

## Appendix B. 2014 Level of Service Results

This Appendix shows the results for all CMP segments. Tables are included for freeways (Tier 1), ramps (Tier 1), arterials (Tier 1 & 2), HOV/express lanes and bridges for the afternoon, morning and weekend monitoring periods as appropriate. Table notes below each table correspond to numbers in the Notes column and should be looked up as appropriate.

The following abbreviations are used for jurisdictions in Alameda County:

Ala – Alameda	Dub – Dublin	Hay – Hayward	Oak – Oakland	Uni Cty – Union City
Alb – Albany	Emery – Emeryville	Liv – Livermore	Plea – Pleasanton	Uninc – Unincorporated
Berk – Berkeley	Fre – Fremont	New – Newark	San L – San Leandro	

The abbreviations for other jurisdictions are:

SM – San Mateo	SF – San Francisco
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The abbreviations for Plan Areas are:

N – North	C – Central
S – South	E – East

### B.1 | Freeways (Tier 1)

**Table B-1: 2014 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	N	5	7	49.9	C	3779	53.9	C	
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.3	N	6	7	25.4	(F30)	3779	24.7	(F30)	
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery	0.54	N	6	7	13.05	(F20)	2833	12.1	(F20)	
F4	I-80 - EB	Powell	Ashby	Emery, Berk	0.72	N	6	7	12.29	(F20)	2833	13.4	(F20)	
F5	I-80 - EB	Ashby	University	Berk	1.3	N	5	7	25.72	(F30)	2833	23.5	(F30)	
F6	I-80 - EB	University	Jct I-580 (off)	Berk, Alb	1.37	N	5	7	33.5	E	2948	34.7	E	
F7	I-80 - EB	Jct I-580 (off)	Central (County line)	Alb	0.84	N	4	7	27.7	(F30)	2835	48.1	D	[2]
F8	I-80 - WB	Central (County line)	Jct I-580	Alb	0.7	N	4	6	52.0	C	3185	54.7	C	
F9	I-80 - WB	Jct I-580	University	Berk, Alb	1.51	N	6	6	28.7	(F30)	2948	26.7	(F30)	
F10	I-80 - WB	University	Ashby	Berk	1.31	N	5	6	23.3	(F30)	2714	18.8	(F20)	
F11	I-80 - WB	Ashby	Powell	Emery	0.71	N	5	6	15.5	(F20)	2635	15.4	(F20)	
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery	0.47	N	6	6	28.0	(F30)	2377	28.3	(F30)	
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	N	8	6	39.4	E	3208	41.0	D	

Table B-1: 2014 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	N	4	6	40.9	E	3777	37.5	E	
F15	I-238 - EB	I-880	I-580	Uninc, San L	2.59	C	3	6	38.7	E	2477	44.9	D	
F16	I-238 - WB	I-580	I-880	Uninc, San L	2.48	C	3	7	52.1	C	2454	56.5	B	
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Fthl Off)	Grove	Uninc	2.68	C	5	7	51.1	C	3182	49.9	C	
F18	I-580 EB	Grove	Eden Canyon	Uninc, Plea	2.19	E	4	7	54.3	C	3540	49.6	C	
F19	I-580 EB	Eden Canyon	San Ramon/Foothill	Uninc, Plea	4.82	E	4	7	48.0	D	3067	50.4	C	
F20	I-580 EB	San Ramon/Foothill	I-680	Plea	0.71	E	4	7	33.2	E	3662	35.4	E	
F21	I-580 EB	I-680	Hopyard	Plea	0.87	E	6	8	24.6	(F30)	3430	30.1	E	
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.9	E	6	8	26.2	(F30)	3073	31.3	E	[1]
F23	I-580 EB	Santa Rita	El Charro	Uninc, Plea	1.25	E	6	8	34.1	E	3900	38.7	E	[1]
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Uninc	1.72	E	6	8	56.1	B	3543	45.2	D	[1] [2]
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	1.73	E	5	9	61.0	A	3900	40.1	E	[1]
F26	I-580 - EB	Portola	1st St	Liv	2.56	E	5	9	65.0	A	3424	41.4	D	[1] [2]
F27	I-580 - EB	1st St	Greenville	Liv	2.13	E	6	9	29.3	(F30)	2829	22.2	(F30)	[1] [2]
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	E	4	9	25.4	(F30)	3779	36.8	E	[1] [2]
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	E	4	9	39.6	E	3426	59.0	B	[2]
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	E	5	9	37.8	E	3778	58.3	B	[2]
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Uninc	0.72	E	5	6	37.1	E	3259	66.3	A	[2]
F32	I-580 - WB	Grant Line	N Flynn	Uninc	4.59	E	4	6	69.0	A	3307	65.7	A	
F33	I-580 - WB	N Flynn	Greenville Rd	Liv, Uninc	2.43	E	5	6	68.0	A	3780	67.5	A	
F34	I-580 - WB	Greenville Rd	1st St	Liv	2.21	E	4	6	66.2	A	3779	67.2	A	
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	E	4	6	63.4	A	3895	66.5	A	[1]
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	1.73	E	4	6	69.6	A	3779	65.3	A	[1]
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	Liv, Uninc	1.73	E	4	6	68.4	A	3900	64.7	A	[1]
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	Plea	1.23	E	4	6	61.3	A	3900	59.4	B	[1]
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	E	4	6	62.1	A	3305	49.7	C	
F40	I-580 - WB	I-680	San Ramon Rd	Plea	0.71	E	4	6	62.9	A	3543	58.9	B	
F41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea, Uninc	4.82	E	4	6	62.4	A	3305	62.8	A	
F42	I-580 - WB	Eden Canyon	Center St	Uninc	2.5	E	4	6	67.8	A	3541	66.0	A	
F43	I-580 - WB	Center	I-580/238	Uninc	2.26	C	5	6	57.4	B	3660	64.9	A	

## Appendix B. 2014 Level of Service Results

**Table B-1: 2014 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F44	I-580 - EB	I-80	I-980	Oak	1.27	N	5	6	18.6	(F20)	3658	24.4	(F30)	
F45	I-580 - EB	I-980	Harrison	Oak	1.02	N	5	6	30.1	E	3545	24.2	(F30)	
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	N	4	6	31.2	E	3664	25.7	(F30)	
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	N	5	6	43.7	D	3541	33.0	E	
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.2	N	4	6	52.1	C	3414	36.1	E	
F49	I-580 - EB	SH 13 Off	MacArthur	Oak	4.08	N	4	6	42.4	D	3654	54.8	C	
F50	I-580 - EB	MacArthur	I-580/238	San L, Uninc	3.78	C	4	6	66.6	A	3538	67.0	A	
F51	I-580 - WB	I-238	Foothill/MacArthur	Uninc	3.86	C	4	6	71.0	A	3729	68.4	A	
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak	4.04	N	4	6	64.0	A	3644	65.8	A	
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	N	4	6	60.8	A	3619	67.5	A	
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	N	4	6	55.0	C	3515	64.6	A	
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	N	5	6	53.0	C	3541	59.2	B	
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	N	5	6	14.2	(F20)	3777	29.3	(F30)	[2]
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.7	N	2	6	46.3	D	8	53.5	C	
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	N	3	6	66.6	A	8	52.5	C	
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	S	3	7	51.4	C	3664	36.6	E	
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	S	3	7	20.1	(F30)	3308	12.9	(F20)	
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.3	S	3	7	23.4	(F30)	3437	11.9	(F20)	[2]
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	S	3	7	38.7	E	3437	19.2	(F20)	[2]
F63	I-680 NB	SR 238/Mission	Vargas Rd	Fre	1.1	S	4	7	53.7	C	3781	24.0	(F30)	[2]
F64	I-680 NB	Vargas Rd	Andrade Rd	Uninc	2.21	S	4	7	28.9	(F30)	3545	19.8	(F20)	
F65	I-680 NB	Andrade Rd	Calaveras	Uninc	1.15	S	3	7	39.3	E	3664	30.5	E	
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Uninc	0.39	S	3	6	63.7	A	3783	51.9	C	
F67	I-680 NB	SR 84	Sunol Blvd	Plea, Uninc	3.52	E	3	6	64.7	A	3895	66.6	A	
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea, Uninc	1.49	E	3	6	62.5	A	3898	65.0	A	
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	E	3	6	60.8	A	3898	63.1	A	
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	E	4	6	63.4	A	3900	61.9	A	
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	E	4	6	55.8	B	3900	64.7	A	
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	E	5	6	68.8	A	3787	67.5	A	
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	E	4	6	62.2	A	3781	59.4	B	

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CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	E	3	6	65.4	A	3774	65.9	A	
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Uninc	1.49	E	3	6	59.7	B	3767	66.9	A	
F76	I-680 SB	Sunol Blvd.	SR 84	Uninc	3.71	E	3	6	67.8	A	3769	67.4	A	
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Uninc	1.33	S	4	6	65.4	A	3779	67.3	A	
F78	I-680 SB	Andrade Rd	Sheridon Rd	Uninc	1.4	S	5	6	61.9	A	3895	62.2	A	
F79	I-680 SB	Sheridon Rd	Vargas Rd	Uninc	0.81	S	4	6	63.9	A	3895	65.7	A	
F80	I-680 SB	Vargas Rd	SR 238/Mission	Fre	1.11	S	4	6	63.7	A	3778	69.9	A	
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	S	4	6	64.0	A	3783	69.3	A	
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	S	4	6	67.6	A	3783	68.7	A	
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	S	4	6	70.6	A	3664	67.0	A	
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	S	4	6	64.4	A	3545	68.3	A	
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	S	6	8	32.9	E	3307	25.8	(F30)	
F86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	2.43	S	4	8	46.8	D	3307	36.1	E	[1]
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	S	4	8	50.2	C	3545	44.8	D	
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	S	4	8	56.3	B	3307	35.9	E	
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre	1.17	S	4	8	42.8	D	3309	28.8	(F30)	
F90	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	Fre, Uni Cty	1.57	S	4	8	39.2	E	3428	31.6	E	
F91	I-880 - NB	Alv-Niles	Tennyson	Uni Cty, Hay	2.6	S	4	8	24.7	(F30)	2714	24.8	(F30)	
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	C	5	7	19.2	(F20)	3421	34.7	E	
F93	I-880 - NB	SR 92	A St	Hay	1.68	C	5	7	25.5	(F30)	3660	35.9	E	
F94	I-880 - NB	A St	I-238 (Marina before 06)	Uninc	1.95	C	5	7	45.1	D	3779	52.2	C	
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	San L	2.54	C	5	7	65.8	A	2250	62.6	A	
F96	I-880 - NB	Marina Blvd	SR 112/Davis	San L	0.82	C	4	7	60.9	A	2250	59.0	B	
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - San L	1.83	C	4	7	60.5	A	2369	59.2	B	
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	N	4	6	48.5	D	2369	58.7	B	
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	N	4	6	58.0	B	2256	59.6	B	
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	N	4	6	61.8	A	2486	59.1	B	
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	N	4	6	63.6	A	3766	55.0	C	
F102	I-880 - NB	I-880/I238 (split)	I-880/I-80 (merge)	Oak	1.44	N	4	6	15.2	(F20)	3765	14.3	(F20)	
F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	N	4	7	65.0	A	3779	53.3	C	[2]

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CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	N	4	7	72.3	A	3779	32.6	E	[2]
F105	I-880 - SB	I-980	23rd	Oak	2.74	N	5	7	39.5	E	2250	26.5	(F30)	
F106	I-880 - SB	23rd St	High/42nd	Oak	1.1	N	5	7	37.3	E	2488	33.7	E	
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	N	4	7	35.1	E	2250	34.7	E	
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak, San L	1.82	N	4	7	51.7	C	2488	43.3	D	[1]
F109	I-880 - SB	SR 112/Davis	Marina Blvd	San L	0.82	N	4	7	56.4	B	2369	54.6	C	[1]
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak, San L	2.55	N	4	7	63.7	A	2369	56.7	B	[1]
F111	I-880 - SB	I-238 (Marina before 06)	A St	Uninc	1.91	C	5	7	53.9	C	3660	47.1	D	
F112	I-880 - SB	A St	Rt 92	Hay	1.7	C	5	7	39.9	E	3660	45.7	D	
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	C	5	7	33.6	E	3422	42.1	D	
F114	I-880 - SB	Tennyson	Alv-Niles	Hay, Uni Cty	2.6	C	4	7	41.9	D	3305	45.2	D	
F115	I-880 - SB	Alvarado-Niles	Alvarado	Uni Cty, Fre	1.56	S	4	7	54.0	C	3547	52.8	C	
F116	I-880 - SB	Alvarado	Decoto	Uni Cty	1.19	S	4	7	42.2	D	3309	47.8	D	
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	S	4	7	54.4	C	3426	55.9	B	
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	C	4	7	64.5	A	3783	65.3	A	
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	C	4	6	62.5	A	3783	66.7	A	[1]
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	S	4	6	68.1	A	3783	66.2	A	
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	N	4	7	65.2	A	2349	57.2	B	
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	N	4	7	39.4	E	2486	38.6	E	
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	N	2	6	83.1	A	3397	63.0	A	
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaquin Miller	Oak	1.08	N	2	6	43.3	D	3505	59.2	B	
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	N	2	6	56.0	B	3498	31.7	E	
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	N	2	6	18.9	(F20)	1899	17.2	(F20)	
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.6	N	2	7	54.1	C	1390	52.9	C	
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	N	2	7	69.6	A	2824	60.6	A	
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	N	2	7	61.1	A	3334	62.9	A	
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.4	N	2	7	15.6	(F20)	3148	22.1	(F30)	
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	N	4	7	16.0	(F20)	3779	14.1	(F20)	
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	N	4	7	14.1	(F20)	3660	12.9	(F20)	
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	N	4	7	35.9	E	3657	30.0	(F30)	

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		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	N	4	7	51	C	1397	47.1	D	
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	N	4	7	68.8	A	3318	58.2	B	
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	N	4	7	57.8	B	3741	61.0	A	
F137	SR 84 - EB	San M CL	Toll Plaza	Fre	3.29	S	3	6	51.9	C	3783	58.1	B	
F138	SR 84 - EB	Toll Plaza	Thornton	Fre	0.54	S	3	6	57.2	B	3664	55.5	B	
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	New	1.16	S	3	6	45.9	D	3544	40.7	E	
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	New	1.2	S	2	6	16.4	(F20)	3660	16.1	(F20)	
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	New	1.21	S	3	6	47.2	D	3364	43.6	D	
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	New	1.15	S	3	6	63.4	A	2818	62.7	A	
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fre	0.54	S	3	6	44.0	D	3696	46.6	D	
F144	SR 84 - WB	Toll Plaza	San M CL	Fre	3.29	C	3	6	64.1	A	2745	61.4	A	
F145	SR 92 - EB	San M CL	Toll Plaza	Hay	2.78	C	3	7	47.4	D	3543	41.5	D	
F146	SR 92 - EB	Toll Plaza	Clawiter	Hay	1.87	C	3	7	49.7	C	3539	39.0	E	[2]
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	C	4	7	54.4	C	3050	20.5	(F30)	
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	C	4	6	59.7	B	3512	62.0	A	
F149	SR 92 - WB	Clawiter	Toll Plaza	Hay	1.88	C	4	6	42.2	D	3753	57.6	B	
F150	SR 92 - WB	Toll Plaza	San M CL	Hay	2.79	C	3	6	61.7	A	3746	65.8	A	

Comments

[1] Data impacted by long term construction and recurrent lane closures

[2] CMP segment length changed based on the shapefiles used to the extent that the speed trends are not directly comparable with previous years

**Table B-2: 2014 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	N	5	7	57.2	B	3302	58.6	B	
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.3	N	6	7	55.8	B	3728	60.6	A	
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery	0.54	N	6	7	72.9	A	3191	53.3	C	
F4	I-80 - EB	Powell	Ashby	Emery, Berk	0.72	N	6	7	51.2	C	3074	60.7	A	
F5	I-80 - EB	Ashby	University	Berk	1.3	N	5	7	64.4	A	3072	61.5	A	
F6	I-80 - EB	University	Jct I-580 (off)	Berk, Alb	1.37	N	5	7	62.4	A	3194	62.6	A	

## Appendix B. 2014 Level of Service Results

**Table B-2: 2014 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F7	I-80 - EB	Jct I-580 (off)	Central (County Line)	Alb	0.84	N	4	7	59.4	B	3194	64.3	A	[2]
F8	I-80 - WB	Central (County Line)	Jct I-580	Alb	0.7	N	4	7	22.7	(F30)	3075	16.3	(F20)	
F9	I-80 - WB	Jct I-580	University	Berk, Alb	1.51	N	6	7	24.9	(F30)	2841	19.5	(F20)	
F10	I-80 - WB	University	Ashby	Berk	1.31	N	5	7	47.7	D	2957	32.6	E	
F11	I-80 - WB	Ashby	Powell	Emery	0.71	N	5	7	49.3	C	2698	32.2	E	
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery	0.47	N	6	7	47.3	D	2688	33.1	E	
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	N	8	7	6.0	(F10)	3279	7.7	(F10)	
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	N	4	7	17.8	(F20)	3421	27.0	(F30)	
F15	I-238 - EB	I-880	I-580	Uninc, San L	2.59	C	3	10	60.3	A	3766	55.2	B	
F16	I-238 - WB	I-580	I-880	Uninc, San L	2.48	C	3	8	20.8	(F30)	3765	22.3	(F30)	
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Fthl Off)	Grove	Uninc	2.68	C	5	8	54.8	C	3538	55.5	B	
F18	I-580 EB	Grove	Eden Canyon	Uninc, Plea	2.19	E	4	8	67.3	A	3775	51.3	C	
F19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc, Plea	4.82	E	4	8	60.4	A	3428	59.4	B	
F20	I-580 EB	San Ramon/ Foothill	I-680	Plea	0.71	E	4	8	63.7	A	3662	63.6	A	
F21	I-580 EB	I-680	Hopyard	Plea	0.87	E	6	8	61.5	A	3781	65.4	A	
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.9	E	6	8	66.9	A	3900	65.4	A	[1]
F23	I-580 EB	Santa Rita	El Charro	Uninc, Plea	1.25	E	6	8	67.8	A	3900	66.1	A	[1]
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Uninc	1.72	E	6	8	66.9	A	3900	65.6	A	[1] [2]
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	1.73	E	5	8	68.3	A	3900	65.4	A	[1]
F26	I-580 - EB	Portola	1st St	Liv	2.56	E	5	8	68.1	A	3900	66.1	A	[1] [2]
F27	I-580 - EB	1st St	Greenville	Liv	2.13	E	6	8	56.6	B	3900	61.7	A	[1] [2]
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	E	4	8	42.8	D	3543	63.4	A	[1] [2]
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	E	4	8	50.6	C	3067	67.3	A	[2]
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	E	5	8	46.7	D	3737	65.9	A	[2]
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Uninc	0.72	E	5	8	36.7	E	3514	48.9	D	[2]
F32	I-580 - WB	Grant Line	N Flynn	Uninc	4.59	E	4	8	45.9	D	3424	39.7	E	
F33	I-580 - WB	N Flynn	Greenville Rd	Liv, Uninc	2.43	E	5	8	36.6	E	3666	34.6	E	
F34	I-580 - WB	Greenville Rd	1st St	Liv	2.21	E	4	8	23.8	(F30)	3547	23.5	(F30)	
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	E	4	8	22.3	(F30)	3781	26.5	(F30)	[1]
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	1.73	E	4	8	37.4	E	3781	27.1	(F30)	[1]

