincorp | 4 | 1.52 | 8 | 69.3 | A |
| 25 | I-580 EB | SR 84/Airway Blvd. | Portola | Unincorp | 4 | 1.71 | 8 | 71.2 | A |
| 26 | I-580 - EB | Portola | 1st St | Liv | 4 | 2.70 | 8 | 70.4 | A |
| 27 | I-580 - EB | 1st St | Greenville | Liv-Uninc | 4 | 1.98 | 8 | 60.5 | A |
| 28 | I-580 - EB | Greenville | N.Flynn | Uninc | 4 | 1.50 | 8 | 46.0 | D |
| 29 | I-580 - EB | N.Flynn | Grant Line | Uninc | 4 | 3.19 | 8 | 53.3 | C |
| 30 | I-580 - EB | Grant Line | I-205 (SJ Co) Off | Uninc | 4 | 1.11 | 8 | 48.4 | D |
| 31 | I-580 - WB | I-205 (SJ Co) | Grant Line | Liv - Uninc | 4 | 0.89 | 8 | 40.4 | E |
| 32 | I-580 - WB | Grant Line | N Flynn | Liv - Uninc | 4 | 4.56 | 8 | 72.3 | A |
| 33 | I-580 - WB | N Flynn | Greenville Rd | Liv - Uninc | 4 | 2.34 | 8 | 73.0 | A |
| 34 | I-580 - WB | Greenville Rd | 1st St | Liv - Uninc | 4 | 2.30 | 8 | 70.5 | A |

Appendix G-9: 2012 LOS Monitoring Study Results for Freeways—Weekend Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|----|------------|---------------------|---------------------|--------------|-----------|----------------|-------------|------------------|--------------|
| | | From | To | | | | | Speed | LOS |
| 35 | I-580 - WB | 1st St | Portola Ave | Liv | 4 | 2.52 | 8 | 68.3 | A |
| 36 | I-580 - WB | Portola | SR 84/Airway Blvd | Liv - Plea | 4 | 1.76 | 8 | 69.2 | A |
| 37 | I-580 - WB | SR 84/Airway Blvd | Fallon Rd/El Charro | Plea | 4 | 1.78 | 8 | 60.9 | A |
| 38 | I-580 - WB | Fallon Rd/El Charro | Tassajara | Plea | 4 | 1.16 | 8 | 57.7 | B |
| 39 | I-580 - WB | Tassajara Rd | I-680 | Plea | 4 | 2.87 | 8 | 54.2 | C |
| 40 | I-580 - WB | I-680 | San Ramon Rd | Plea - Uninc | 4 | 0.69 | 8 | 68.4 | A |
| 41 | I-580 - WB | San Ramon Rd | Eden Caynon | Plea - Uninc | 4 | 4.75 | 8 | 69.8 | A |
| 42 | I-580 - WB | Eden Canyon | Center St | Plea - Uninc | 4 | 2.28 | 8 | 74.6 | A |
| 43 | I-580 - WB | Center | I-580/238 | Unincorp | 2 | 1.94 | 8 | 64.8 | A |
| 44 | I-580 - EB | I-80 | I-980 | Oak | 1 | 1.24 | 8 | 49.8 | C |
| 45 | I-580 - EB | I-980 | Harrison | Oak | 1 | 0.95 | 8 | 92.9 | A |
| 46 | I-580 - EB | Harrison | Lakeshore | Oak | 1 | 0.69 | 8 | 62.4 | A |
| 47 | I-580 - EB | Lakeshore | Coolidge | Oak | 1 | 2.25 | 8 | 66.7 | A |
| 48 | I-580 - EB | Coolidge | SH 13 Off | Oak | 1 | 2.15 | 8 | 67.9 | A |
| 49 | I-580 - EB | SH 13 Off | MacArthur | Foothill | 1 | 4.09 | 8 | 64.1 | A |
| 50 | I-580 - EB | MacArthur | I-580/238 | SL - Hay | 2 | 4.33 | 8 | 68.4 | A |
| 51 | I-580 - WB | I-238 | Foothill/MacArthur | Oak -SL | 2 | 4.42 | 8 | 75.3 | A |
| 52 | I-580 - WB | Foothill/MacArthur | SH 13 Off | Oak -SL | 1 | 3.89 | 8 | 67.6 | A |
| 53 | I-580 - WB | SH 13 Off | Fruitvale | Oak | 1 | 2.36 | 8 | 61.6 | A |
| 54 | I-580 - WB | Fruitvale | Harrison | Oak | 1 | 2.21 | 8 | 47.1 | D |
| 55 | I-580 - WB | Harrison | SH 24 On-ramp | Oak | 1 | 1.16 | 8 | 21.1 | F(30) |