Table B-2: 2014 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	Liv, Uninc	1.73	E	4	7	40.9	E	3664	35.0	E	[1]
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	Plea	1.23	E	4	7	45.1	D	3664	42.6	D	[1]
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	E	4	7	49.1	C	3425	44.6	D	
F40	I-580 - WB	I-680	San Ramon Rd	Plea	0.71	E	4	7	64.4	A	3425	61.3	A	
F41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea, Uninc	4.82	E	4	7	65.2	A	3308	64.3	A	
F42	I-580 - WB	Eden Canyon	Center St	Uninc	2.5	E	4	7	66.9	A	3537	61.3	A	
F43	I-580 - WB	Center	I-580/238	Uninc	2.26	C	5	7	47.5	D	3538	53.1	C	
F44	I-580 - EB	I-80	I-980	Oak	1.27	N	5	8	49.0	C	3528	56.5	B	
F45	I-580 - EB	I-980	Harrison	Oak	1.02	N	5	8	66.3	A	3759	63.8	A	
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	N	4	8	62.3	A	3765	66.3	A	
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	N	5	8	67.6	A	3760	65.5	A	
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.2	N	4	8	67.7	A	3348	66.4	A	
F49	I-580 - EB	SH 13 Off	MacArthur	Oak	4.08	N	4	8	64.4	A	3098	67.6	A	
F50	I-580 - EB	MacArthur	I-580/238	San L, Uninc	3.78	C	4	8	66.4	A	3673	67.8	A	
F51	I-580 - WB	I-238	Foothill/MacArthur	Uninc	3.86	C	4	7	74.1	A	3291	58.2	B	
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak	4.04	N	4	7	61.4	A	3656	36.9	E	
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	N	4	7	26.4	(F30)	3412	29.4	(F30)	
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	N	4	7	36.6	E	3539	45.5	D	
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	N	5	7	46.8	D	3658	41.2	D	
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	N	5	7	16.9	(F20)	3646	24.3	(F30)	[2]
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.7	N	2	8	27.3	(F30)	7	28.1	(F30)	
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	N	3	6	69.2	A	7	59.5	B	
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	S	3	6	65.5	A	3772	65.0	A	
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	S	3	6	66.2	A	3542	66.1	A	
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.3	S	3	6	65.9	A	3772	65.7	A	[2]
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	S	3	6	69.7	A	3653	63.9	A	[2]
F63	I-680 NB	SR 238/Mission	Vargas Rd	Fre	1.1	S	4	6	62.4	A	3653	64.1	A	[2]
F64	I-680 NB	Vargas Rd	Andrade Rd	Uninc	2.21	S	4	6	65.2	A	3898	64.9	A	
F65	I-680 NB	Andrade Rd	Calaveras	Uninc	1.15	S	3	6	64.1	A	3900	66.3	A	
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Uninc	0.39	S	3	6	73.4	A	3900	65.4	A	

## Appendix B. 2014 Level of Service Results

**Table B-2: 2014 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F67	I-680 NB	SR 84	Sunol Blvd	Plea, Uninc	3.52	E	3	6	68.3	A	3898	67.5	A	
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea, Uninc	1.49	E	3	6	64.6	A	3897	67.6	A	
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	E	3	6	65.4	A	3897	67.2	A	
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	E	4	6	70.3	A	3900	61.1	A	
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	E	4	6	47.9	D	3663	52.9	C	
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	E	5	7	67.5	A	3900	62.4	A	
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	E	4	7	44.5	D	3662	40.6	E	
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	E	3	7	40.5	E	3664	36.7	E	
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Uninc	1.49	E	3	7	27.5	(F30)	3426	34.0	E	
F76	I-680 SB	Sunol Blvd.	SR 84	Uninc	3.71	E	3	7	44.9	D	3900	42.8	D	
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Uninc	1.33	S	4	7	49.0	D	3900	51.7	C	
F78	I-680 SB	Andrade Rd	Sheridon Rd	Uninc	1.4	S	5	7	56.7	B	3898	50.8	C	
F79	I-680 SB	Sheridon Rd	Vargas Rd	Uninc	0.81	S	4	7	58.7	B	3900	53.2	C	
F80	I-680 SB	Vargas Rd	SR 238/Mission	Fre	1.11	S	4	7	46.7	D	3772	57.2	B	
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	S	4	7	50.3	C	3534	57.5	B	
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	S	4	7	51.0	C	3305	43.9	D	
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	S	4	7	51.3	C	3190	43.4	D	
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	S	4	7	63.0	A	3772	66.3	A	
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	S	6	7	75.5	A	3772	66.7	A	
F86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	2.43	S	4	7	68.8	A	3419	63.4	A	[1]
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	S	4	7	68.2	A	3536	64.7	A	
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	S	4	8	65.9	A	3772	61.8	A	
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre	1.17	S	4	8	53.1	C	3543	51.9	C	
F90	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	Fre, Uni Cty	1.57	S	4	8	45.8	D	3307	47.9	D	
F91	I-880 - NB	Alv-Niles	Tennyson	Uni Cty, Hay	2.6	S	4	8	38.1	E	3191	38.9	E	
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	C	5	8	64.5	A	3539	49.4	C	
F93	I-880 - NB	SR 92	A St	Hay	1.68	C	5	8	53.1	C	3184	50.8	C	
F94	I-880 - NB	A St	I-238 (Marina before 06)	Uninc	1.95	C	5	8	57.9	B	3539	48.0	D	
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	San L	2.54	C	5	8	34.3	E	2945	28.5	(F30)	
F96	I-880 - NB	Marina Blvd	SR 112/Davis	San L	0.82	C	4	8	30.0	(F30)	3299	27.9	(F30)	

Table B-2: 2014 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak, San L	1.83	C	4	8	29.8	(F30)	3539	31.4	E	
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	N	4	7	30.8	E	3656	24.3	(F30)	
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	N	4	7	33.2	E	3195	26.5	(F30)	
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	N	4	7	48.0	D	3305	45.0	D	
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	N	4	7	63.7	A	3652	63.1	A	
F102	I-880 - NB	I-880/I238 (split)	I-880/I-80 (merge)	Oak	1.44	N	4	7	65.1	A	3770	60.2	A	
F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	N	4	8	67.5	A	3773	56.9	B	[2]
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	N	4	8	83.0	A	3775	58.9	B	[2]
F105	I-880 - SB	I-980	23rd	Oak	2.74	N	5	8	60.7	A	3311	59.4	B	
F106	I-880 - SB	23rd St	High/42nd	Oak	1.1	N	5	8	56.7	B	3775	60.0	A	
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	N	4	8	61.0	A	3775	61.8	A	
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak, San L	1.82	N	4	8	60.6	A	3538	60.3	A	[1]
F109	I-880 - SB	SR 112/Davis	Marina Blvd	San L	0.82	N	4	8	72.2	A	3656	52.1	C	[1]
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak, San L	2.55	N	4	8	47.2	D	3537	39.8	E	[1]
F111	I-880 - SB	I-238 (Marina before 06)	A St	Uninc	1.91	C	5	8	22.4	(F30)	3182	22.4	(F30)	
F112	I-880 - SB	A St	Rt 92	Hay	1.7	C	5	8	34.1	E	3537	29.6	(F30)	
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	C	5	8	23.0	(F30)	3421	28.0	(F30)	
F114	I-880 - SB	Tennyson	Alv-Niles	Hay, Uni Cty	2.6	C	4	8	23.5	(F30)	2954	27.2	(F30)	
F115	I-880 - SB	Alvarado-Niles	Alvarado	Uni Cty, Fre	1.56	C	4	8	24.6	(F30)	3424	24.8	(F30)	
F116	I-880 - SB	Alvarado	Decoto	Fre	1.19	C	4	8	26.8	(F30)	3424	29.1	(F30)	
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	S	4	8	20.2	(F30)	3308	29.8	(F30)	
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	C	4	7	35.5	E	3653	40.3	E	
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	C	4	7	32.3	E	3536	42.5	D	[1]
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	S	4	7	46.1	D	3772	54.1	C	
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	N	4	7	63.7	A	3775	59.5	B	
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	N	4	6	60.2	A	3656	61.1	A	
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	N	2	6	85.8	A	3259	55.3	B	
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaguin Miller	Oak	1.08	N	2	6	39.4	E	3371	47.5	D	
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	N	2	6	35.4	E	3182	40.5	E	
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	N	2	6	23.2	(F30)	1776	33.8	E	

## Appendix B. 2014 Level of Service Results

**Table B-2: 2014 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.6	N	2	6	55.9	B	753	54.0	C	
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	N	2	6	72.0	A	3025	62.8	A	
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	N	2	6	62.6	A	3221	64.1	A	
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.4	N	2	6	41.6	D	3130	56.5	B	
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	N	4	6	65.2	A	3775	62.8	A	
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	N	4	6	18.3	(F20)	3538	54.5	C	
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	N	4	6	40.2	E	3506	46.0	D	
F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	N	4	8	50.2	C	2603	48.7	D	
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	N	4	8	60.3	A	3537	52.6	C	
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	N	4	7	49.2	C	3656	43.0	D	
F137	SR 84 - EB	San M CL	Toll Plaza	Fre	3.29	S	3	6	53.9	C	3765	64.7	A	
F138	SR 84 - EB	Toll Plaza	Thornton	Fre	0.54	S	3	6	58.3	B	3762	63.5	A	
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	New	1.16	S	3	6	65.9	A	3696	63.1	A	
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	New	1.2	S	2	6	41.8	D	3703	45.6	D	
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	New	1.21	S	3	6	42.7	D	3772	39.3	E	
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	New	1.15	S	3	6	36.3	E	3757	36.7	E	
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fre	0.54	S	3	6	31.0	E	3649	29.8	(F30)	
F144	SR 84 - WB	Toll Plaza	San M CL	Fre	3.29	C	3	6	60.7	A	3653	44.1	D	
F145	SR 92 - EB	San M CL	Toll Plaza	Hay	2.78	C	3	7	65.6	A	3752	66.0	A	
F146	SR 92 - EB	Toll Plaza	Clawiter	Hay	1.87	C	3	7	62.1	A	3724	65.7	A	[2]
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	C	4	7	67.8	A	2668	58.2	B	
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	C	4	6	55.1	B	3536	30.5	E	
F149	SR 92 - WB	Clawiter	Toll Plaza	Hay	1.88	C	4	6	35.7	E	2954	25.4	(F30)	
F150	SR 92 - WB	Toll Plaza	San M CL	Hay	2.79	C	3	6	59.0	B	2954	43.5	D	

**Comments**

[1] Data impacted by long term construction and recurrent lane closures

[2] CMP segment length changed based on the shapefiles used to the extent that the speed trends are not directly comparable with previous years

Table B-3: 2014 LOS Monitoring Results for Freeways (Tier 1) – Weekend Midday Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 LOS results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	N	5	6	56.8	B	3092	58.5	B	
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.3	N	6	6	48.0	D	3092	48.2	D	
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery	0.54	N	6	6	23.1	(F30)	3092	21.8	(F30)	
F4	I-80 - EB	Powell	Ashby	Emery, Berk	0.72	N	6	6	16.9	(F20)	3092	21.6	(F30)	
F5	I-80 - EB	Ashby	University	Berk	1.3	N	5	6	39.8	E	3092	38.4	E	
F6	I-80 - EB	University	Jct I-580 (off)	Berk, Alb	1.37	N	5	6	59.6	B	3092	58.8	B	
F7	I-80 - EB	Jct I-580 (off)	Central (County Line)	Alb	0.84	N	4	6	61.4	A	3092	60.9	A	[2]
F8	I-80 - WB	Central (County Line)	Jct I-580	Alb	0.7	N	4	6	27.5	(F30)	3092	26.0	(F30)	
F9	I-80 - WB	Jct I-580	University	Berk, Alb	1.51	N	6	6	25.5	(F30)	3088	22.7	(F30)	
F10	I-80 - WB	University	Ashby	Berk	1.31	N	5	6	36.5	E	3092	27.3	(F30)	
F11	I-80 - WB	Ashby	Powell	Emery	0.71	N	5	6	39.1	E	2526	23.7	(F30)	
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery	0.47	N	6	6	35.9	E	2748	34.7	E	
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	N	8	6	13.5	(F20)	2933	24.9	(F30)	
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	N	4	6	18.1	(F20)	3078	31.8	E	
F15	I-238 - EB	I-880	I-580	Uninc, San L	2.59	C	3	6	64.8	A	2940	60.5	A	
F16	I-238 - WB	I-580	I-880	Uninc, San L	2.48	C	3	6	35.8	E	2496	42.6	D	
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Fthl Off)	Grove	Uninc	2.68	C	5	6	59.1	B	3092	61.1	A	
F18	I-580 EB	Grove	Eden Canyon	Uninc, Plea	2.19	E	4	6	80.0	A	3092	54.7	C	
F19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc, Plea	4.82	E	4	6	70.6	A	3092	52.0	C	
F20	I-580 EB	San Ramon/ Foothill	I-680	Plea	0.71	E	4	6	71.4	A	3092	66.3	A	
F21	I-580 EB	I-680	Hopyard	Plea	0.87	E	6	6	67.6	A	3092	67.6	A	
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.9	E	6	6	71.9	A	3092	67.1	A	[1]
F23	I-580 EB	Santa Rita	El Charro	Uninc, Plea	1.25	E	6	6	71.0	A	3092	68.9	A	[1]
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Uninc	1.72	E	6	6	69.3	A	3092	69.3	A	[1] [2]
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	1.73	E	5	7	71.2	A	3092	68.8	A	[1]
F26	I-580 - EB	Portola	1st St	Liv	2.56	E	5	7	70.4	A	3092	69.6	A	[1] [2]
F27	I-580 - EB	1st St	Greenville	Liv	2.13	E	6	7	60.5	A	3092	69.2	A	[1] [2]
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	E	4	7	46.0	D	3076	65.1	A	[1] [2]
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	E	4	7	53.3	C	3074	69.9	A	[2]
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	E	5	7	48.4	D	3016	68.7	A	[2]

## Appendix B. 2014 Level of Service Results

**Table B-3: 2014 LOS Monitoring Results for Freeways (Tier 1) – Weekend Midday Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 LOS results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Uninc	0.72	E	5	6	40.4	E	2453	65.8	A	[2]
F32	I-580 - WB	Grant Line	N Flynn	Uninc	4.59	E	4	6	72.3	A	3045	66.5	A	
F33	I-580 - WB	N Flynn	Greenville Rd	Liv, Uninc	2.43	E	5	6	73.0	A	3092	68.8	A	
F34	I-580 - WB	Greenville Rd	1st St	Liv	2.21	E	4	6	70.5	A	3092	66.6	A	
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	E	4	6	68.3	A	3092	58.8	B	[1]
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	1.73	E	4	6	69.2	A	3092	48.5	D	[1]
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	Liv, Uninc	1.73	E	4	6	60.9	A	3092	49.2	C	[1]
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	Plea	1.23	E	4	6	57.7	B	3092	50.2	C	[1]
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	E	4	6	54.2	C	3092	38.6	E	
F40	I-580 - WB	I-680	San Ramon Rd	Plea	0.71	E	4	6	68.4	A	3092	64.4	A	
F41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea, Uninc	4.82	E	4	6	69.8	A	3092	67.7	A	
F42	I-580 - WB	Eden Canyon	Center St	Uninc	2.5	E	4	6	74.6	A	3092	68.1	A	
F43	I-580 - WB	Center	I-580/238	Uninc	2.26	C	5	6	64.8	A	3092	65.7	A	
F44	I-580 - EB	I-80	I-980	Oak	1.27	N	5	6	49.8	C	3086	55.6	B	
F45	I-580 - EB	I-980	Harrison	Oak	1.02	N	5	6	92.9	A	3092	62.4	A	
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	N	4	6	62.4	A	3092	64.3	A	
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	N	5	6	66.7	A	3092	64.2	A	
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.2	N	4	6	67.9	A	2909	66.6	A	
F49	I-580 - EB	SH 13 Off	MacArthur	Oak	4.08	N	4	6	64.1	A	2881	67.6	A	
F50	I-580 - EB	MacArthur	I-580/238	San L, Uninc	3.78	C	4	6	68.4	A	2829	67.3	A	
F51	I-580 - WB	I-238	Foothill/MacArthur	Uninc	3.86	C	4	6	75.3	A	2789	68.1	A	
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak	4.04	N	4	6	67.6	A	2874	67.2	A	
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	N	4	6	61.6	A	3061	67.8	A	
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	N	4	6	47.1	D	3092	64.4	A	
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	N	5	6	21.1	(F30)	3092	46.8	D	
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	N	5	6	13.2	(F20)	3083	25.0	(F30)	[2]
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.7	N	2	6	23.2	(F30)	6	45.8	D	
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	N	3	6	69.8	A	2944	31.2	E	
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	S	3	6	68.5	A	3092	64.8	A	
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	S	3	6	52.2	C	3092	61.5	A	

Table B-3: 2014 LOS Monitoring Results for Freeways (Tier 1) – Weekend Midday Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 LOS results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.3	S	3	6	53.5	C	3092	56.8	B	[2]
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	S	3	6	58.1	B	3092	58.6	B	[2]
F63	I-680 NB	SR 238/Mission	Vargas Rd	Fre	1.1	S	4	6	61.9	A	3026	62.0	A	[2]
F64	I-680 NB	Vargas Rd	Andrade Rd	Uninc	2.21	S	4	6	65.8	A	2963	65.0	A	
F65	I-680 NB	Andrade Rd	Calaveras	Uninc	1.15	S	3	6	63.6	A	3002	64.9	A	
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Uninc	0.39	S	3	6	73.8	A	2976	65.3	A	
F67	I-680 NB	SR 84	Sunol Blvd	Plea, Uninc	3.52	E	3	6	69.2	A	2956	68.4	A	
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea, Uninc	1.49	E	3	6	65.0	A	2984	67.3	A	
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	E	3	6	64.3	A	2994	65.6	A	
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	E	4	6	70.1	A	3092	62.7	A	
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	E	4	6	65.0	A	3092	63.4	A	
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	E	5	6	69.5	A	3092	68.9	A	
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	E	4	6	61.3	A	3092	66.6	A	
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	E	3	6	67.0	A	3070	67.8	A	
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Uninc	1.49	E	3	6	59.7	B	3065	67.3	A	
F76	I-680 SB	Sunol Blvd.	SR 84	Uninc	3.71	E	3	6	68.5	A	3058	67.6	A	
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Uninc	1.33	S	4	6	65.4	A	3065	67.6	A	
F78	I-680 SB	Andrade Rd	Sheridon Rd	Uninc	1.4	S	5	6	63.1	A	3074	62.1	A	
F79	I-680 SB	Sheridon Rd	Vargas Rd	Uninc	0.81	S	4	6	66.8	A	3073	65.7	A	
F80	I-680 SB	Vargas Rd	SR 238/Mission	Fre	1.11	S	4	6	65.3	A	3074	68.9	A	
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	S	4	6	65.3	A	3092	69.1	A	
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	S	4	6	69.0	A	3092	64.6	A	
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	S	4	6	72.1	A	3092	58.3	B	
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	S	4	6	65.2	A	3092	67.6	A	
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	S	6	10	75.2	A	3092	67.9	A	
F86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	2.43	S	4	10	68.8	A	3092	66.1	A	[1]
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	S	4	10	67.8	A	3092	64.9	A	
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	S	4	8	67.6	A	3092	66.4	A	
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre	1.17	S	4	8	60.7	A	3092	64.1	A	
F90	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	Fre, Uni Cty	1.57	S	4	8	54.9	C	3092	59.9	B	

## Appendix B. 2014 Level of Service Results

**Table B-3: 2014 LOS Monitoring Results for Freeways (Tier 1) – Weekend Midday Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 LOS results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F91	I-880 - NB	Alv-Niles	Tennyson	Uni Cty, Hay	2.6	S	4	8	65.0	A	3092	49.5	C	
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	C	5	6	72.2	A	3088	57.9	B	
F93	I-880 - NB	SR 92	A St	Hay	1.68	C	5	6	56.4	B	3092	56.5	B	
F94	I-880 - NB	A St	I-238 (Marina before 06)	Uninc	1.95	C	5	6	65.4	A	3092	57.8	B	
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	San L	2.54	C	5	6	68.6	A	3092	64.1	A	
F96	I-880 - NB	Marina Blvd	SR 112/Davis	San L	0.82	C	4	6	65.9	A	3092	62.5	A	
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak, San L	1.83	C	4	6	68.7	A	3092	61.4	A	
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	N	4	6	65.1	A	3092	57.5	B	
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	N	4	6	61.4	A	3092	58.9	B	
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	N	4	6	64.8	A	3090	58.5	B	
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	N	4	6	62.9	A	3092	63.1	A	
F102	I-880 - NB	I-880/I238 (split)	I-880/I-80 (merge)	Oak	1.44		4				3092	45.6	D	
F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	N	4	6	61.6	A	3092	58.5	B	[2]
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	N	4	6	82.7	A	3092	61.9	A	[2]
F105	I-880 - SB	I-980	23rd	Oak	2.74	N	5	6	58.6	B	3092	54.0	C	
F106	I-880 - SB	23rd St	High/42nd	Oak	1.1	N	5	6	73.5	A	3092	50.8	C	
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	N	4	6	61.3	A	3092	49.1	C	
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak, San L	1.82	N	4	6	58.4	B	3092	51.0	C	[1]
F109	I-880 - SB	SR 112/Davis	Marina Blvd	San L	0.82	N	4	6	68.8	A	3092	60.1	A	[1]
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak, San L	2.55	N	4	6	66.0	A	3092	59.9	B	[1]
F111	I-880 - SB	I-238 (Marina before 06)	A St	Uninc	1.91	C	5	6	65.7	A	3092	52.7	C	
F112	I-880 - SB	A St	Rt 92	Hay	1.7	C	5	6	63.3	A	3092	55.9	B	
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	C	5	6	61.0	A	3092	57.4	B	
F114	I-880 - SB	Tennyson	Alv-Niles	Hay, Uni Cty	2.6	C	4	8	63.1	A	3092	58.5	B	
F115	I-880 - SB	Alvarado-Niles	Alvarado	Uni Cty, Fre	1.56	C	4	8	62.3	A	3092	59.2	B	
F116	I-880 - SB	Alvarado	Decoto	Fre	1.19	C	4	8	61.8	A	3092	51.8	C	
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	S	4	8	66.4	A	3092	50.9	C	
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	C	4	6	62.4	A	3092	65.4	A	
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	C	4	6	63.3	A	3092	67.1	A	[1]
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	S	4	6	69.8	A	3092	67.9	A	

Table B-3: 2014 LOS Monitoring Results for Freeways (Tier 1) – Weekend Midday Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 LOS results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	N	4	5	66.0	A	3092	61.3	A	
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	N	4	8	62.8	A	3092	62.1	A	
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	N	2	6	91.3	A	1781	61.5	A	
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaguin Miller	Oak	1.08	N	2	6	44.4	D	2129	61.2	A	
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	N	2	6	56.3	B	2014	62.1	A	
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	N	2	6	30.1	E	980	50.9	C	
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.6	N	2	5	60.6	A	635	53.5	C	
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	N	2	5	74.2	A	1895	62.1	A	
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	N	2	5	64.0	A	2057	65.2	A	
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.4	N	2	5	57.2	B	1944	62.4	A	
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	N	4	8	42.9	D	3092	63.2	A	
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	N	4	8	43.0	D	3092	58.4	B	
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	N	4	8	47.6	D	2895	49.6	C	
F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	N	4	5	43.1	D	1390	55.1	B	
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	N	4	5	71.0	A	2982	62.5	A	
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	N	4	5	58.7	B	3092	54.8	C	
F137	SR 84 - EB	San M CL	Toll Plaza	Fre	3.29	S	3	6	54.8	C	3092	65.3	A	
F138	SR 84 - EB	Toll Plaza	Thornton	Fre	0.54	S	3	6	60.1	A	3092	65.5	A	
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	New	1.16	S	3	6	69.7	A	3092	63.9	A	
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	New	1.2	S	2	6	44.6	D	2992	47.9	D	
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	New	1.21	S	3	6	44.5	D	1979	49.5	C	
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	New	1.15	S	3	6	65.4	A	1933	64.0	A	
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fre	0.54	S	3	6	46.6	D	3092	46.9	D	
F144	SR 84 - WB	Toll Plaza	San M CL	Fre	3.29	C	3	6	65.1	A	2160	61.0	A	

## Appendix B. 2014 Level of Service Results

**Table B-3: 2014 LOS Monitoring Results for Freeways (Tier 1) – Weekend Midday Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2012 LOS results			2014 results			Note
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS	
F145	SR 92 - EB	San M CL	Toll Plaza	Hay	2.78	C	3	7	65.1	A	2989	66.9	A	
F146	SR 92 - EB	Toll Plaza	Clawiter	Hay	1.87	C	3	7	62.3	A	2933	67.2	A	[2]
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	C	4	7	67.4	A	2306	60.1	A	
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	C	4	6	58.9	B	2878	63.4	A	
F149	SR 92 - WB	Clawiter	Toll Plaza	Hay	1.88	C	4	6	49.0	C	3045	56.8	B	
F150	SR 92 - WB	Toll Plaza	San M CL	Hay	2.79	C	3	6	62.3	A	3043	66.6	A	

Comments

[1] Data impacted by long term construction and recurrent lane closures

[2] CMP segment length changed based on the shapefiles used to the extent that the speed trends are not directly comparable with previous years

## B.2 | Ramps and Special Segments (Tier 1)

Table B-4: 2014 LOS Monitoring Results for Ramps and Special Segments (Tier 1) - PM Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (mi)	# Lanes	Free flow speed	2012 Results			2014 Results		
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS
R1	I-80/I-580 Interchange	I-80 SB	I-580 EB	Oak	N	0.4	2	38.0	6	33.5	B	3779	31.7	B
R2	I-80/I-580 Interchange	I-580 WB	I-80 NB	Oak	N	0.45	2	40.0	6	26.3	D	3774	23.8	E
R3	SR 24 WB/I-580 WB	SR 24 Off	I-580 On	Oak	N	0.77	2	Weaving	6	33.3	N/A	2690	36.9	N/A
R4	I-580/SR 24 Interchange	I-580 WB	SR-24 EB	Oak	N	0.53	2	45.0	6	22.8	E	3720	20.7	F
R5	I-580/SR 24 Interchange	SR-24 WB	I-580 EB	Oak	N	0.75	2	51.0	3	22.9	E	2400	30.7	D
R6	SR13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oak	N	0.33	1	40.0	4	7.6	F	3558	12.0	F
R7	SR13/SR 24 Interchange	SR-24 WB	SR-13 SB	Oak	N	0.16	1	31.0	5	24.0	C	2382	42.8	A
R8	I-880/I-238 Interchange	I-880 SB	I-238 EB	San L	C	0.75	2	47.0	6	40.5	B	2480	44.4	A
R9	I-880/I-238 Interchange	I-238 WB	I-880 NB	San L	C	0.51	2	54.0	6	60.1	A	2454	55.8	A
R10	I-880/I-238 Interchange	I-880 NB	I-238 EB	San L	C	0.42	2	32.0	5	17.5	E	3750	28.4	B
R11	I-880/I-238 Interchange	I-238 WB	I-880 SB	San L	C	0.81	2	53.0	5	51.2	A	3774	51.4	A
R12	I-580 /I-238 Interchange	I-580 SB	I-238 WB	Hay	C	0.7	1	37.0	3	22.9	D	N/A - segment correction		
R13	I-580 /I-238 Interchange	I-238 EB	I-580 NB	Hay	C	0.36	1	38.0	4	42.7	A	N/A - segment correction		
R14	I-580/I-680 Interchange	I-580 EB	I-680 NB	Plea	E	0.52	1	35.0	6	23.8	D	3037	38.0	A
R15	I-580/I-680 Interchange	I-580 EB	I-680 SB	Plea	E	0.29	1	42.0	6	23.8	E	2082	44.4	A
R16	I-580/I-680 Interchange	I-680 NB	I-580 EB	Plea	E	0.92	2	63.8	6	47.5	C	3813	55.5	B
R17	I-580/I-680 Interchange	I-680 NB	I-580 WB	Plea	E	0.62	1	41.0	5	41.8	A	1453	39.9	A
R18	I-580/I-680 Interchange	I-580 WB	I-680 NB	Plea	E	0.42	2	51.5	6	42.4	B	3582	47.9	A
R19	I-580/I-680 Interchange	I-580 WB	I-680 SB	Plea	E	0.64	1	39.0	6	25.1	D	3420	34.1	B
R20	I-580/I-680 Interchange	I-680 SB	I-580 EB	Plea	E	1.22	2	68.1	6	56.5	B	3836	58.2	B
R21	I-580/I-680 Interchange	I-680 SB	I-580 WB	Plea	E	0.44	2	58.4	6	44.9	C	3633	53.7	A
R22	I-880/SR 260 Connection	I-880 SB	SR-260 WB	Oak	N	0.99	varies	32.0	1	21.0	D	6	15.4	F
R23	I-880/SR 260 Connection	SR-260 EB	I-880 NB	Oak	N	0.41	varies	35.0	6	17.5	E	6	15.8	F

## Appendix B. 2014 Level of Service Results

**Table B-5: 2014 LOS Monitoring Results for Ramps and Special Segments (Tier 1) - AM Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (mi)	# Lanes	Free flow speed	2012 Results			2014 Results		
		From	To						# Runs	Speed	LOS	Sample	Speed	LOS
R1	I-80/I-580 Interchange	I-80 SB	I-580 EB	Oak	N	0.4	2	38.0	4	32.5	B	3775	45.6	A
R2	I-80/I-580 Interchange	I-580 WB	I-80 NB	Oak	N	0.45	2	40.0	4	34.1	B	3765	34.1	B
R3	SR 24 WB/I-580 WB	SR 24 off	I-580 on	Oak	N	0.77	2	Weaving	3	36.5	N/A	3632	15.6	N/A
R4	I-580/SR 24 Interchange	I-580 WB	SR-24 EB	Oak	N	0.53	2	45.0	6	34.1	C	2490	55.8	A
R5	I-580/SR 24 Interchange	SR-24 WB	I-580 EB	Oak	N	0.75	2	51.0	4	49.8	A	2303	36.9	C
R6	SR13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oak	N	0.33	1	40.0	6	27.8	D	2551	36.8	A
R7	SR13/SR 24 Interchange	SR-24 WB	SR-13 SB	Oak	N	0.16	1	31.0	6	23.5	C	2914	39.9	A
R8	I-880/I-238 Interchange	I-880 SB	I-238 EB	San L	C	0.75	2	47.0	2	50.7	A	3775	51.3	A
R9	I-880/I-238 Interchange	I-238 WB	I-880 NB	San L	C	0.51	2	54.0	5	51.7	A	3765	15.3	F
R10	I-880/I-238 Interchange	I-880 NB	I-238 EB	San L	C	0.42	2	32.0	6	44.9	A	3766	48.4	A
R11	I-880/I-238 Interchange	I-238 WB	I-880 SB	San L	C	0.81	2	53.0	7	36.8	D	3775	28.1	E
R12	I-580 /I-238 Interchange	I-580 SB	I-238 WB	Hay	C	0.7	1	37.0	6	22.8	D	N/A - Segment Correction		
R13	I-580 /I-238 Interchange	I-238 EB	I-580 NB	Hay	C	0.36	1	38.0	4	41.5	A	N/A - Segment Correction		
R14	I-580/I-680 Interchange	I-580 EB	I-680 NB	Plea	E	0.52	1	35.0	6	21.5	D	2958	37.5	A
R15	I-580/I-680 Interchange	I-580 EB	I-680 SB	Plea	E	0.29	1	42.0	6	21.7	E	2191	29.2	D
R16	I-580/I-680 Interchange	I-680 NB	I-580 EB	Plea	E	0.92	2	63.8	6	55.1	B	3774	58.0	A
R17	I-580/I-680 Interchange	I-680 NB	I-580 WB	Plea	E	0.62	1	41.0	4	35.7	B	2556	38.1	A
R18	I-580/I-680 Interchange	I-580 WB	I-680 NB	Plea	E	0.42	2	51.5	5	45.6	B	3866	45.9	B
R19	I-580/I-680 Interchange	I-580 WB	I-680 SB	Plea	E	0.64	1	39.0	6	25.9	D	3898	20.0	E
R20	I-580/I-680 Interchange	I-680 SB	I-580 EB	Plea	E	1.22	2	68.1	4	55.4	B	3703	61.8	A
R21	I-580/I-680 Interchange	I-680 SB	I-580 WB	Plea	E	0.44	2	58.4	6	46.9	B	3725	57.2	A
R22	I-880/SR 260 Connection	I-880 SB	SR-260 WB	Oak	N	0.99	varies	32.0	4	21.4	D	6	22.8	C
R23	I-880/SR 260 Connection	SR-260 EB	I-880 NB	Oak	N	0.41	varies	35.0	6	15.5	F	6	14.6	F

B.3 | Arterials (Tier 1)

Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A1	150th St - EB	Hesperian	I-580	San L	0.49	II	C	2	6	13.6	E	6	12.5	E	
A2	150th St - WB	I-580	Hesperian	San L	0.49	II	C	2	7	18.2	C	6	13.4	E	
A3	A Street - EB	I-880	Western	Hay	1.08	II	C	2	7	18.8	C	9	20.8	C	
A4	A Street - EB	Western	SR 185 (previously SR 238)	Hay	0.31	III	C	2	6	5.2	F	9	14.7	C	[2]
A5	A Street - WB	SR 238	Western	Hay	0.54	III	C	2	6	10.3	D	6	10.7	D	
A6	A Street - WB	Western	I-880	Hay	1.07	II	C	2	6	17.7	D	6	20.6	C	
A7	Atlantic - EB	Main	Webster	Ala	0.81	II	N	2	10	19.5	C	6	20.6	C	
A8	Atlantic - WB	Webster	Main	Ala	0.81	II	N	2	6	20.7	C	6	22.1	C	
A9	Hegenberger - EB	SR 61	Edgewater	Oak	0.77	I	N	3	6	15.9	E	6	16.5	E	
A10	Hegenberger - EB	Edgewater	Baldwin	Oak	0.73	I	N	3	6	20.0	D	6	21.6	D	
A11	Hegenberger - EB	Baldwin	E 14th	Oak	1.02	I	N	3	6	25.5	C	6	22.1	C	
A12	Hegenberger - WB	E 14th	Baldwin	Oak	1.02	I	N	3	5	30.0	B	6	17.7	D	
A13	Hegenberger - WB	Baldwin	Edgewater	Oak	0.72	I	N	3	5	18.1	D	6	18.2	D	
A14	Hegenberger - WB	Edgewater	SR 61	Oak	0.77	I	N	3	5	19.5	D	6	20.2	D	
A15	Hesperian - NB	Tennyson	SH 92 - WB	Hay	0.49	I	C	3	6	14.9	E	7	13.8	E	
A16	Hesperian - NB	SH 92	La Playa	Hay	0.78	II	C	3	6	18.3	C	7	16.0	D	
A17	Hesperian - NB	La Playa	W.Winton Ave.	Hay	0.43	II	C	3	6	11.6	E	7	7.0	F	
A18	Hesperian - NB	W.Winton Ave	A St	Hay	0.97	II	C	3	6	13.9	E	7	18.5	C	
A19	Hesperian - NB	A St	Hacienda	Uninc	0.67	II	C	3	6	16.8	D	7	21.9	C	
A20	Hesperian - NB	Hacienda	Grant	Uninc	0.66	II	C	3	6	16.6	D	7	20.3	C	
A21	Hesperian - NB	Grant	Llewelling	Uninc	0.27	II	C	3	6	6.9	F	7	10.2	E	
A22	Hesperian - NB	Llewelling	Springlake	Uninc	0.39	II	C	3	6	18.2	C	7	17.1	D	
A23	Hesperian - NB	Springlake	Fairmont	San L	0.66	II	C	3	6	13.5	E	7	16.3	D	
A24	Hesperian - NB	Fairmont	14th	San L	0.31	II	C	2	6	15.0	D	7	10.1	E	
A25	Hesperian - SB	14th	Fairmont	San L	0.31	II	C	2	7	17.5	D	6	10.9	E	
A26	Hesperian - SB	Fairmont	Springlake	San L	0.66	II	C	3	7	17.5	D	6	19.1	C	
A27	Hesperian - SB	Springlake	Llewelling	Uninc	0.39	II	C	3	7	7.9	F	6	12.4	E	
A28	Hesperian - SB	Llewelling	Grant	Uninc	0.27	II	C	3	7	13.5	E	6	11.3	E	

# Appendix B. 2014 Level of Service Results

**Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A29	Hesperian - SB	Grant	Hacienda	Uninc	0.66	II	C	3	7	26.8	B	6	21.5	C	
A30	Hesperian - SB	Hacienda	A St	Uninc	0.67	II	C	3	7	19.6	C	6	19.3	C	
A31	Hesperian - SB	A St	W.Winton Ave.	Hay	0.97	II	C	3	7	22.3	C	6	19.2	C	
A32	Hesperian - SB	W.Winton Ave	La Playa	Hay	0.43	II	C	3	7	18.4	C	6	18.1	C	
A33	Hesperian - SB	La Playa	SH 92	Hay	0.78	II	C	3	7	18.6	C	6	18.9	C	
A34	Hesperian - SB	SH 92 - WB	Tennyson	Hay	0.49	I	C	3	6	11.7	F	6	20.6	D	
A35	Mowry - EB	I-880	Farwell	Fre	0.28	II	S	3	7	17.0	D	7	26.1	B	
A36	Mowry - EB	Farwell	SH 84	Fre	2.48	II	S	3	7	25.9	B	7	23.0	C	[1]
A37	Mowry - WB	SH 84	Farwell	Fre	2.53	II	S	3	7	22.7	C	7	21.0	C	[1]
A38	Mowry - WB	Farwell	I-880	Fre	0.28	II	S	3	7	23.9	C	7	20.1	C	
A39	Park/23rd - EB	Encinal	Santa Clara	Ala	0.23	III	N	2	7	11.2	D	6	9.3	D	
A40	Park/23rd - EB	Santa Clara	Kennedy	Ala	0.68	III	N	2	7	13.1	C	6	14.0	C	
A41	Park/23rd - EB	Kennedy	E 11th	Oak	0.45	II	N	2	7	19.8	C	6	18.4	C	
A42	Park/23rd - WB	E 11th	Kennedy	Oak	0.45	II	N	2	7	29.8	B	6	15.8	D	
A43	Park/23rd - WB	Kennedy	Santa Clara	Ala	0.68	III	N	2	7	12.8	D	6	10.6	D	
A44	Park/23rd - WB	Santa Clara	Encinal	Ala	0.23	III	N	2	7	9.7	D	6	11.8	D	
A45	MLK Jr Way - NB	SH 24	Adeline	Oak	1.48	II	N	3	6	17.4	D	6	21.7	C	
A46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.28	II	N	3	6	15.2	D	6	12.1	E	
A47	Adeline - NB	MLK Jr - North	Shattuck/Adeline	Berk	0.61	II	N	3	6	15.3	D	6	18.9	C	
A48	Shattuck NB	Shattuck/Adeline	Dwight	Berk	0.31	II	N	2	6	15.7	D	6	16.1	D	
A49	Shattuck NB	Dwight	University	Berk	0.57	III	N	2	6	13.8	C	6	15.0	C	
A50	Shattuck SB	University	Dwight	Berk	0.57	III	N	2	7	12.8	D	6	12.4	D	
A51	Shattuck SB	Dwight	Shattuck/Adeline	Berk	0.30	II	N	2	7	26.3	B	6	23.4	C	
A52	Adeline - SB	Shattuck/Adeline	MLK Jr - North	Berk	0.61	II	N	3	7	13.0	E	6	12.6	E	
A53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.29	II	N	3	7	21.5	C	6	15.3	D	
A54	MLK Jr Way - SB	Adeline	SH 24	Oak	1.39	II	N	3	7	15.3	D	6	12.7	E	
A55	Tennyson - EB	Hesperian	I-880	Hay	0.86	I	C	2	6	20.1	D	8	14.2	E	
A56	Tennyson - EB	I-880 NB	Rt 238	Hay	1.54	II	C	2	6	19.2	C	8	10.7	E	
A57	Tennyson - WB	Rt 238	I-880	Hay	1.54	II	C	2	7	20.1	C	6	16.5	D	
A58	Tennyson - WB	I-880	Hesperian	Hay	0.86	I	C	2	6	20.5	D	6	27.3	C	

**Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A59	University - EB	I-80 SB	6th	Berk	0.40	II	N	2	6	16.9	D	6	19.6	C	
A60	University - EB	6th	San Pablo	Berk	0.32	II	N	2	6	15.3	D	6	11.5	E	
A61	University - EB	San Pablo	Sacramento	Berk	0.56	II	N	2	6	18.4	C	6	20.8	C	
A62	University - EB	Sacramento	ML King	Berk	0.49	II	N	2	6	16.6	D	6	17.5	D	
A63	University - EB	ML King	Shattuck Pl	Berk	0.29	III	N	2	6	11.2	D	6	21.5	B	
A64	University - WB	Shattuck Pl	ML King	Berk	0.29	III	N	2	7	11.0	D	7	8.6	E	
A65	University - WB	ML King	Sacramento	Berk	0.49	II	N	2	7	24.8	B	7	18.3	C	
A66	University - WB	Sacramento	San Pablo	Berk	0.56	II	N	2	7	9.9	F	7	10.3	E	
A67	University - WB	San Pablo	6th	Berk	0.32	II	N	2	7	10.2	E	7	7.6	F	
A68	University - WB	6th	I-80 SB	Berk	0.40	II	N	2	7	37.8	A	7	33.7	A	
A69	SR 13 Ashby - WB	Hiller	Domingo	Oak, Berk	0.81	II	N	1	6	21.3	C	6	21.8	C	
A70	SR 13 Ashby - WB	Domingo	College	Berk	0.52	III	N	2	6	16.0	C	6	20.9	B	
A71	SR 13 Ashby - WB	College	Telegraph	Berk	0.37	III	N	2	6	10.2	D	6	14.4	C	
A72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	N	2	6	14.8	C	6	12.3	D	
A73	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.26	III	N	2	6	7.8	E	6	13.1	C	
A74	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.86	III	N	2	6	11.8	D	6	12.3	D	
A75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	N	2	6	18.2	C	6	11.8	E	
A76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.62	II	N	2	6	13.9	E	8	24.6	B	
A77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.86	III	N	2	6	19.5	B	8	17.0	C	
A78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.26	III	N	2	6	7.2	E	8	9.8	D	
A79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	N	2	6	15.8	C	8	13.2	C	
A80	SR 13 Ashby - EB	Telegraph	College	Berk	0.37	III	N	2	6	12.9	D	8	9.5	D	
A81	SR 13 Ashby - EB	College	Domingo	Berk	0.52	III	N	2	6	7.7	E	8	9.8	D	
A82	SR 13 Ashby - EB	Domingo	Hiller	Berk, Oak	0.81	II	N	1	6	25.4	B	8	13.3	E	
A83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.57	III	N	2	7	12.7	D	6	12.3	D	
A84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.74	II	N	2	7	18.9	C	6	15.3	D	
A85	SR 61 - SB	Sher/Encino	Park	Ala	1.20	II	N	2	7	18.7	C	6	17.9	D	
A86	SR 61 - SB	Park	High/Otis	Ala	1.05	II	N	2	7	21.4	C	6	16.2	D	
A87	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.44	II	N	2	7	20.7	C	6	18.9	C	
A88	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay Pkwy	Ala	0.51	I	N	2	6	29.0	B	6	22.4	C	

## Appendix B. 2014 Level of Service Results

**Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.17	I	N	2	6	31.1	B	6	32.5	B	
A90	SR 61 (Doolittle) - SB	Airport	Davis	Oak, San L	0.94	I	N	2	6	30.0	B	6	24.2	C	
A91	SR 61 (Doolittle) - NB	Davis	Airport	San L, Oak	0.94	I	C	2	8	30.0	B	6	27.2	C	
A92	SR 61 - NB	Airport Dr	Harbor Bay	Oak	2.17	I	N	2	8	36.4	A	6	31.4	B	
A93	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.51	I	N	2	8	32.8	A	6	29.0	B	
A94	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.44	II	N	2	8	16.6	D	6	19.6	C	
A95	SR 61 - NB	High/Otis	Park	Ala	1.05	II	N	2	8	22.8	C	6	18.4	C	
A96	SR 61 - NB	Park/Encinal	Sher/Cent	Ala	1.20	II	N	2	8	17.7	D	6	18.9	C	
A97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.74	II	N	2	8	21.5	C	6	16.2	D	
A98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.57	III	N	2	8	15.0	C	6	13.9	C	
A99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.36	I	N	2	No data collected due to construction			6	29.3	B	
A100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.36	I	N	2	No data collected due to construction			6	26.8	C	
A101	Decoto - WB	SH 238/Mission	Union Square	Uni Cty	0.86	II	S	2	6	17.4	D	6	21.9	C	
A102	Decoto - WB	Union Square	Alv-Niles Rd	Uni Cty	0.24	II	S	2	6	13.7	E	6	12.6	E	
A103	Decoto - WB	Alv-Niles Rd	Fremont CL	Uni Cty	0.65	II	S	2	6	29.0	B	6	15.9	D	
A104	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	S	2	6	23.0	C	6	26.5	B	
A105	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	S	2	6	16.4	D	6	14.9	D	
A106	Decoto - EB	Union City CL	Alv-Niles Rd	Uni Cty	0.66	II	S	2	6	17.9	D	6	20.8	C	
A107	Decoto - EB	Alv-Niles Rd	Union Square	Uni Cty	0.24	II	S	2	6	19.1	C	6	14.5	D	
A108	Decoto - EB	Union Square	SH 238/Mission	Uni Cty	0.85	II	S	2	6	21.5	C	6	15.5	D	
A109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.81	I	S	2	6	35.3	A	6	28.5	B	
A110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.66	I	S	1	6	27.9	C	6	32.0	B	
A111	SR 84/Fremont(Fre)-WB	Peralta	Thornton	Fre	0.33	II	S	2	6	10.5	E	6	25.8	B	
A112	SR 84/Thornton(Fre)-WB	Fremont	I-880 SB	Fre	1.26	II	S	3	6	26.5	B	6	16.3	D	
A113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	Fre	1.26	II	S	3	6	24.9	B	6	22.6	C	
A114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.32	II	S	2	6	10.5	E	6	18.9	C	
A115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.64	I	S	1	6	24.6	C	6	20.9	D	
A116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.86	I	S	2	6	17.4	D	6	23.4	C	
A117	1st Street - SB	I-580 Off	N Mines	Liv	0.60	I	E	3	8	21.0	D	7	25.8	C	
A118	1st Street - SB	N Mines	Inman	Liv	1.06	I	E	2	8	31.8	B	7	26.4	C	

Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A119	1st Street - NB	Inman	N Mines	Liv	1.06	I	E	2	7	30.8	B	7	34.9	B	
A120	1st Street - NB	N Mines	I-580 Off	Liv	0.60	I	E	3	7	27.4	C	7	24.9	C	
A121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.35	42	S	1	6	35.8	B	8	43.7	A	[3]
A122	SR 84 - EB	Union City Limit	Palomares	Fre	0.86	45	S	1	6	41.9	A	8	37.6	B	
A123	SR 84 - EB	Palomares	Niles Cnyn Quarry	Fre	2.16	44	S	1	6	43.8	A	8	46.8	A	
A124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd	Fre	1.74	47	S	1	6	47.7	A	8	44.4	A	
A125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fre	0.55	28	S	1	6	4.8	F	8	4.5	F	
A126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	Uninc	0.80	43	E	1	6	41.0	A	8	37.1	B	
A127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	Uninc	1.05	51	E	1	6	13.6	F	8	12.1	F	
A128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Cntr	Uninc	1.13	58	E	1	6	29.1	E	8	34.0	E	
A129	SR 84 - EB	Vallecitos Nuc Center Ent.	Culvert (Lat/Long: 37.613854,-121.817224 )	Uninc	1.66	58	E	1	6	43.4	C	8	37.3	D	
A130	SR 84 - EB	Culvert (Lat/Long: 37.613854,-121.817224 )	Ruby Hill /Kaithoff	Uninc	1.63	59	E	2	6	56.4	A	8	61.7	A	
A131	SR 84 - EB	Ruby Hill./Kaithoff	Isabel/Vallecitos	Liv	0.38	I	E	1	6	29.8	A	8	46.0	A	
A132	SR 84 (Liv) - NB	Isabel/Vallecitos	Vineyard	Liv	1.12	I	E	1	6	35.2	A	6	43.9	A	
A133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	E	1	6	40.0	A	6	31.4	B	
A134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.05	I	E	1	6	37.2	A	6	29.9	B	
A135	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd.	Liv	0.90	I	E	1	6	31.5	B	6	46.1	A	
A136	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/Kitty Hawk	Liv	0.49	I	E	3	6	22.0	D	6	19.6	D	
A137	Airway Blvd (old SR 84) - NB	SR 84	I-580 EB off ramp	Liv	1.06	I	E	1	6	28.6	B	6	33.0	A	
A138	Airway Blvd (old SR 84) - SB	I-580 EB off ramp	SR 84	Liv	1.06	I	E	1	6	33.5	B	6	26.7	C	
A139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd.	Liv	0.49	I	E	3	6	39.6	A	6	19.1	D	
A140	SR 84 (Liv) - SB	W. Jack London Blvd.	Stanley	Liv	0.90	I	E	1	6	44.9	A	6	27.9	C	
A141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	E	1	6	41.3	A	6	39.5	A	
A142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	E	1	6	33.4	B	6	33.3	B	
A143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.12	I	E	1	6	46.4	A	6	34.6	B	
A144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv	0.38	I	E	1	6	45.1	A	6	44.6	A	
A145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37.613854,-121.817224 )	Uninc	1.63	56	E	2	6	55.7	A	6	54.2	A	

## Appendix B. 2014 Level of Service Results

**Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A146	SR 84 - WB	Culvert (Lat/Long: 37.613854,-121.817224)	Vallecitos Nuc.Cntr	Uninc	1.65	57	E	1	6	54.7	A	6	55.4	A	
A147	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln	Uninc	1.14	53	S	1	6	53.4	A	6	48.6	A	
A148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 On	Uninc	0.86	55	S	1	6	60.5	A	6	47.4	A	[3]
A149	SR 84 - WB	SR 84/I-680 On	Ple-Sunol Rd	Uninc	0.62	41	S	1	7	43.3	A	6	32.5	C	[3]
A150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.55	42	S	1	7	41.5	A	6	39.1	A	
A151	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.74	49	S	1	7	46.6	A	6	48.1	A	
A152	SR 84 - WB	Niles Canyon Quarry	Eastern Fremont City Limit	Fre	1.00	48	S	1	7	44.6	A	6	42.0	B	
A153	SR 84 - WB	Eastern Fremont City Limit	Union City Limit	Fre	2.03	42	S	1	7	43.1	A	6	40.6	A	
A154	SR 84 - WB	Union City Limit	SR 238	Fre	1.35	32	S	1	7	33.9	A	6	32.3	A	
A155	SR 92 - EB	I-880	Mission	Hay	1.71	II	C	3	7	6.9	F	6	14.5	D	
A156	SR 92 - WB	Mission	I-880	Hay	1.71	II	C	3	6	23.7	C	6	18.4	C	
A157	SR 112 (Davis) - EB	Doolittle	I-880	San L	0.52	II	C	2	7	14.1	D	9	6.5	F	[1]
A158	SR 112 (Davis) - EB	I-880	San Leandro	San L	0.99	II	C	2	7	26.2	B	9	14.8	D	[1]
A159	SR 112 (Davis) - EB	San Leandro	14th	San L	0.28	III	C	2	7	12.1	D	9	15.5	C	[1]
A160	SR 112 (Davis) - WB	E 14th	San Leandro	San L	0.28	III	C	2	6	10.8	D	6	7.2	E	[1]
A161	SR 112 (Davis) - WB	San Leandro	I-880	San L	0.99	II	C	2	6	25.6	B	6	24.4	B	[1]
A162	SR 112 (Davis) - WB	I-880	Doolittle	San L	0.52	II	C	2	8	19.5	C	6	15.0	D	[1]
A163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.51	II	N	2	6	23.8	C	8	17.5	D	
A164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.36	III	N	2	6	14.7	C	8	13.6	C	
A165	SR 123 San Pablo - SB	Marin	Gilman	Alb, Berk	0.45	II	N	2	6	16.4	D	8	14.7	D	
A166	SR 123 San Pablo - SB	Gilman	University	Berk	0.81	II	N	2	6	16.4	D	8	17.6	D	
A167	SR 123 San Pablo - SB	University	Allston	Berk	0.19	III	N	2	6	13.6	C	8	13.7	C	
A168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.38	II	N	2	6	20.2	C	8	18.3	C	
A169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.64	II	N	2	6	13.6	E	8	13.3	E	
A170	SR 123 San Pablo - SB	Ashby	Stanford	Oak	0.80	II	N	2	6	17.2	D	8	17.4	D	
A171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	N	2	6	17.1	D	8	18.4	C	
A172	SR 123 San Pablo - SB	53rd	Park	Emery	0.34	II	N	2	6	17.6	D	8	14.5	D	
A173	SR 123 San Pablo - SB	Park	35th	Emery, Oak	0.44	II	N	2	6	12.7	E	8	9.7	F	
A174	SR 123 San Pablo - NB	35th	Park	Oak, Emery	0.42	II	N	2	6	12.3	E	6	10.4	E	

**Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A175	SR 123 San Pablo - NB	Park	53rd	Emery	0.34	II	N	2	6	22.9	C	6	28.2	B	
A176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	N	2	6	14.6	D	6	23.0	C	
A177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.80	II	N	2	6	15.0	D	6	12.8	E	
A178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.64	II	N	2	6	14.5	D	6	14.5	D	
A179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.38	II	N	2	6	23.9	C	6	15.7	D	
A180	SR 123 San Pablo - NB	Allston	University	Berk	0.19	III	N	2	6	5.4	F	6	11.5	D	
A181	SR 123 San Pablo - NB	University	Gilman	Berk	0.81	II	N	2	6	20.3	C	6	11.9	E	
A182	SR 123 San Pablo - NB	Gilman	Marin	Alb, Berk	0.45	II	N	2	6	13.4	E	6	15.0	D	
A183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.36	III	N	2	6	23.6	B	6	12.3	D	[3]
A184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.51	II	N	2	6	19.8	C	6	16.7	D	
A185	SR 185 (International Blvd) - SB	42nd	46th St	Oak	0.29	II	N	2	7	15.1	D	8	9.2	F	
A186	SR 185 (International Blvd) - SB	46th St	Seminary	Oak	0.78	II	N	2	7	21.6	C	8	22.3	C	
A187	SR 185 (International Blvd) - SB	Seminary	73rd	Oak	0.80	II	N	2	7	10.2	E	8	14.4	D	
A188	SR 185 (International Blvd) - SB	73rd Ave	98th Ave	Oak	1.41	II	N	2	7	18.1	C	8	19.1	C	
A189	SR 185 (International Blvd) - SB	98th	Broadmoor	Oak	0.75	II	N	2	7	19.5	C	8	14.1	D	
A190	SR 185 (14th) - SB	Broadmoor	Davis	San L	0.73	II	C	2	7	19.2	C	8	19.3	C	
A191	SR 185 (14th) - SB	Davis	San Leandro	San L	1.06	III	C	2	7	19.3	B	6	18.8	C	
A192	SR 185 (14th) - SB	San L Blvd	Hesperian	San L	0.94	II	C	2	7	22.4	C	6	20.9	C	
A193	SR 185 (14th) - SB	Hesperian	Bayfair	San L	0.47	II	C	2	7	16.7	D	6	12.4	E	
A194	SR 185 (14th) - SB	Bayfair	170th	Uninc	1.19	II	S	2	7	24.1	B	6	12.1	E	
A195	SR 185 (14th) - SB	170th	Llewelling	Uninc	0.20	II	S	2	7	23.4	C	6	23.8	C	
A196	SR 185 (14th) - SB	Llewelling	Sunset	Uninc	1.05	II	S	2	7	27.0	B	6	16.4	D	
A197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	C	2	7	9.0	E	6	11.7	D	
A198	SR 185 Hayward - NB	A Street (SR 92/238 until 2012)	Sunset	Hay	0.43	III	C	2	10	10.6	D	6	9.7	D	[2]
A199	SR 185 (14th) - NB	Sunset	Llewelling	Uninc	1.05	II	S	2	10	24.9	B	6	20.7	C	