| 56 | I-580 - WB | SH-24 On-ramp | I-80/580 Split | Oak | 1 | 0.69 | 8 | 13.2 | F(20) |
| 57 | I-580 - EB | Central | I-80 Jct | Alb | 1 | 0.77 | 4 | 23.2 | F(30) |
| 58 | I-580 - WB | I-80 Jct | Central | Alb | 1 | 1.07 | 4 | 69.8 | A |
| 59 | I-680 - NB | Scott Creek Rd | Rt 262/Mission | Fre | 3 | 2.20 | 6 | 68.5 | A |
| 60 | I-680 - NB | Rt 262/Mission | Durham Rd | Fre | 3 | 1.34 | 6 | 52.2 | C |
| 61 | I-680 - NB | Durham Rd | Washington Blvd | Fre | 3 | 1.54 | 6 | 53.5 | C |
| 62 | I-680 - NB | Washington Blvd | Rt 238/Mission | Fre | 3 | 0.89 | 6 | 58.1 | B |
| 63 | I-680 NB | SR 238/Mission | Vargas Rd | Unincorp | 3 | 0.82 | 6 | 61.9 | A |
| 64 | I-680 NB | Vargas Rd | Andrade Rd | Unincorp | 3 | 2.64 | 6 | 65.8 | A |
| 65 | I-680 NB | Andrade Rd | Calaveras | Unincorp | 3 | 1.13 | 6 | 63.6 | A |
| 66 | I-680 NB | Calaveras | Rt.84/Vallecitos | Unincorp | 3 | 0.30 | 6 | 73.8 | A |
| 67 | I-680 NB | SR 84 | Sunol Blvd | Plea - Uninc | 4 | 3.45 | 6 | 69.2 | A |
| 68 | I-680 NB | Sunol Blvd. | Bernal Ave | Plea - Uninc | 4 | 1.52 | 6 | 65.0 | A |
| 69 | I-680 NB | Bernal Ave | Stoneridge Dr | Plea | 4 | 2.39 | 6 | 64.3 | A |
| 70 | I-680 NB | Stoneridge Dr | I-580 | Plea | 4 | 0.84 | 6 | 70.1 | A |
| 71 | I-680 - NB | I-580 | Alcosta | Dub | 4 | 1.83 | 6 | 65.0 | A |

Appendix G-9: 2012 LOS Monitoring Study Results for Freeways—Weekend Peak Period

| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|-----|------------|----------------------|---------------------|--------------|-----------|----------------|-------------|------------------|-----|
| | | From | To | | | | | Speed | LOS |
| 72 | I-680 - SB | Alcosta | I-580 | Dub | 4 | 1.84 | 6 | 69.5 | A |
| 73 | I-680 SB | I-580 | Stoneridge Dr | Plea | 4 | 0.76 | 6 | 61.3 | A |
| 74 | I-680 SB | Stoneridge Dr | Bernal | Plea | 4 | 2.55 | 6 | 67.0 | A |
| 75 | I-680 SB | Bernal Ave. | Sunol Blvd | Unincorp | 4 | 1.31 | 6 | 59.7 | B |
| 76 | I-680 SB | Sunol Blvd. | SR 84 | Unincorp | 4 | 3.82 | 6 | 68.5 | A |
| 77 | I-680 SB | SR 84 (Niles Canyon) | Andrade Rd | Unincorp | 3 | 1.32 | 6 | 65.4 | A |
| 78 | I-680 SB | Andrade Rd | Sheridon Rd | Unincorp | 3 | 1.39 | 6 | 63.1 | A |
| 79 | I-680 SB | Sheridon Rd | Vargas Rd | Unincorp | 3 | 0.81 | 6 | 66.8 | A |
| 80 | I-680 SB | Vargas Rd | SR 238/Mission | Unincorp | 3 | 1.08 | 6 | 65.3 | A |
| 81 | I-680 - SB | Rt 238/Mission | Washington Blvd | Fre | 3 | 1.04 | 6 | 65.3 | A |
| 82 | I-680 - SB | Washington Blvd | Durham Rd | Fre | 3 | 1.52 | 6 | 69.0 | A |
| 83 | I-680 - SB | Durham Rd | Rt 2262/Mission | Fre | 3 | 1.67 | 6 | 72.1 | A |
| 84 | I-680 - SB | Rt 262/Mission | Scott Creek Rd | Fre | 3 | 2.19 | 6 | 65.2 | A |
| 85 | I-880 - NB | Dix Landing | SR 262/Mission | Fre | 3 | 2.08 | 8 | 75.2 | A |
| 86 | I-880 - NB | SR262/Mission | AutoMall Pkwy | Fre | 3 | 2.44 | 8 | 68.8 | A |
| 87 | I-880 - NB | AutoMall Pkwy | Stevenson | Fre | 3 | 1.54 | 8 | 67.8 | A |