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**Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A200	SR 185 (14th) - NB	Llewelling	170th	Uninc	0.20	II	S	2	10	30.4	A	6	20.4	C	
A201	SR 185 (14th) - NB	170th	Bayfair	Uninc	1.19	II	S	2	10	22.8	C	6	18.4	C	
A202	SR 185 (14th) - NB	Bayfair	Hesperian	San L	0.47	II	C	2	10	18.3	C	6	18.2	C	
A203	SR 185 (14th) - NB	Hesperian	San L Blvd	San L	0.94	II	C	2	10	28.1	B	6	20.7	C	
A204	SR 185 (14th) - NB	San Leandro	Davis	San L	1.06	III	C	1	10	15.7	C	6	14.2	C	
A205	SR 185 (14th) - NB	Davis	Broadmoor	San L	0.73	II	C	2	12	21.3	C	6	15.8	D	
A206	SR 185 (International Blvd) - NB	Broadmoor	98th	Oak	0.75	II	N	2	8	15.0	D	6	16.9	D	
A207	SR 185 (International Blvd) - NB	98th Ave	73rd Ave	Oak	1.41	II	N	2	8	13.9	E	6	15.1	D	
A208	SR 185 (International Blvd) - NB	73rd Ave	Seminary	Oak	0.80	II	N	2	8	14.5	D	6	14.1	D	
A209	SR 185 (International Blvd) - NB	Seminary	46th St	Oak	0.78	II		2	8	28.9	B	6	22.2	C	
A210	SR 185 (International Blvd) - NB	46th St	42nd	Oak	0.29	II		2	8	8.7	F	6	15.6	D	
A211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.63	III	C	4	7	6.4	F	6	12.3	D	
A212	SR 238 (Foothill) - NB	City Center	I-580	Hay	0.73	II	S	3	7	21.5	C	6	13.5	E	
A213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Uninc	0.68	I	S	1	7	48.0	A	6	36.2	A	
A214	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Uninc	0.73	I	S	3	7	43.7	A	6	52.9	A	[3]
A215	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay, Uninc	1.04	II	C	3	7	23.1	C	6	24.5	B	
A216	SR 238 (Foothill) - SB	City Center	A Street	Hay	0.16	III	C	3	7	8.9	E	6	24.0	B	[2]
A217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.35	I	S	2	10	29.1	B	6	32.5	B	
A218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.43	I	S	2	10	33.4	B	6	28.2	B	
A219	SR 238 (Mission) - NB	Nursery	Tamarack	Uni Cty	2.63	I	S	3	9	27.3	C	6	35.9	A	[3]
A220	SR 238 (Mission) - NB	Tamarack	Industrial	Uni Cty, Hay	1.96	I	S	3	9	30.6	B	6	24.0	C	
A221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.46	II	C	2	9	21.5	C	6	21.4	C	
A222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	C	2	9	11.8	E	6	23.5	C	
A223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	C	2	5	18.7	C	6	16.9	D	
A224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.46	II	C	2	5	22.5	C	6	21.3	C	
A225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay, Uni Cty	1.96	I	C	3	5	30.2	B	6	18.2	D	

**Table B-6: 2014 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A226	SR 238 (Mission) - SB	Tamarack	Nursery	Uni Cty	2.63	I	S	3	5	23.6	C	6	18.8	D	[3]
A227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.43	I	S	2	6	33.6	B	6	16.8	E	
A228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.35	I	S	2	6	23.4	C	6	15.4	E	
A229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak	1.35	I	N	2	8	36.5	A	6	29.1	A	
A230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak	1.43	I	N	2	7	33.5	A	7	23.8	B	[3]
A231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.48	I	S	2	7	17.8	D	8	13.4	E	
A232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.67	I	S	2	8	30.6	B	6	20.5	D	[3]
A233	SR 84 (Liv) - NB realign	Airway	I-580 WB (off)	Liv	0.52	I	E	3	New Segment			6	37.5	A	
A234	SR 84 (Liv) - NB realign	I-580 WB (off)	Airway)	Liv	0.53	I	E	3	New Segment			6	32.6	B	

Comments

[1] Data impacted by long term construction and recurrent lane closures

[2] Part of this CMP segment is converted to a one way street in the other direction. CMP segment is now shortened

[3] CMP segment length changed based on the shapefiles used to the extent that the speed trends are not directly comparable with previous years

**Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A1	150th St - EB	Hesperian	I-580	San L	0.49	II	C	2	7	15.5	D	6	15.3	D	
A2	150th St - WB	I-580	Hesperian	San L	0.49	II	C	2	7	14.9	D	6	13.6	E	
A3	A Street - EB	I-880	Western	Hay	1.08	II	C	2	6	24.0	C	6	20.2	C	
A4	A Street - EB	Western	SR 185 (SR 238 until 2012)	Hay	0.31	III	C	2	6	7.5	E	6	13.0	D	[2]
A5	A Street - WB	SR 238	Western	Hay	0.54	III	C	2	6	11.4	D	7	11.3	D	
A6	A Street - WB	Western	I-880	Hay	1.07	II	C	2	6	18.2	C	7	16.8	D	
A7	Atlantic - EB	Main	Webster	Ala	0.81	II	N	2	8	24	C	6	23.0	C	
A8	Atlantic - WB	Webster	Main	Ala	0.81	II	N	2	8	28	B	6	25.0	B	
A9	Hegenberger - EB	SR 61	Edgewater	Oak	0.77	I		3	6	18.5	D	6	16.0	E	
A10	Hegenberger - EB	Edgewater	Baldwin	Oak	0.73	I	N	3	6	24.9	C	6	22.2	C	
A11	Hegenberger - EB	Baldwin	E 14th	Oak	1.02	I	N	3	6	28.5	B	6	32.9	B	
A12	Hegenberger - WB	E 14th	Baldwin	Oak	1.02	I	N	3	6	35.1	A	7	25.7	C	
A13	Hegenberger - WB	Baldwin	Edgewater	Oak	0.72	I	N	3	6	22.0	C	7	20.4	D	

## Appendix B. 2014 Level of Service Results

**Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A14	Hegenberger - WB	Edgewater	SR 61	Oak	0.77	I	N	3	6	20.9	D	7	23.2	C	
A15	Hesperian - NB	Tennyson	SH 92 - WB	Hay	0.49	I	C	3	6	17.8	D	6	14.8	E	
A16	Hesperian - NB	SH 92	La Playa	Hay	0.78	II	C	3	6	23.4	C	6	27.8	B	
A17	Hesperian - NB	La Playa	W.Winton Ave.	Hay	0.43	II	C	3	6	15.7	D	6	29.5	B	
A18	Hesperian - NB	W.Winton Ave	A St	Hay	0.97	II	C	3	6	25.2	B	6	18.6	C	
A19	Hesperian - NB	A St	Hacienda	Uninc	0.67	II	C	3	6	25.4	B	6	20.9	C	
A20	Hesperian - NB	Hacienda	Grant	Uninc	0.66	II	C	3	6	30.8	A	6	22.3	C	
A21	Hesperian - NB	Grant	Llewelling	Uninc	0.27	II	C	3	6	9.9	F	6	26.4	B	
A22	Hesperian - NB	Llewelling	Springlake	Uninc	0.39	II	C	3	6	24.2	B	6	20.6	C	
A23	Hesperian - NB	Springlake	Fairmont	San L	0.66	II	C	3	6	20.1	C	6	18.9	C	
A24	Hesperian - NB	Fairmont	14th	San L	0.31	II	C	2	6	18.0	D	6	18.2	C	
A25	Hesperian - SB	14th	Fairmont	San L	0.31	II	C	2	7	17.8	D	6	13.4	E	
A26	Hesperian - SB	Fairmont	Springlake	San L	0.66	II	C	3	7	22.2	C	6	18.2	C	
A27	Hesperian - SB	Springlake	Llewelling	Uninc	0.39	II	C	3	7	10.6	E	6	21.8	C	
A28	Hesperian - SB	Llewelling	Grant	Uninc	0.27	II	C	3	7	15.2	D	6	12.9	E	
A29	Hesperian - SB	Grant	Hacienda	Uninc	0.66	II	C	3	7	26.9	B	6	20.5	C	
A30	Hesperian - SB	Hacienda	A St	Uninc	0.67	II	C	3	7	17.0	D	6	17.7	D	
A31	Hesperian - SB	A St	W.Winton Ave.	Hay	0.97	II	C	3	7	22.1	C	6	9.3	F	
A32	Hesperian - SB	W.Winton Ave	La Playa	Hay	0.43	II	C	3	7	18.7	C	6	12.8	E	
A33	Hesperian - SB	La Playa	SH 92	Hay	0.78	II	C	3	7	18.2	C	6	18.9	C	
A34	Hesperian - SB	SH 92 - WB	Tennyson	Hay	0.49	I	C	3	6	13.6	E	6	24.0	C	
A35	Mowry - EB	I-880	Farwell	Fre	0.28	II	S	3	6	19.9	C	7	26.6	B	
A36	Mowry - EB	Farwell	SH 84	Fre	2.48	II	S	3	6	26.8	B	7	23.4	C	[1]
A37	Mowry - WB	SH 84	Farwell	Fre	2.53	II	S	3	6	27.1	B	7	20.8	C	[1]
A38	Mowry - WB	Farwell	I-880	Fre	0.28	II	S	3	6	22.7	C	7	18.1	C	
A39	Park/23rd - EB	Encinal	Santa Clara	Ala	0.23	III	N	2	7	22.1	B	6	20.3	B	
A40	Park/23rd - EB	Santa Clara	Kennedy	Ala	0.68	III	N	2	7	12.3	D	6	9.5	D	
A41	Park/23rd - EB	Kennedy	E 11th	Oak	0.45	II	N	2	7	16.5	D	6	17.3	D	
A42	Park/23rd - WB	E 11th	Kennedy	Oak	0.45	II	N	2	8	24.8	B	6	20.2	C	
A43	Park/23rd - WB	Kennedy	Santa Clara	Ala	0.68	III	N	2	8	15.4	C	6	19.0	B	

Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A44	Park/23rd - WB	Santa Clara	Encinal	Ala	0.23	III	N	2	8	12.4	D	6	14.3	C	
A45	MLK Jr Way - NB	SH 24	Adeline	Oak	1.48	II	N	3	4	22.9	C	6	32.3	A	
A46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.28	II	N	3	4	12.9	E	6	12.9	E	
A47	Adeline - NB	MLK Jr - North	Shattuck/Adeline	Berk	0.61	II	N	3	4	20.5	C	6	17.3	D	
A48	Shattuck NB	Shattuck/Adeline	Dwight	Berk	0.31	II	N	2	4	23.5	C	6	16.1	D	
A49	Shattuck NB	Dwight	University	Berk	0.57	III	N	2	4	18.9	C	6	20.3	B	
A50	Shattuck SB	University	Dwight	Berk	0.57	III	N	2	4	15.4	C	6	13.0	C	
A51	Shattuck SB	Dwight	Shattuck/Adeline	Berk	0.30	II	N	2	4	29.4	B	6	15.6	D	
A52	Adeline - SB	Shattuck/Adeline	MLK Jr - North	Berk	0.61	II	N	3	4	17.0	D	6	19.6	C	
A53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.29	II	N	3	4	19.0	C	6	11.7	E	
A54	MLK Jr Way - SB	Adeline	SH 24	Oak	1.39	II	N	3	4	19.1	C	6	14.4	D	
A55	Tennyson - EB	Hesperian	I-880	Hay	0.86	I	C	2	6	21.8	D	7	24.7	C	
A56	Tennyson - EB	I-880 NB	Rt 238	Hay	1.54	II	C	2	6	20.9	C	7	17.6	D	
A57	Tennyson - WB	Rt 238	I-880	Hay	1.54	II	C	2	6	18.1	C	7	15.2	D	
A58	Tennyson - WB	I-880	Hesperian	Hay	0.86	I	C	2	6	22.3	C	7	24.9	C	
A59	University - EB	I-80 SB	6th	Berk	0.40	II	N	2	8	20.8	C	7	18.6	C	
A60	University - EB	6th	San Pablo	Berk	0.32	II	N	2	8	17.5	D	7	16.7	D	
A61	University - EB	San Pablo	Sacramento	Berk	0.56	II	N	2	8	19.6	C	7	18.6	C	
A62	University - EB	Sacramento	ML King	Berk	0.49	II	N	2	8	18.8	C	7	21.8	C	
A63	University - EB	ML King	Shattuck PI	Berk	0.29	III	N	2	8	18.0	C	7	19.5	B	
A64	University - WB	Shattuck PI	ML King	Berk	0.29	III	N	2	7	17.3	C	7	14.7	C	
A65	University - WB	ML King	Sacramento	Berk	0.49	II	N	2	7	19.9	C	7	21.3	C	
A66	University - WB	Sacramento	San Pablo	Berk	0.56	II	N	2	7	20.0	C	7	18.6	C	
A67	University - WB	San Pablo	6th	Berk	0.32	II	N	2	7	20.3	C	7	17.0	D	
A68	University - WB	6th	I-80 SB	Berk	0.40	II	N	2	6	38.6	A	7	25.6	B	
A69	SR 13 Ashby - WB	Hiller	Domingo	Oak, Berk	0.81	II	N	1	6	19.3	C	7	23.4	C	
A70	SR 13 Ashby - WB	Domingo	College	Berk	0.52	III	N	2	6	14.4	C	7	17.3	C	
A71	SR 13 Ashby - WB	College	Telegraph	Berk	0.37	III	N	2	6	18.0	C	7	16.3	C	
A72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	N	2	6	13.1	C	7	18.4	C	
A73	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.26	III	N	2	6	9.3	D	7	10.8	D	

## Appendix B. 2014 Level of Service Results

**Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A74	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.86	III	N	2	6	18.3	C	7	26.1	A	
A75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	N	2	6	16.8	D	7	13.8	E	
A76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.62	II	N	2	6	19.5	C	6	24.2	B	
A77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.86	III	N	2	6	19.0	C	6	16.8	C	
A78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.26	III	N	2	6	10.6	D	6	15.1	C	
A79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	N	2	6	18.5	C	6	18.6	C	
A80	SR 13 Ashby - EB	Telegraph	College	Berk	0.37	III	N	2	6	21.3	B	6	18.9	C	
A81	SR 13 Ashby - EB	College	Domingo	Berk	0.52	III	N	2	6	20.7	B	6	21.6	B	
A82	SR 13 Ashby - EB	Domingo	Hillier	Berk, Oak	0.81	II	N	1	6	30.2	A	6	22.0	C	
A83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.57	III	N	2	7	17.3	C	7	14.4	C	
A84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.74	II	N	2	8	19.4	C	7	18.5	C	
A85	SR 61 - SB	Sher/Encino	Park	Ala	1.20	II	N	2	8	21.4	C	7	18.6	C	
A86	SR 61 - SB	Park	High/Otis	Ala	1.05	II	N	2	8	24.7	B	7	19.6	C	
A87	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.44	II	N	2	8	21.9	C	7	21.4	C	
A88	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay Pkwy	Ala	0.51	I	N	2	7	36.6	A	7	28.0	B	
A89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.17	I	N	2	7	32.6	B	7	29.7	B	
A90	SR 61 (Doolittle) - SB	Airport	Davis	Oak, San L	0.94	I	N	2	7	27.6	C	7	25.2	C	
A91	SR 61 (Doolittle) - NB	Davis	Airport	San L, Oak	0.94	I	C	2	7	36.1	A	6	25.3	C	
A92	SR 61 - NB	Airport Dr	Harbor Bay	Oak	2.17	I	N	2	7	36.6	A	6	34.1	B	
A93	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.51	I	N	2	7	25.9	B	6	24.8	B	
A94	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.44	II	N	2	7	12.3	E	6	15.9	D	
A95	SR 61 - NB	High/Otis	Park	Ala	1.05	II	N	2	7	25.0	B	6	17.7	D	
A96	SR 61 - NB	Park/Encinal	Sher/Cent	Ala	1.20	II	N	2	7	15.5	D	6	16.5	D	
A97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.74	II	N	2	7	23.1	C	6	16.7	D	
A98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.57	III	N	2	7	15.6	C	6	13.1	C	
A99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.36	I	N	2	Data not collected due to construction			6	28.3	B	
A100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.36	I	N	2				6	25.8	C	
A101	Decoto - WB	SH 238/Mission	Union Square	Uni Cty	0.86	II	S	2	6	20.2	C	6	17.4	D	
A102	Decoto - WB	Union Square	Alv-Niles Rd	Uni Cty	0.24	II	S	2	6	23.5	C	6	17.1	D	
A103	Decoto - WB	Alv-Niles Rd	Fremont CL	Uni Cty	0.65	II	S	2	6	22.7	C	6	13.9	E	

Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A104	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	S	2	6	11.1	E	6	18.2	C	
A105	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	S	2	6	26.9	B	6	26.3	B	
A106	Decoto - EB	Union City CL	Alv-Niles Rd	Uni Cty	0.66	II	S	2	6	21.9	C	6	31.5	A	
A107	Decoto - EB	Alv-Niles Rd	Union Square	Uni Cty	0.24	II	S	2	6	11.8	E	6	23.1	C	
A108	Decoto - EB	Union Square	SH 238/Mission	Uni Cty	0.85	II	S	2	6	17.6	D	6	14.8	D	
A109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.81	I	S	2	10	32.0	C	6	22.5	C	
A110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.66	I	S	1	10	29.2	B	6	33.0	B	
A111	SR 84/Fremont(Fre)-WB	Peralta	Thornton	Fre	0.33	II	S	2	10	9.5	F	6	19.7	C	
A112	SR 84/Thornton(Fre)-WB	Fremont	I-880 SB	Fre	1.26	II	S	3	10	23.4	C	6	13.3	E	
A113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	Fre	1.26	II	S	3	8	25.3	B	6	21.4	C	
A114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.32	II	S	2	8	11.8	E	6	6.3	F	
A115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.64	I	S	1	8	25.1	C	6	24.7	C	
A116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.86	I	S	2	6	20.9	D	6	27.6	C	
A117	1st Street - SB	I-580 Off	N Mines	Liv	0.60	I	E	3	8	25.1	C	7	19.9	D	
A118	1st Street - SB	N Mines	Inman	Liv	1.06	I	E	2	8	29.0	B	7	30.7	B	
A119	1st Street - NB	Inman	N Mines	Liv	1.06	I	E	2	8	31.7	B	7	31.5	B	
A120	1st Street - NB	N Mines	I-580 Off	Liv	0.60	I	E	3	8	30.2	B	7	15.8	E	
A121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.35	41.9	S	1	6	38.9	A	6	44.1	A	[3]
A122	SR 84 - EB	Union City Limit	Palomares	Fre	0.86	44.5	S	1	6	42.6	A	6	47.4	A	
A123	SR 84 - EB	Palomares	Niles Cnyn Quarry	Fre	2.16	43.8	S	1	6	40.7	A	6	45.9	A	
A124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd	Fre	1.74	46.7	S	1	6	44.8	A	6	50.0	A	
A125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fre	0.55	27.6	S	1	6	9.3	F	6	11.8	F	
A126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	Uninc	0.80	42.9	E	1	8	40.3	A	6	36.7	B	
A127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	Uninc	1.05	50.8	E	1	8	48.1	A	6	44.6	B	
A128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Cntr	Uninc	1.13	57.5	E	1	8	53.6	A	6	56.1	A	
A129	SR 84 - EB	Vallecitos Nuc Center Ent.	Culvert (Lat/Long: 37.613854,-121.817224 )	Uninc	1.66	58.3	E	1	8	55.2	A	6	53.5	A	
A130	SR 84 - EB	Culvert (Lat/Long: 37.613854,-121.817224 )	Ruby Hill /Kaithoff	Uninc	1.63	59.2	E	2	8	55.7	A	6	60.3	A	
A131	SR 84 - EB	Ruby Hill./Kaithoff	Isabel/Vallecitos	Liv	0.38	I	E	1	8	38.5	A	6	39.2	A	