| 88 | I-880 - NB | Stevenson | Decoto | Fre | 3 | 4.04 | 8 | 67.6 | A |
| 89 | I-880 - NB | Decoto | Alvarado Blvd | Fre - Un Cty | 3 | 1.17 | 8 | 60.7 | A |
| 90 | I-880 - NB | Alcarado Blvd | Alvarado-Niles Blvd | Fre- Uni Cty | 3 | 1.17 | 8 | 54.9 | C |
| 91 | I-880 - NB | Alv-Niles | Tennyson | Un Cty - Hay | 3 | 2.65 | 8 | 65.0 | A |
| 92 | I-880 - NB | Tennyson | SR 92 | Hay | 2 | 1.14 | 8 | 72.2 | A |
| 93 | I-880 - NB | SR 92 | A St | Hay | 2 | 1.52 | 8 | 56.4 | B |
| 94 | I-880 - NB | A St | I-238 | Unincorp | 2 | 1.82 | 8 | 65.4 | A |
| 95 | I-880 - NB | I-880/I238 (split) | Marina Blvd | Oak -SL | 2 | 2.66 | 8 | 68.6 | A |
| 96 | I-880 - NB | Marina Blvd | SR 112/Davis | Oak - SL | 2 | 0.79 | 8 | 65.9 | A |
| 97 | I-880 - NB | SR 112/Davis | Hegenberger | Oak - SL | 2 | 1.88 | 8 | 68.7 | A |
| 98 | I-880 - NB | Hegenberger | High/42nd | Oak | 1 | 2.47 | 8 | 65.1 | A |
| 99 | I-880 - NB | High/42nd | 23rd (1st on) | Oak | 1 | 1.06 | 8 | 61.4 | A |
| 100 | I-880 - NB | 23RD (1ST on) | Jct 980 (off) | Oak | 1 | 2.64 | 8 | 64.8 | A |
| 101 | I-880 - NB | Jct 980 (off) | I-880/I-80 split | Oak | 1 | 2.38 | 8 | 62.9 | A |
| 103 | I-880 - SB | I-880/I-80 split | I-880/I-80 merge | Oak | 1 | 1.63 | 8 | 61.6 | A |
| 104 | I-880 - SB | I-880/I-80 merge | Jct 980 | Oak | 1 | 2.65 | 8 | 82.7 | A |
| 105 | I-880 - SB | I-980 | 23rd | Oak | 1 | 2.79 | 8 | 58.6 | B |
| 106 | I-880 - SB | 23rd St | High/42nd | Oak | 1 | 1.35 | 8 | 73.5 | A |
| 107 | I-880 - SB | High/42nd | Hegenberger | Oak | 1 | 2.27 | 8 | 61.3 | A |
| 108 | I-880 - SB | Hegenberger | SR 112/Davis | Oak - SL | 1 | 1.69 | 8 | 58.4 | B |
| 109 | I-880 - SB | SR 112/Davis | Marina Blvd | Oak - SL | 1 | 0.87 | 8 | 68.8 | A |

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| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|-----|------------|----------------------------|----------------------------|--------------|-----------|----------------|-------------|------------------|-----|
| | | From | To | | | | | Speed | LOS |
| 110 | I-880 - SB | Marina Blvd | SR 238 WB (merge) | Oak - SL | 1 | 2.41 | 8 | 66.0 | A |
| 111 | I-880 - SB | I-238 | A St | SL-Uninc | 2 | 2.03 | 8 | 65.7 | A |
| 112 | I-880 - SB | A St | Rt 92 | Hay | 2 | 1.81 | 8 | 63.3 | A |
| 113 | I-880 - SB | Rt 92 | Tennyson | Hay | 2 | 0.96 | 8 | 61.0 | A |
| 114 | I-880 - SB | Tennyson | Alv-Niles | Hay - UC | 2 | 2.49 | 8 | 63.1 | A |
| 115 | I-880 - SB | Alvarado-Niles | Alvarado | UC - Fre | 2 | 1.37 | 8 | 62.3 | A |
| 116 | I-880 - SB | Alvarado | Decoto | UC - Fre | 2 | 1.17 | 8 | 61.8 | A |
| 117 | I-880 - SB | Decoto | Stevenson | Fre | 3 | 4.07 | 8 | 66.4 | A |
| 118 | I-880 - SB | Stevenson | AutoMall Pkwy | Fre | 2 | 1.26 | 8 | 62.4 | A |
| 119 | I-880 - SB | AutoMall Pkwy | Rt 262/Mission | Fre | 2 | 3.04 | 8 | 63.3 | A |
| 120 | I-880 - SB | SR 262/Mission | Dix Landing(off) | Fre | 3 | 1.27 | 8 | 69.8 | A |