## Appendix B. 2014 Level of Service Results

**Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A132	SR 84 (Liv) - NB	Isabel/Vallecitos	Vineyard	Liv	1.12	I	E	1	8	41.8	A	6	35.5	A	
A133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	E	1	8	32.3	B	6	43.3	A	
A134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.05	I	E	1	8	37.1	A	6	29.2	B	
A135	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd.	Liv	0.90	I	E	1	8	38.4	A	6	44.4	A	
A136	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/Kitty Hawk	Liv	0.49	I	E	3	8	17.6	D	6	30.4	B	
A137	Airway Blvd (old SR 84) - NB	SR 84	I-580 EB off ramp	Liv	1.06	I	E	1	8	32.6	B	6	26.0	B	
A138	Airway Blvd (old SR 84) - SB	I-580 EB off ramp	SR 84	Liv	1.06	I	E	1	6	34.1	B	6	31.0	A	
A139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd.	Liv	0.49	I	E	3	6	32.3	B	6	18.7	D	
A140	SR 84 (Liv) - SB	W. Jack London Blvd.	Stanley	Liv	0.90	I	E	1	6	45.7	A	6	29.4	B	
A141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	E	1	6	36.0	A	6	37.7	A	
A142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	E	1	6	28.0	C	6	28.4	B	
A143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.12	I	E	1	6	14.6	E	6	14.9	E	
A144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv	0.38	I	E	1	6	36.5	A	6	24.3	C	
A145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37.613854,-121.817224 )	Uninc	1.63	55.8	E	2	6	18.1	F	6	16.0	F	
A146	SR 84 - WB	Culvert (Lat/Long: 37.613854,-121.817224)	Vallecitos Nuc.Cntr	Uninc	1.65	56.5	E	1	6	41.8	C	6	29.4	E	
A147	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln	Uninc	1.14	52.5	S	1	6	51.3	A	6	50.4	A	
A148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 On	Uninc	0.86	55.3	S	1	6	54.7	A	6	45.5	A	[3]
A149	SR 84 - WB	SR 84/I-680 On	Ple-Sunol Rd	Uninc	0.62	41.4	S	1	8	34.6	B	6	32.8	C	[3]
A150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.55	41.9	S	1	8	41.7	A	6	43.6	A	
A151	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.74	48.5	S	1	8	47.7	A	6	47.1	A	
A152	SR 84 - WB	Niles Canyon Quarry	Eastern Fremont City Limit	Fre	1.00	47.5	S	1	8	47.6	A	6	45.2	A	
A153	SR 84 - WB	Eastern Fremont City Limit	Union City Limit	Fre	2.03	41.8	S	1	8	44.6	A	6	33.9	B	
A154	SR 84 - WB	Union City Limit	SR 238	Fre	1.35	31.7	S	1	8	24.4	C	6	22.9	C	
A155	SR 92 - EB	I-880	Mission	Hay	1.71	II	C	3	7	18.8	C	6	25.5	B	
A156	SR 92 - WB	Mission	I-880	Hay	1.71	II	C	3	6	19.1	C	6	12.5	E	
A157	SR 112 (Davis) - EB	Doolittle	I-880	San L	0.52	II	C	2	8	23.5	C	6	15.9	D	[1]
A158	SR 112 (Davis) - EB	I-880	San Leandro	San L	0.99	II	C	2	8	22.3	C	6	18.0	D	[1]
A159	SR 112 (Davis) - EB	San Leandro	14th	San L	0.28	III	C	2	8	15.4	C	6	16.2	C	[1]

Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A160	SR 112 (Davis) - WB	E 14th	San Leandro	San L	0.28	III	C	2	7	12.9	D	6	6.3	F	[1]
A161	SR 112 (Davis) - WB	San Leandro	I-880	San L	0.99	II	C	2	7	29.3	B	6	19.6	C	[1]
A162	SR 112 (Davis) - WB	I-880	Doolittle	San L	0.52	II	C	2	7	21.1	C	6	15.2	D	[1]
A163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.51	II	N	2	6	24.3	B	6	17.4	D	
A164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.36	III	N	2	6	15.5	C	6	10.4	D	
A165	SR 123 San Pablo - SB	Marin	Gilman	Alb, Berk	0.45	II	N	2	6	24.6	B	6	20.0	C	
A166	SR 123 San Pablo - SB	Gilman	University	Berk	0.81	II	N	2	6	16.6	D	6	19.4	C	
A167	SR 123 San Pablo - SB	University	Allston	Berk	0.19	III	N	2	6	29.0	A	6	16.1	C	
A168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.38	II	N	2	6	22.3	C	6	23.0	C	
A169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.64	II	N	2	6	23.2	C	6	19.0	C	
A170	SR 123 San Pablo - SB	Ashby	Stanford	Oak	0.80	II	N	2	6	22.5	C	6	21.0	C	
A171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	N	2	6	21.2	C	6	15.1	D	
A172	SR 123 San Pablo - SB	53rd	Park	Emery	0.34	II	N	2	6	19.6	C	6	28.7	B	
A173	SR 123 San Pablo - SB	Park	35th	Emery, Oak	0.44	II	N	2	6	18.3	C	6	21.9	C	
A174	SR 123 San Pablo - NB	35th	Park	Oak, Emery	0.42	II	N	2	7	16.3	D	7	14.7	D	
A175	SR 123 San Pablo - NB	Park	53rd	Emery	0.34	II	N	2	7	23.6	C	7	24.3	B	
A176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	N	2	7	33.5	A	7	21.0	C	
A177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.80	II	N	2	7	20.6	C	7	17.8	D	
A178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.64	II	N	2	7	28.4	B	7	20.7	C	
A179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.38	II	N	2	7	30.9	A	7	23.4	C	
A180	SR 123 San Pablo - NB	Allston	University	Berk	0.19	III	N	2	7	21.8	B	7	9.0	E	
A181	SR 123 San Pablo - NB	University	Gilman	Berk	0.81	II	N	2	7	26.7	B	7	20.1	C	
A182	SR 123 San Pablo - NB	Gilman	Marin	Alb, Berk	0.45	II	N	2	7	32.5	A	7	22.1	C	
A183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.36	III	N	2	7	24.8	B	7	14.8	C	[3]
A184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.51	II	N	2	7	28.3	B	7	24.4	B	
A185	SR 185 (International Blvd) - SB	42nd	46th St	Oak	0.29	II		2	6	21.9	C	6	11.6	E	
A186	SR 185 (International Blvd) - SB	46th St	Seminary	Oak	0.78	II		2	6	29.6	B	6	24.3	B	
A187	SR 185 (International Blvd) - SB	Seminary	73rd	Oak	0.80	II	N	2	6	12.1	E	6	21.1	C	

## Appendix B. 2014 Level of Service Results

**Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A188	SR 185 (International Blvd) - SB	73rd Ave	98th Ave	Oak	1.41	II	N	2	6	21.8	C	6	23.3	C	
A189	SR 185 (International Blvd) - SB	98th	Broadmoor	Oak	0.75	II	N	2	6	24.5	B	6	21.9	C	
A190	SR 185 (14th) - SB	Broadmoor	Davis	San L	0.73	II	C	2	7	22.1	C	6	29.9	B	
A191	SR 185 (14th) - SB	Davis	San Leandro	San L	1.06	III	C	2	7	21.8	B	6	19.0	C	
A192	SR 185 (14th) - SB	San L Blvd	Hesperian	San L	0.94	II	C	2	7	22.5	C	6	31.2	A	
A193	SR 185 (14th) - SB	Hesperian	Bayfair	San L	0.47	II	C	2	7	28.9	B	6	17.3	D	
A194	SR 185 (14th) - SB	Bayfair	170th	Uninc	1.19	II	S	2	6	25.1	B	6	12.5	E	
A195	SR 185 (14th) - SB	170th	Llewelling	Uninc	0.20	II	S	2	6	25.2	B	6	27.3	B	
A196	SR 185 (14th) - SB	Llewelling	Sunset	Uninc	1.05	II	S	2	6	23.4	C	6	16.4	D	
A197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	C	2	6	12.8	D	6	14.9	C	
A198	SR 185 Hayward - NB	A Street (SR 92/238 until 2012)	Sunset	Hay	0.43	III	C	2	6	17.0	C	6	12.8	D	[2]
A199	SR 185 (14th) - NB	Sunset	Llewelling	Uninc	1.05	II	S	2	6	25.5	B	6	21.3	C	
A200	SR 185 (14th) - NB	Llewelling	170th	Uninc	0.20	II	S	2	6	22.5	C	6	28.8	B	
A201	SR 185 (14th) - NB	170th	Bayfair	Uninc	1.19	II	S	2	6	26.4	B	6	25.9	B	
A202	SR 185 (14th) - NB	Bayfair	Hesperian	San L	0.47	II	C	2	7	26.0	B	6	33.3	A	
A203	SR 185 (14th) - NB	Hesperian	San L Blvd	San L	0.94	II	C	2	7	23.7	C	6	31.7	A	
A204	SR 185 (14th) - NB	San Leandro	Davis	San L	1.06	III	C	1	7	19.3	B	6	19.8	B	
A205	SR 185 (14th) - NB	Davis	Broadmoor	San L	0.73	II	C	2	7	23.5	C	6	25.7	B	
A206	SR 185 (International Blvd) - NB	Broadmoor	98th	Oak	0.75	II	N	2	5	16.0	D	6	23.7	C	
A207	SR 185 (International Blvd) - NB	98th Ave	73rd Ave	Oak	1.41	II	N	2	5	20.2	C	6	16.2	D	
A208	SR 185 (International Blvd) - NB	73rd Ave	Seminary	Oak	0.80	II	N	2	5	10.8	E	6	11.4	E	
A209	SR 185 (International Blvd) - NB	Seminary	46th St	Oak	0.78	II		2	5	29.8	B	6	25.0	B	
A210	SR 185 (International Blvd) - NB	46th St	42nd	Oak	0.29	II		2	5	8.8	F	6	16.5	D	
A211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.63	III	C	4	7	10.6	D	6	19.8	B	

Table B-7: 2014 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Class	Plan Area	# Lanes	2012 Results			2014 Results			Note
		From	To						# Runs	Speed	LOS	# Runs	Speed	LOS	
A212	SR 238 (Foothill) - NB	City Center	I-580	Hay	0.73	II	S	3	7	19.5	C	6	25.9	B	
A213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Uninc	0.68	I	S	1	7	48.0	A	6	39.6	A	
A214	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Uninc	0.73	I	S	3	6	46.4	A	6	53.7	A	[3]
A215	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay, Uninc	1.04	II	C	3	6	23.8	C	6	23.3	C	
A216	SR 238 (Foothill) - SB	City Center	A Street	Hay	0.16	III	C	3	6	11.3	D	6	32.3	A	[2]
A217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.35	I	S	2	6	37.2	A	6	35.4	A	
A218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.43	I	S	2	6	38.2	A	6	36.1	A	
A219	SR 238 (Mission) - NB	Nursery	Tamarack	Uni Cty	2.63	I	S	3	6	29.8	B	6	35.7	A	[3]
A220	SR 238 (Mission) - NB	Tamarack	Industrial	Uni Cty, Hay	1.96	I	S	3	6	31.8	B	6	29.0	B	
A221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.46	II	C	2	6	24.4	B	6	28.6	B	
A222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	C	2	6	20.2	C	6	31.1	A	
A223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	C	2	6	18.1	C	6	25.4	B	
A224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.46	II	C	2	6	20.4	C	6	27.6	B	
A225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay, Uni Cty	1.96	I	C	3	6	31.7	B	6	28.0	B	
A226	SR 238 (Mission) - SB	Tamarack	Nursery	Uni Cty	2.63	I	S	3	6	22.5	C	6	33.2	B	[3]
A227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.43	I	S	2	6	29.8	B	6	22.6	C	
A228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.35	I	S	2	6	28.5	B	6	15.8	E	
A229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak	1.35	I	N	2	7	18.0	C	6	25.9	A	
A230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak	1.43	I	N	2	8	15.4	C	6	33.0	A	[3]
A231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.48	I	S	2	6	28.7	B	6	33.9	B	
A232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.67	I	S	2	6	21.6	D	6	11.6	F	[3]
A233	SR 84 (Liv) - NB - realign	Airway	I-580 WB (off)	Liv	0.52	I	E	3	New Segment - SR 84			6	29.9	B	
A234	SR 84 (Liv) - NB - realign	I-580 WB (off)	Airway)	Liv	0.53	I	E	3	Realignment			6	26.2	C	

Comments

[1] Data impacted by long term construction and recurrent lane closures

[2] Part of this CMP segment is converted to a one way street in the other direction. CMP segment is now shortened

[3] CMP segment length changed based on the shapefiles used to the extent that the speed trends are not directly comparable with previous years

B.4 | Arterials (Tier 2)

Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T1	W.Grand Ave - Grand Ave - EB	I-80/Maritime St	San Pablo Ave	Oak	1.63	N	26.6	2 / 3	14.2	D / D	INRIX Data	779	25.8	B / B	[2]
T2	W.Grand Ave - Grand Ave - EB	San Pablo Ave	Broadway	Oak	0.40	N	19.9	3 / 4	10.8	D / D	INRIX Data	2504	16.6	C / C	
T3	W.Grand Ave - Grand Ave - EB	Broadway	I-580	Oak	1.08	N	21.6	3 / 4	24.3	B / B	INRIX Data	1546	16.4	C / C	[2]
T4	W.Grand Ave - Grand Ave - WB	I-580	Broadway	Oak	1.08	N	21.5	3 / 4	23.9	B / B	INRIX Data	852	18.9	C / C	
T5	W.Grand Ave - Grand Ave - WB	Broadway	San Pablo Ave	Oak	0.40	N	20.8	3 / 4	12.0	D / D	INRIX Data	1682	17.1	C / C	
T6	W.Grand Ave - Grand Ave - WB	San Pablo Ave	I-80/Maritime St	Oak	1.63	N	28.3	2 / 3	11.4	E / E	INRIX Data	983	25.9	B / B	[2]
T7	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	I-980 ON Ramp/Brush St	Webster	Oak	0.60	N	14.4	3 / 4	17.8	C / C	Floating Car	6	15.1	C / C	
T8	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	Webster	East side of Lake Merritt Channel	Oak	0.66	N	14.7	3 / 4	20.7	B / B	Floating Car	6	16.8	C / C	
T9	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	East side of Lake Merritt Channel	MacArthur Blvd/I-580 ON Ramp	Oak	1.15	N	16.7	3 / 4	17.0	C / C	Floating Car	7	15.6	C / C	
T10	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	MacArthur Blvd/I-580 ON Ramp	East side of Lake Merritt Channel	Oak	1.15	N	16.8	3 / 4	17.7	C / C	Floating Car	7	15.8	C / C	
T11	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	East side of Lake Merritt Channel	Webster	Oak	0.64	N	15.9	3 / 4	24.3	B / B	Floating Car	8	19.3	B / B	
T12	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	Webster	I-980 OFF Ramp/Brush St	Oak	0.60	N	17.4	3 / 4	14.2	C / C	Floating Car	8	17.1	C / C	
T13	Telegraph Ave-NB	51st Street	Russell St	Oak, Berk	1.41	N	15.0	3 / 4	16.8	C / C	Floating Car	6	14.9	C / C	
T14	Telegraph Ave-NB	Russell St	Bancroft Way	Berk	0.77	N	13.5	3 / 4	15.6	C / C	Floating Car	6	17.4	C / C	
T15	Telegraph Ave-SB	Bancroft Way	Russell St	Berk	0.90	N	13.9	3 / 4	10.4	D / D	Floating Car	6	15.2	C / C	[2]
T16	Telegraph Ave-SB	Russell St	51st Street	Oak, Berk	1.41	N	18.5	3 / 4	16.0	C / C	Floating Car	6	16.9	C / C	
T17	Broadway-EB	Broadway/College Ave	Grand Ave	Oak	1.91	N	20.8	2 / 3	14.3	D / D	INRIX Data	367	17.6	D / D	
T18	Broadway-EB	Grand Ave	14th St	Oak	0.55	N	18.2	3 / 4	10.4	D / D	INRIX Data	1186	16.8	C / C	

**Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T19	Broadway-EB	14th St	5th St/Broadway	Oak	0.48	N	17.9	3 / 4	8.3	E / E	INRIX Data	1487	14.0	C / C	
T20	Broadway (Connection to I-880)-SB	5th St/Broadway	I-880 ON Ramp	Oak	0.21	N	62.9	1 / 1	11.3	F / F	INRIX Data	3779	14.9	E / F	[2]
T21	Broadway (Connection to I-880)-NB	I-880 OFF Ramp	5th St/Broadway	Oak	1.26	N	23.0	1 / 2	23.0	C / C	Floating Car	6	15.0	E / E	[2]
T22	Broadway-WB	5th St/Broadway	14th St	Oak	0.48	N	17.1	3 / 4	12.5	D / D	INRIX Data	1265	15.0	C / C	
T23	Broadway-WB	14th St	Grand Ave	Oak	0.55	N	18.3	3 / 4	16.0	C / C	INRIX Data	1181	16.7	C / C	
T24	Broadway-WB	Grand Ave	Broadway/College Ave	Oak	1.91	N	21.9	2 / 3	15.7	D / D	INRIX Data	995	16.2	D / D	
T25	Durant-EB	Shattuck	College Ave.	Berk	0.73	N	16.0	3 / 4	10.7	D / D	Floating Car	6	13.4	C / C	
T26	College Avenue-SB	Bancroft Way/College Ave	Ashby Ave	Berk	0.85	N	16.8	3 / 4	10.3	D / D	INRIX Data	951	13.2	C / C	
T27	College Avenue-SB	Ashby Ave	Miles Ave/SR 24 OFF Ramp	Oak, Berk	0.83	N	19.7	3 / 4	11.2	D / D	INRIX Data	436	14.8	C / C	
T28	College Avenue-SB	Miles Ave/SR 24 OFF Ramp	Broadway/College Ave	Oak	0.61	N	16.7	3 / 4	16.1	C / C	INRIX Data	864	15.4	C / C	
T29	College Avenue-NB	Broadway/College Ave	Miles Ave/SR 24 OFF Ramp	Oak	0.61	N	17.0	3 / 4	12.5	D / D	INRIX Data	832	15.2	C / C	
T30	College Avenue-NB	Miles Ave/SR 24 OFF Ramp	Ashby Ave	Oak, Berk	0.83	N	18.3	3 / 4	15.9	C / C	INRIX Data	569	15.5	C / C	
T31	College Avenue-NB	Ashby Ave	Bancroft Way/College Ave	Berk	0.85	N	16.8	3 / 4	16.1	C / C	INRIX Data	656	15.2	C / C	
T32	Bancroft-WB	College Ave.	Shattuck	Berk	0.73	N	12.5	3 / 4	14.8	C / C	Floating Car	6	9.9	D / D	
T33	51st Street-EB	SR 24 Off Ramp/52nd St	Broadway	Oak	0.75	N	15.0	3 / 4	12.5	D / D	Floating Car	6	12.9	D / D	
T34	51st Street-WB	Broadway	SR 24 Off Ramp/52nd St	Oak	0.75	N	15.7	3 / 4	10.7	D / D	Floating Car	6	17.1	C / C	
T35	Shattuck Avenue-NB	51st	Alcatraz Ave.	Oak, Berk	0.81	N	22.8	3 / 4	20.3	B / B	Floating Car	7	18.2	C / C	
T36	Shattuck Avenue-NB	Alcatraz Ave.	Adeline St.	Berk	0.70	N	16.7	3 / 4	13.8	C / C	Floating Car	7	11.9	D / D	
T37	Shattuck Avenue-SB	Adeline St.	Alcatraz Ave.	Berk	0.70	N	17.1	3 / 4	13.1	C / C	Floating Car	6	10.6	D / D	
T38	Shattuck Avenue-SB	Alcatraz Ave.	51st	Oak	0.81	N	17.3	3 / 4	13.2	C / C	Floating Car	6	18.5	C / C	
T39	Powel Street-Stanford Avenue-EB	NB I-80 OFF Ramp	San Pablo Ave	Emery	0.75	N	15.5	2 / 3	14.3	D / D	Floating Car	7	20.3	C / C	

## Appendix B. 2014 Level of Service Results

**Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results		Note	
		From	To						Speed	LOS 85/00	Method	Sample	Speed		LOS 85/00
T40	Powel Street-Stanford Avenue-EB	San Pablo Ave	MLK Jr Way	Oak, Berk	0.76	N	17.0	2 / 3	16.1	D / D	Floating Car	7	17.2	D / D	
T41	Powel Street-Stanford Avenue-WB	MLK Jr Way	San Pablo Ave	Oak, Berk	0.76	N	19.1	2 / 3	17.2	D / D	Floating Car	7	20.8	C / C	
T42	Powel Street-Stanford Avenue-WB	San Pablo Ave	NB I-80 OFF Ramp	Emery, Oak	0.75	N	15.3	2 / 3	17.6	D / D	Floating Car	7	14.0	D / D	
T43	40thStreet-Shellmound Avenue-EB	Shellmound Way (north of Powell St)	40th St	Emery	0.73	N	24.6	2 / 3	20.1	C / C	Floating Car	6	17.9	D / D	
T44	40thStreet-Shellmound Avenue-EB	40th St	San Pablo Ave	Emery	0.68	N	16.5	3 / 4	12.4	D / D	Floating Car	6	12.4	D / D	
T45	40thStreet-Shellmound Avenue-WB	San Pablo Ave	40th St	Emery	0.68	N	22.0	3 / 4	20.1	B / B	Floating Car	6	24.7	B / B	
T46	40thStreet-Shellmound Avenue-WB	40th St	Shellmound Way (north of Powell St)	Emery	0.73	N	29.0	2 / 3	22.3	C / C	Floating Car	6	21.3	C / C	
T47	International Boulevard-NB	42nd Ave	Fruitvale Ave	Oak	0.62	N	21.9	3 / 4	14.1	C / C	INRIX Data	1287	16.8	C / C	
T48	International Boulevard-NB	Fruitvale Ave	14th Ave	Oak	1.38	N	22.9	3 / 4	21.5	B / B	INRIX Data	979	21.5	B / B	
T49	International Boulevard-NB	14th Ave	Lake Merritt Blvd	Oak	0.88	N	22.5	3 / 4	17.5	C / C	INRIX Data	1218	20.7	B / B	
T50	International Boulevard-SB	Lake Merritt Blvd	14th Ave	Oak	0.88	N	21.5	3 / 4	22.5	B / B	INRIX Data	2067	20.3	B / B	
T51	International Boulevard-SB	14th Ave	Fruitvale Ave	Oak	1.38	N	22.9	3 / 4	18.7	C / C	INRIX Data	2535	19.4	B / B	
T52	International Boulevard-SB	Fruitvale Ave	42nd Ave	Oak	0.62	N	21.4	3 / 4	8.0	E / E	INRIX Data	2868	12.5	D / D	
T53	73rd Ave--NB	International Blvd/73rd Ave	73rd Ave/Foothill Blvd	Oak	1.07	N	28.1	2 / 3	14.0	E / E	INRIX Data	695	23.0	C / C	
T54	Foothill Boulevard-NB	73rd Ave/Foothill Blvd	Seminary Ave	Oak	1.02	N	20.3	3 / 4	19.1	B / B	INRIX Data	302	21.4	B / B	
T55	Foothill Boulevard-NB	Seminary Ave	High Street	Oak	1.22	N	21.5	3 / 4	20.5	B / B	INRIX Data	332	21.2	B / B	
T56	Foothill Boulevard-NB	High Street	Fruitvale Ave	Oak	0.90	N	19.8	3 / 4	14.0	C / C	INRIX Data	431	17.5	C / C	
T57	Foothill Boulevard-NB	Fruitvale Ave	14th Ave	Oak	1.32	N	22.9	2 / 3	20.4	C / C	INRIX Data	226	23.7	C / C	
T58	Foothill Boulevard-NB	14th Ave	1st Ave/Lake Shore Blvd	Oak	0.88	N	20.5	3 / 4	16.9	C / C	INRIX Data	555	19.8	B / B	
T60	Foothill Boulevard-SB	14th Ave	Fruitvale Ave	Oak	1.32	N	21.8	2 / 3	17.2	D / D	INRIX Data	129	20.4	C / C	
T61	Foothill Boulevard-SB	Fruitvale Ave	High Street	Oak	0.90	N	20.8	3 / 4	14.1	C / C	INRIX Data	498	16.3	C / C	
T62	Foothill Boulevard-SB	High Street	Seminary Ave	Oak	1.22	N	20.2	3 / 4	18.2	C / C	INRIX Data	590	19.7	B / B	
T63	Foothill Boulevard-SB	Seminary Ave	73rd Ave/Foothill Blvd	Oak	1.02	N	21.2	3 / 4	17.4	C / C	INRIX Data	355	20.3	B / B	

Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T64	73rd Ave--SB	73rd Ave/Foothill Blvd	International Blvd/73rd Ave	Oak	1.07	N	26.9	2 / 3	21.2	C / C	INRIX Data	738	23.8	C / C	
T65	E. 15th Street-SB	1st Avenue	14th Avenue	Oak	0.98	N	14.8	3 / 4	16.9	C / C	Floating Car	6	14.5	C / C	
T66	High Street-EB	Otis Drive	Central Ave	Ala	0.58	N	19.7	3 / 4	21.0	B / B	Floating Car	6	16.9	C / C	
T67	High Street-EB	Central Ave	Fernside Blvd	Ala	0.48	N	19.3	3 / 4	16.4	C / C	Floating Car	6	14.3	C / C	
T68	High Street-EB	Fernside Blvd	NB I-880 OFF Ramp	Ala, Oak	0.50	N	14.8	2 / 3	13.3	E / E	Floating Car	6	9.7	F / F	
T69	High Street-EB	NB I-880 OFF Ramp	Foothill Blvd	Oak	0.61	N	16.3	3 / 4	11.3	D / D	Floating Car	6	11.5	D / D	
T70	High Street-EB	Foothill Blvd	MacArthur Blvd/WB I-580 OFF Ramp	Oak	1.29	N	20.9	3 / 4	17.2	C / C	Floating Car	6	15.9	C / C	
T71	High Street-WB	MacArthur Blvd/WB I-580 OFF Ramp	Foothill Blvd	Oak	1.29	N	21.2	3 / 4	22.8	B / B	Floating Car	6	13.8	C / C	[2]
T72	High Street-WB	Foothill Blvd	NB I-880 OFF Ramp	Oak	0.61	N	16.9	3 / 4	9.2	D / D	Floating Car	6	10.4	D / D	
T73	High Street-WB	NB I-880 OFF Ramp	Fernside Blvd	Ala, Oak	0.50	N	21.6	2 / 3	18.9	C / C	Floating Car	6	14.3	D / D	
T74	High Street-WB	Fernside Blvd	Central Ave	Ala	0.48	N	16.8	3 / 4	19.5	B / B	Floating Car	6	19.6	B / B	
T75	High Street-WB	Central Ave	Otis Drive	Ala	0.58	N	24.5	3 / 4	15.1	C / C	Floating Car	6	17.5	C / C	
T76	Crow Canyon Road/Grove Way-NB	A Street/Redwood Road	EB I-580 ON Ramp/Grove Way	Ala Cnty	0.95	C	29.0	2 / 3	31.5	A / A	INRIX Data	1987	24.3	B / B	
T77	Crow Canyon Road/Grove Way-NB	EB I-580 ON Ramp/Grove Way	Cull Canyon	Ala Cnty	0.81	C	32.1	1 / 2	26.0	C / C	INRIX Data	2288	25.9	C / C	
T78	Crow Canyon Road-NB	Cull Canyon	Cold Water Dr	Ala Cnty	0.88	C	42.3	1 / 2	38.4	A / A	INRIX Data	2106	39.2	A / A	
T79	Crow Canyon Road-NB	Cold Water Dr	0.43 miles north of Norris Canyon Rd	Ala Cnty	2.41	C	42.0	Rural	40.8	A / -	INRIX Data	3039	38.9	A / -	[2]
T80	Crow Canyon Road-NB	0.43 miles north of Norris Canyon Rd	County Line	Ala Cnty	2.97	C	42.0	Rural	45.1	A / -	INRIX Data	3708	39.0	A / -	[2]
T81	Crow Canyon Road-SB	County Line	0.43 miles north of Norris Canyon Rd	Ala Cnty	2.97	C	41.4	Rural	41.7	A / -	INRIX Data	3728	38.6	A / -	[2]
T82	Crow Canyon Road-SB	0.43 miles north of Norris Canyon Rd	Cold Water Dr	Ala Cnty	2.40	C	41.4	Rural	30.9	C / -	INRIX Data	3608	38.6	A / -	[2]
T83	Crow Canyon Road-SB	Cold Water Dr	Cull Canyon	Ala Cnty	0.89	C	41.6	1 / 2	26.8	C / C	INRIX Data	1631	38.0	A / A	
T84	Crow Canyon Road/Grove Way-SB	Cull Canyon	EB I-580 ON Ramp/Grove Way	Ala Cnty	0.82	C	36.1	1 / 2	24.5	C / C	INRIX Data	785	30.6	B / B	

## Appendix B. 2014 Level of Service Results

**Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T85	Crow Canyon Road/Grove Way-SB	EB I-580 ON Ramp/Grove Way	A Street/Redwood Road	Ala Cnty	0.94	C	30.7	2 / 3	24.1	B / B	INRIX Data	427	27.2	B / B	
T86	Winton Avenue - D Street-EB	Hesperian Blvd.	SB I-880 ON Ramp	Hay	0.39	C	25.7	2 / 3	19.6	C / C	INRIX Data	3612	16.6	D / D	
T87	Winton Avenue - D Street-EB	SB I-880 ON Ramp	Santa Clara St	Hay	0.35	C	33.5	2 / 3	21.7	C / C	INRIX Data	3031	20.7	C / C	
T88	Winton Avenue - D Street-EB	Santa Clara St	Soto Rd	Hay	0.55	C	24.1	2 / 3	13.0	E / E	INRIX Data	3337	18.1	C / C	
T89	Winton Avenue - D Street-EB	Soto Rd	Foothill Boulevard/D St	Hay	0.92	C	24.5	2 / 3	8.8	F / F	INRIX Data	1824	20.0	C / C	
T90	Winton Avenue - D Street-WB	Foothill Boulevard/D St	Soto Rd	Hay	0.92	C	27.2	2 / 3	16.2	D / D	INRIX Data	802	20.5	C / C	
T91	Winton Avenue - D Street-WB	Soto Rd	Santa Clara St	Hay	0.55	C	23.0	2 / 3	22.6	C / C	INRIX Data	2407	19.7	C / C	
T92	Winton Avenue - D Street-WB	Santa Clara St	SB I-880 ON Ramp	Hay	0.35	C	34.7	2 / 3	39.6	A / A	INRIX Data	1820	34.1	A / A	
T93	Winton Avenue - D Street-WB	SB I-880 ON Ramp	Hesperian Blvd.	Hay	0.39	C	24.1	2 / 3	11.1	E / E	INRIX Data	3363	19.9	C / C	
T94	A Street-EB	Foothill Boulevard/A St	Redwood Rd/Grove Way	Hay, Ala Cnty	0.80	C	23.6	2 / 3	20.5	C / C	Floating Car	7	17.6	D / D	
T95	A Street-EB	Redwood Rd/Grove Way	EB I-580 ON Ramp/Grove Way	Ala Cnty	0.42	C	18.5	2 / 3	23.2	C / C	Floating Car	7	15.8	D / D	
T96	A Street-WB	EB I-580 ON Ramp/Grove Way	Redwood Rd/Grove Way	Ala Cnty	0.42	C	28.8	2 / 3	25.0	B / B	Floating Car	7	28.1	B / B	
T97	A Street-WB	Redwood Rd/Grove Way	Foothill Boulevard/A St	Ala Cnty	0.80	C	15.8	2 / 3	16.6	D / D	Floating Car	7	27.9	B / B	
T98	Hesperian Boulevard-Union City Blvd-NB	Union City/Alvarado Blvd	Whipple Rd	Uni Cty	0.98	S	26.5	1 / 2	21.6	D / D	Floating Car	6	15.2	E / E	
T99	Hesperian Boulevard-Union City Blvd-NB	Whipple Rd	Hesperian/Union City Blvd/overbridge	Uni Cty	0.30	S	32.9	1 / 2	22.9	C / C	Floating Car	6	13.5	E / E	
T100	Hesperian Boulevard-Union City Blvd-NB	Hesperian/Union City Blvd/overbridge	Industrial Blvd	Hay	0.57	S	26.4	1 / 2	14.4	E / E	Floating Car	6	22.2	C / C	
T101	Hesperian Boulevard-Union City Blvd-NB	Industrial Blvd	Tennyson/Hesperian	Hay	1.05	S	25.2	2 / 3	19.3	C / C	Floating Car	6	22.6	C / C	
T102	Hesperian Boulevard-Union City Blvd-SB	Tennyson/Hesperian	Industrial Blvd	Hay	1.05	S	26.8	2 / 3	26.5	B / B	Floating Car	6	13.4	E / E	
T103	Hesperian Boulevard-Union City Blvd-SB	Industrial Blvd	Hesperian/Union City Blvd/overbridge	Hay	0.57	S	19.3	1 / 2	17.6	D / D	Floating Car	6	12.2	F / F	

Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T104	Hesperian Boulevard-Union City Blvd-SB	Hesperian/Union City Blvd/overbridge	Whipple Rd	Uni Cty	0.30	S	22.1	1 / 2	29.9	B / B	Floating Car	6	15.4	E / E	
T105	Hesperian Boulevard-Union City Blvd-SB	Whipple Rd	Union City/Alvarado Blvd	Uni Cty	0.98	S	29.5	1 / 2	24.0	C / C	Floating Car	6	28.0	B / B	
T106	Alvarado Blvd.-NB	NB I-880 ON Ramp	Deep Creek Rd/SB I-880 OFF Ramp	Fre	0.22	S	30.6	1 / 2	25.8	C / C	INRIX Data	1536	28.0	B / B	
T107	Alvarado Blvd.-NB	Deep Creek Rd/SB I-880 OFF Ramp	Fair Ranch Rd	Uni Cty, Fre	1.42	S	32.4	1 / 2	22.6	C / C	INRIX Data	1233	28.3	B / B	
T108	Alvarado Blvd.-NB	Fair Ranch Rd	Union City/Alvarado Blvd	Uni Cty	0.51	S	28.5	1 / 2	22.2	C / C	INRIX Data	327	26.7	C / C	
T109	Alvarado Blvd.-SB	Union City/Alvarado Blvd	Fair Ranch Rd	Uni Cty	0.51	S	28.1	1 / 2	23.7	C / C	INRIX Data	1456	25.6	C / C	
T110	Alvarado Blvd.-SB	Fair Ranch Rd	Deep Creek Rd/SB I-880 OFF Ramp	Uni Cty, Fre	1.42	S	31.2	1 / 2	21.7	D / D	INRIX Data	1231	28.2	B / B	
T111	Alvarado Blvd.-SB	Deep Creek Rd/SB I-880 OFF Ramp	NB I-880 ON Ramp	Fre	0.22	S	31.6	1 / 2	23.4	C / C	INRIX Data	1934	25.5	C / C	
T112	Fremont Boulevard-NB	NB I-880 OFF Ramp	Automall Parkway	Fre	1.28	S	34.7	1 / 2	31.8	B / B	INRIX Data	2024	27.4	C / C	
T113	Fremont Boulevard-NB	Automall Parkway	Blacow Rd	Fre	0.91	S	34.2	1 / 2	32.7	B / B	INRIX Data	2263	31.9	B / B	
T114	Fremont Boulevard-NB	Blacow Rd	Adams Ave	Fre	0.38	S	28.0	1 / 2	34.5	B / B	INRIX Data	3591	23.2	C / C	
T115	Fremont Boulevard-NB	Adams Ave	Stevenson Rd	Fre	1.17	S	27.9	2 / 3	13.5	E / E	INRIX Data	2308	23.1	C / C	
T116	Fremont Boulevard-NB	Stevenson Rd	Mowry Ave	Fre	1.00	S	30.2	2 / 3	23.2	C / C	INRIX Data	1336	27.1	B / B	
T117	Fremont Boulevard-NB	Mowry Ave	Peralta Blvd	Fre	1.21	S	30.0	2 / 3	26.9	B / B	INRIX Data	1742	26.1	B / B	[1]
T118	Fremont Boulevard-NB	Peralta Blvd	Thornton Ave	Fre	0.33	S	30.9	2 / 3	19.8	C / C	INRIX Data	1724	24.0	B / B	
T119	Fremont Boulevard-NB	Thornton Ave	Decoto Rd	Fre	1.33	S	32.0	1 / 2	18.1	D / D	INRIX Data	1262	28.7	B / B	
T120	Fremont Boulevard-NB	Decoto Rd	Paseo Padre Pkwy	Fre	0.56	S	31.0	1 / 2	22.3	C / C	INRIX Data	2020	28.6	B / B	
T121	Fremont Boulevard-NB	Paseo Padre Pkwy	NB I-880 OFF Ramp	Fre	0.39	S	31.0	1 / 2	26.6	C / C	INRIX Data	1336	29.2	B / B	[2]
T122	Fremont Boulevard-SB	NB I-880 OFF Ramp	Paseo Padre Pkwy	Fre	0.39	S	32.0	1 / 2	19.1	D / D	INRIX Data	1110	29.6	B / B	
T123	Fremont Boulevard-SB	Paseo Padre Pkwy	Decoto Rd	Fre	0.56	S	29.7	1 / 2	19.7	D / D	INRIX Data	1563	27.9	C / C	
T124	Fremont Boulevard-SB	Decoto Rd	Thornton Ave	Fre	1.33	S	30.2	1 / 2	30.2	B / B	INRIX Data	1692	28.7	B / B	
T125	Fremont Boulevard-SB	Thornton Ave	Peralta Blvd	Fre	0.32	S	29.3	2 / 3	26.9	B / B	INRIX Data	2634	24.5	B / B	
T126	Fremont Boulevard-SB	Peralta Blvd	Mowry Ave	Fre	1.21	S	29.4	2 / 3	21.2	C / C	INRIX Data	2176	27.3	B / B	[1]
T127	Fremont Boulevard-SB	Mowry Ave	Stevenson Rd	Fre	1.00	S	32.3	2 / 3	27.8	B / B	INRIX Data	1896	30.0	A / A	