| 121 | I-980 - WB | SR 24 @ 580 | I-880 | Oak | 1 | 2.27 | 8 | 66.0 | A |
| 122 | I-980 - EB | I-880 | SR 24 @ 580 | Oak | 1 | 2.32 | 8 | 62.8 | A |
| 123 | SR 13 - NB | Mountain On | Carson/Redwood (1) (off) | Oak | 1 | 1.20 | 4 | 91.3 | A |
| 124 | SR 13 - NB | Carson/Redwood (1) (off) | Joaguin Miller | Oak | 1 | 1.09 | 4 | 44.4 | D |
| 125 | SR 13 - NB | Joa Miller/Linc | Moraga Ave | Oak | 1 | 1.77 | 4 | 56.3 | B |
| 126 | SR 13 - NB | Moraga Ave | Hiller (Sig) | Oak | 1 | 1.57 | 4 | 30.1 | E |
| 127 | SR 13 - SB | Hiller Sig | Moraga Ave | Oak | 1 | 1.66 | 4 | 60.6 | A |
| 128 | SR 13 - SB | Moraga Ave | Joa Miller/Linc | Oak | 1 | 2.04 | 4 | 74.2 | A |
| 129 | SR 13 - SB | Joaq Miller/Lincoln | Redwood | Oak | 1 | 1.34 | 4 | 64.0 | A |
| 130 | SR 13 - SB | Redwood | Jct I-580 (EB Merge) | Oak | 1 | 0.89 | 4 | 57.2 | B |
| 131 | SR 24 - EB | Jct I-580 (on) | Broadway/SR 13 | Oak | 1 | 2.08 | 8 | 42.9 | D |
| 132 | SR 24 - EB | Broadway/SR 13 | Caldecott (enter) | Oak | 1 | 1.41 | 8 | 43.0 | D |
| 133 | SR 24 - EB | Caldecott (enter) | Fish Ranch Road | Oak | 1 | 1.03 | 8 | 47.6 | D |
| 134 | SR 24 - WB | Fisch Ranch Road (CC) | Caldecott (exit) | Oak | 1 | 0.99 | 8 | 43.1 | D |
| 135 | SR 24 - WB | Caldecott (exit) | Broadway | Oak | 1 | 1.77 | 8 | 71.0 | A |
| 136 | SR 24 - WB | Broadway | Jct I-580 (on) | Oak | 1 | 2.19 | 8 | 58.7 | B |
| 137 | SR 84 - EB | San M CL | Toll Plaza | Fremont | 3 | 2.97 | 6 | 54.8 | C |
| 138 | SR 84 - EB | Toll Plaza | Thornton | Fremont | 3 | 0.27 | 6 | 60.1 | A |
| 139 | SR 84 - EB | Thornton Ave/Pascon Padre | Newark Blvd/Ardenwood Blvd | Newark | 3 | 1.23 | 6 | 69.7 | A |
| 140 | SR 84 - EB | Newark Blvd/Ardenwood Blvd | I-880 NB (off) | Newark | 3 | 0.97 | 6 | 44.6 | D |
| 141 | SR 84 - WB | I-880 NB (off) | Ardenwood/Newark | | 3 | 0.99 | 6 | 44.5 | D |
| 142 | SR 84 - WB | Ardenwood/Newark | Paseo Padre Pkwy | | 3 | 1.15 | 6 | 65.4 | A |
| 143 | SR 84 - WB | Paseo Padre Pkwy | Toll Gate | | 3 | 0.75 | 6 | 46.6 | D |
| 144 | SR 84 - WB | Toll Plaza | San M CL | Fremont | 2 | 3.17 | 6 | 65.1 | A |
| 145 | SR 92 - EB | San M CL | Toll Plaza | Uninc - Hay | 2 | 2.61 | 6 | 65.1 | A |
| 146 | SR 92 - EB | Toll Plaza | Clawiter | Uninc - Hay | 2 | 1.76 | 6 | 62.3 | A |

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| | CMP Route | Segment Limits | | Jurisdiction | Plan Area | Length (miles) | No of Lanes | 2012 LOS Results | |
|-----|------------|----------------|------------|--------------|-----------|----------------|-------------|------------------|-----|
| | | From | To | | | | | Speed | LOS |
| 147 | SR 92 - EB | Clawiter | I-880 | Hay | 2 | 2.10 | 6 | 67.4 | A |
| 148 | SR 92 - WB | I-880 | Clawiter | Hay | 2 | 2.01 | 6 | 58.9 | B |
| 149 | SR 92 - WB | Clawiter | Toll Plaza | Uninc - Hay | 2 | 1.87 | 6 | 49.0 | C |
| 150 | SR 92 - WB | Toll Plaza | San M CL | Uninc - Hay | 2 | 2.61 | 6 | 62.3 | A |