## Appendix B. 2014 Level of Service Results

**Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T128	Fremont Boulevard-SB	Stevenson Rd	Adams Ave	Fre	1.17	S	27.8	2 / 3	23.4	C / C	INRIX Data	2423	24.8	B / B	[2]
T129	Fremont Boulevard-SB	Adams Ave	Blacow Rd	Fre	0.38	S	27.9	1 / 2	25.3	C / C	INRIX Data	3557	24.6	C / C	
T130	Fremont Boulevard-SB	Blacow Rd	Automall Parkway	Fre	0.91	S	33.1	1 / 2	26.5	C / C	INRIX Data	862	32.9	B / B	
T131	Fremont Boulevard-SB	Automall Parkway	NB I-880 OFF Ramp	Fre	1.28	S	34.9	1 / 2	37.7	A / A	INRIX Data	553	33.8	B / B	
T132	Automall Parkway-EB	NB I-880 OFF Ramp	Fremont Blvd	Fre	0.85	S	23.1	1 / 2	25.2	C / C	Floating Car	8	19.5	D / D	
T133	Automall Parkway-EB	Fremont Blvd	NB I-680 ON Ramp	Fre	0.74	S	29.5	1 / 2	29.4	B / B	Floating Car	8	22.8	C / C	
T134	Automall Parkway-WB	NB I-680 ON Ramp	Fremont Blvd	Fre	0.75	S	21.1	1 / 2	23.5	C / C	Floating Car	8	20.3	D / D	
T135	Automall Parkway-WB	Fremont Blvd	NB I-880 OFF Ramp	Fre	0.85	S	27.1	1 / 2	28.3	B / B	Floating Car	8	28.0	B / B	
T136	Vasco Road-NB	WB I-580 OFF Ramp	Scenic Ave	Liv	0.44	E	36.3	1 / 2	27.3	C / C	INRIX Data	3723	18.0	D / D	
T137	Vasco Road-NB	Scenic Ave	Dalton Ave/City-County Line	Liv	0.68	E	37.4	1 / 2	13.6	E / E	INRIX Data	3821	17.7	D / D	
T138	Vasco Road-NB	Dalton Ave/City-County Line	N. Vasco Rd/Vasco Rd	Liv	3.11	E	53.0	Rural	45.1	B / -	INRIX Data	3856	40.8	C / -	
T139	Vasco Road-NB	N. Vasco Rd/Vasco Rd	Local Road underpass/County Line	Liv	2.25	E	53.0	Rural	54.9	A / -	INRIX Data	3856	40.8	C / -	[2]
T140	Vasco Road-SB	Local Road underpass/County Line	N. Vasco Rd/Vasco Rd	Liv	2.25	E	46.8	Rural	56.4	A / -	INRIX Data	2985	53.1	A / -	
T141	Vasco Road-SB	N. Vasco Rd/Vasco Rd	Dalton Ave/City-County Line	Liv	3.11	E	46.8	Rural	51.1	A / -	INRIX Data	2985	53.1	A / -	
T142	Vasco Road-SB	Dalton Ave/City-County Line	Scenic Ave	Liv	0.68	E	34.3	1 / 2	30.4	B / B	INRIX Data	2641	32.6	B / B	
T143	Vasco Road-SB	Scenic Ave	WB I-580 OFF Ramp	Liv	0.44	E	32.0	1 / 2	24.1	C / C	INRIX Data	1569	32.9	B / B	
T144	Dublin Blvd.-EB	San Ramon Road	Village Parkway	Dub	0.73	E	26.5	2 / 3	25.3	B / B	INRIX Data	993	20.6	C / C	
T145	Dublin Blvd.-EB	Village Parkway	Dougherty Rd	Dub	0.81	E	29.5	2 / 3	16.3	D / D	INRIX Data	2209	24.9	B / B	
T146	Dublin Blvd.-EB	Dougherty Rd	Hacienda Dr	Dub	1.21	E	34.1	1 / 2	29.8	B / B	INRIX Data	2187	28.8	B / B	
T147	Dublin Blvd.-EB	Hacienda Dr	Tassajara Dr	Dub	0.89	E	30.2	1 / 2	22.3	C / C	INRIX Data	1592	25.2	C / C	
T148	Dublin Blvd.-WB	Tassajara Dr	Hacienda Dr	Dub	0.89	E	29.1	1 / 2	26.2	C / C	INRIX Data	462	25.7	C / C	
T149	Dublin Blvd.-WB	Hacienda Dr	Dougherty Rd	Dub	1.21	E	32.8	1 / 2	23.1	C / C	INRIX Data	885	28.0	B / B	
T150	Dublin Blvd.-WB	Dougherty Rd	Village Parkway	Dub	0.81	E	29.5	2 / 3	22.1	C / C	INRIX Data	2770	23.6	C / C	
T151	Dublin Blvd.-WB	Village Parkway	San Ramon Road	Dub	0.73	E	24.5	2 / 3	15.9	D / D	INRIX Data	588	21.4	C / C	

**Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T152	San Ramon Road-NB	WB I-580 OFF ramp	Silvergate Dr	Dub	0.64	E	30.8	1 / 2	22.7	C / C	INRIX Data	1201	26.6	C / C	
T153	San Ramon Road-NB	Silvergate Dr	Alcosta Blvd/Westside Dr/County Line	Dub	0.99	E	35.1	1 / 2	29.3	B / B	INRIX Data	2194	33.5	B / B	
T154	San Ramon Road-SB	Alcosta Blvd/Westside Dr/County Line	Silvergate Dr	Dub	0.99	E	35.8	1 / 2	33.1	B / B	INRIX Data	2171	35.1	A / A	
T155	San Ramon Road-SB	Silvergate Dr	WB I-580 OFF ramp	Dub	0.64	E	32.7	1 / 2	18.0	D / D	INRIX Data	810	29.9	B / B	
T156	Dougherty Road-NB	WB I-580 OFF ramp	Amador Valley Blvd on SB	Dub	1.12	E	35.4	1 / 2	20.3	D / D	INRIX Data	2844	28.1	B / B	[1]
T157	Dougherty Road-NB	Amador Valley Blvd on SB	Fallcreek Rd on SB/County Line	Dub	0.80	E	44.1	1 / 2	43.0	A / A	INRIX Data	1953	43.6	A / A	
T158	Dougherty Road-SB	Fallcreek Rd on SB/County Line	Amador Valley Blvd on SB	Dub	0.80	E	43.1	1 / 2	30.4	B / B	INRIX Data	2386	39.4	A / A	
T159	Dougherty Road-SB	Amador Valley Blvd on SB	WB I-580 OFF ramp	Dub	1.12	E	33.1	1 / 2	25.7	C / C	INRIX Data	2351	27.1	C / C	[1]
T160	Tassajara Road-NB	WB I-580 OFF ramp	Central Parkway	Dub	0.49	E	24.7	1 / 2	24.9	C / C	Floating Car	6	14.6	E / E	
T161	Tassajara Road-NB	Central Parkway	Somerset Ln/N Dublin Ranch Dr	Dub	0.68	E	34.3	1 / 2	34.9	B / B	Floating Car	6	19.2	D / D	
T162	Tassajara Road-NB	Somerset Ln/N Dublin Ranch Dr	Fallon Rd	Dub	1.04	E	38.4	1 / 2	36.3	A / A	Floating Car	6	31.1	B / B	
T163	Tassajara Road-NB	Fallon Rd	County Line	Ala Cnty	0.51	E	35.2	1 / 1	38.9	A / B	Floating Car	6	34.5	B / B	
T164	Tassajara Road-SB	County Line	Fallon Rd	Ala Cnty	0.51	E	45.2	1 / 1	39.3	A / B	Floating Car	6	36.1	A / B	
T165	Tassajara Road-SB	Fallon Rd	Somerset Ln/N Dublin Ranch Dr	Dub	1.04	E	38.7	1 / 2	37.5	A / A	Floating Car	6	34.8	B / B	
T166	Tassajara Road-SB	Somerset Ln/N Dublin Ranch Dr	Central Parkway	Dub	0.68	E	33.8	1 / 2	26.0	C / C	Floating Car	6	43.1	A / A	
T167	Tassajara Road-SB	Central Parkway	WB I-580 OFF ramp	Dub	0.49	E	25.7	1 / 2	16.5	E / E	Floating Car	6	29.6	B / B	
T168	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	SR 84/Isabel Ave	Murrita Blvd	Liv	0.91	E	31.5	1 / 2	28.6	B / B	Floating Car	6	28.1	B / B	
T169	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	Murrita Blvd	S Livermore Ave	Liv	1.07	E	23.4	2 / 3	23.1	C / C	Floating Car	6	26.3	B / B	
T170	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	S Livermore Ave	Inman St	Liv	0.46	E	21.7	2 / 3	22.2	C / C	Floating Car	6	24.8	B / B	

## Appendix B. 2014 Level of Service Results

**Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T171	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	Inman St	S Livermore Ave	Liv	0.46	E	20.1	2 / 3	14.6	D / D	Floating Car	6	15.2	D / D	
T172	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	S Livermore Ave	Murrita Blvd	Liv	1.07	E	26.6	2 / 3	17.4	D / D	Floating Car	6	24.4	B / B	
T173	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	Murrita Blvd	SR 84/Isabel Ave	Liv	0.91	E	21.9	1 / 2	39.8	A / A	Floating Car	6	15.3	E / E	
T174	Stoneridge Drive-EB	SB I-680 OFF Ramp	Hopyard Rd	Plea	0.93	E	33.2	1 / 2	25.2	C / C	INRIX Data	3380	29.0	B / B	
T175	Stoneridge Drive-EB	Hopyard Rd	Hacienda Dr	Plea	0.49	E	29.8	1 / 2	36.8	A / A	INRIX Data	2374	28.4	B / B	
T176	Stoneridge Drive-EB	Hacienda Dr	W. Las Positas Blvd	Plea	0.63	E	31.1	1 / 2	25.9	C / C	INRIX Data	2180	28.7	B / B	
T177	Stoneridge Drive-EB	W. Las Positas Blvd	Santa Rita Road	Plea	0.44	E	30.0	1 / 2	12.0	F / F	INRIX Data	1668	26.6	C / C	
T178	Santa Rita Road-EB	Stoneridge Dr/Santa Rita Road	W. Los Positas Blvd	Plea	0.29	E	31.1	1 / 2	15.2	E / E	INRIX Data	2944	29.5	B / B	
T179	Santa Rita Road-EB	W. Los Positas Blvd	WB I-580 OFF Ramp	Plea	0.88	E	30.3	1 / 2	32.3	B / B	INRIX Data	3123	26.3	C / C	
T180	Santa Rita Road-WB	WB I-580 OFF Ramp	W. Los Positas Blvd	Plea	0.88	E	31.3	1 / 2	32.6	B / B	INRIX Data	2361	28.5	B / B	
T181	Santa Rita Road-WB	W. Los Positas Blvd	Santa Rita Road	Plea	0.29	E	31.5	1 / 2	35.2	A / A	INRIX Data	2868	30.1	B / B	
T182	Stoneridge Drive-WB	Santa Rita Road	W. Las Positas Blvd	Plea	0.44	E	31.8	1 / 2	19.7	D / D	INRIX Data	547	29.1	B / B	
T183	Stoneridge Drive-WB	W. Las Positas Blvd	Hacienda Dr	Plea	0.63	E	33.8	1 / 2	24.9	C / C	INRIX Data	1473	30.5	B / B	
T184	Stoneridge Drive-WB	Hacienda Dr	Hopyard Rd	Plea	0.49	E	28.8	1 / 2	19.4	D / D	INRIX Data	2218	24.6	C / C	
T185	Stoneridge Drive-WB	Hopyard Rd	SB I-680 OFF Ramp	Plea	0.93	E	32.9	1 / 2	29.2	B / B	INRIX Data	2401	27.5	C / C	[2]
T186	Sunol Blvd.- 1st Street-Stanley Blvd.-NB	NB I-680 OFF	Bernal Ave	Plea	1.23	E	31.2	1 / 2	24.8	C / C	INRIX Data	1583	27.5	C / C	
T187	Sunol Blvd.- 1st Street-Stanley Blvd.-NB	Bernal Ave	Ray/Vineyard	Plea	0.63	E	26.1	3 / 4	21.6	B / B	INRIX Data	3232	21.0	B / B	
T188	Sunol Blvd.- 1st Street-Stanley Blvd.-NB	Ray/Vineyard	Bernal Ave/Valley Ave	Plea	0.86	E	32.1	2 / 3	26.1	B / B	INRIX Data	1858	27.2	B / B	
T189	Sunol Blvd.- 1st Street-Stanley Blvd.-NB	Bernal Ave/Valley Ave	SR 84/Isabel Ave	Plea, Ala Cnty	2.98	E	44.9	1 / 1	43.5	A / A	INRIX Data	3738	47.6	A / A	
T190	Sunol Blvd.- 1st Street-Stanley Blvd.-SB	SR 84/Isabel Ave	Bernal Ave/Valley Ave	Plea, Ala Cnty	2.98	E	51.0	1 / 1	44.6	A / A	INRIX Data	2660	47.8	A / A	
T191	Sunol Blvd.- 1st Street-Stanley Blvd.-SB	Bernal Ave/Valley Ave	Ray/Vineyard	Plea	0.86	E	34.6	2 / 3	24.9	B / B	INRIX Data	552	30.2	A / A	

**Table B-8: 2014 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T192	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	Ray/Vineyard	Bernal Ave	Plea	0.63	E	25.4	3 / 4	15.6	C / C	INRIX Data	1910	22.3	B / B	
T193	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	Bernal Ave	NB I-680 OFF	Plea	1.23	E	35.6	1 / 2	34.2	B / B	INRIX Data	727	32.8	B / B	

Comments

[1] Data impacted by construction or recurrent lane closures

[2] CMP segment length changed based on the shapefiles used to the extent that the speed trends are not directly comparable with previous years

**Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results			2014 Results			Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T1	W.Grand Ave - Grand Ave - EB	I-80/Maritime St	San Pablo Ave	Oak	1.63	N	26.6	2 / 3	17.9	D / D	INRIX Data	519	24.3	B / B	[2]
T2	W.Grand Ave - Grand Ave - EB	San Pablo Ave	Broadway	Oak	0.40	N	19.9	3 / 4	20.1	B / C	INRIX Data	2305	15.8	C / C	
T3	W.Grand Ave - Grand Ave - EB	Broadway	I-580	Oak	1.08	N	21.6	3 / 4	25.8	A / B	INRIX Data	672	19.5	B / B	[2]
T4	W.Grand Ave - Grand Ave - WB	I-580	Broadway	Oak	1.08	N	21.5	3 / 4	24.4	B / B	INRIX Data	706	18.9	C / C	
T5	W.Grand Ave - Grand Ave - WB	Broadway	San Pablo Ave	Oak	0.40	N	20.8	3 / 4	14.8	C / D	INRIX Data	1615	17.0	C / C	
T6	W.Grand Ave - Grand Ave - WB	San Pablo Ave	I-80/Maritime St	Oak	1.63	N	28.3	2 / 3	18.0	C / D	INRIX Data	1892	20.0	C / C	[2]
T7	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	I-980 ON Ramp/Brush St	Webster	Oak	0.60	N	14.4	3 / 4	16.3	C / D	Floating Car	6	14.5	C / C	
T8	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	Webster	East side of Lake Merritt Channel	Oak	0.66	N	14.7	3 / 4	23.1	B / C	Floating Car	6	15.0	C / C	
T9	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	East side of Lake Merritt Channel	MacArthur Blvd/I-580 ON Ramp	Oak	1.15	N	16.7	3 / 4	17.5	C / D	Floating Car	6	11.0	D / D	
T10	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	MacArthur Blvd/I-580 ON Ramp	East side of Lake Merritt Channel	Oak	1.15	N	16.8	3 / 4	17.7	C / D	Floating Car	6	16.0	C / C	
T11	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	East side of Lake Merritt Channel	Webster	Oak	0.64	N	15.9	3 / 4	17.6	C / D	Floating Car	8	13.3	C / C	

## Appendix B. 2014 Level of Service Results

**Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T12	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	Webster	I-980 OFF Ramp/Brush St	Oak	0.60	N	17.4	3 / 4	19.2	B / C	Floating Car	8	11.1	D / D	
T13	Telegraph Ave-NB	51st Street	Russell St	Oak, Berk	1.41	N	15.0	3 / 4	16.4	C / D	Floating Car	6	18.1	C / C	
T14	Telegraph Ave-NB	Russell St	Bancroft Way	Berk	0.77	N	13.5	3 / 4	19.9	B / C	Floating Car	6	19.9	B / B	
T15	Telegraph Ave-SB	Bancroft Way	Russell St	Berk	0.90	N	13.9	3 / 4	15.8	C / D	Floating Car	6	17.4	C / C	[2]
T16	Telegraph Ave-SB	Russell St	51st Street	Oak, Berk	1.41	N	18.5	3 / 4	20.7	B / C	Floating Car	6	19.7	B / B	
T17	Broadway-SB	Broadway/College Ave	Grand Ave	Oak	1.91	N	20.8	2 / 3	16.2	D / E	INRIX Data	143	18.1	C / C	
T18	Broadway-SB	Grand Ave	14th St	Oak	0.55	N	18.2	3 / 4	12.5	D / E	INRIX Data	885	18.3	C / C	
T19	Broadway-SB	14th St	5th St/Broadway	Oak	0.48	N	17.9	3 / 4	11.8	D / E	INRIX Data	1198	16.8	C / C	
T20	Broadway (Connection to I-880)-SB	5th St/Broadway	I-880 ON Ramp	Oak	0.21	N	62.9	1 / 1	14.4	E / F	INRIX Data	3775	49.2	A / A	[2]
T21	Broadway (Connection to I-880)-NB	I-880 OFF Ramp	5th St/Broadway	Oak	1.26	N	23.0	1 / 2	23.0	C / D	Floating Car	6	15.1	E / E	[2]
T22	Broadway-NB	5th St/Broadway	14th St	Oak	0.48	N	17.1	3 / 4	12.5	D / E	INRIX Data	1687	15.1	C / C	
T23	Broadway-NB	14th St	Grand Ave	Oak	0.55	N	18.3	3 / 4	16.0	C / D	INRIX Data	1181	16.0	C / C	
T24	Broadway-NB	Grand Ave	Broadway/College Ave	Oak	1.91	N	21.9	2 / 3	15.7	D / E	INRIX Data	516	17.4	D / D	
T25	Durant-EB	Shattuck	College Ave.	Berk	0.73	N	16.0	3 / 4	14.4	C / D	Floating Car	6	16.3	C / C	
T26	College Avenue-SB	Bancroft Way/College Ave	Ashby Ave	Berk	0.85	N	16.8	3 / 4	13.2	C / E	INRIX Data	501	16.7	C / C	
T27	College Avenue-SB	Ashby Ave	Miles Ave/SR 24 OFF Ramp	Oak, Berk	0.83	N	19.7	3 / 4	15.7	C / D	INRIX Data	146	18.9	C / C	
T28	College Avenue-SB	Miles Ave/SR 24 OFF Ramp	Broadway/College Ave	Oak	0.61	N	16.7	3 / 4	16.0	C / D	INRIX Data	408	15.2	C / C	
T29	College Avenue-NB	Broadway/College Ave	Miles Ave/SR 24 OFF Ramp	Oak	0.61	N	17.0	3 / 4	16.1	C / D	INRIX Data	885	16.8	C / C	
T30	College Avenue-NB	Miles Ave/SR 24 OFF Ramp	Ashby Ave	Oak, Berk	0.83	N	18.3	3 / 4	12.5	D / E	INRIX Data	477	16.5	C / C	
T31	College Avenue-NB	Ashby Ave	Bancroft Way/College Ave	Berk	0.85	N	16.8	3 / 4	15.9	C / D	INRIX Data	780	16.4	C / C	
T32	Bancroft-WB	College Ave.	Shattuck	Berk	0.73	N	12.5	3 / 4	14.8	C / D	Floating Car	6	14.1	C / C	

Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T33	51st Street-EB	SR 24 Off Ramp/52nd St	Broadway	Oak	0.75	N	15.0	3 / 4	15.4	C / D	Floating Car	9	17.2	C / C	
T34	51st Street-WB	Broadway	SR 24 Off Ramp/52nd St	Oak	0.75	N	15.7	3 / 4	16.9	C / D	Floating Car	8	17.9	C / C	
T35	Shattuck Avenue-NB	51st	Alcatraz Ave.	Oak, Berk	0.81	N	22.8	3 / 4	22.4	B / C	Floating Car	7	20.9	B / B	
T36	Shattuck Avenue-NB	Alcatraz Ave.	Adeline St.	Berk	0.70	N	16.7	3 / 4	18.4	C / C	Floating Car	7	16.7	C / C	
T37	Shattuck Avenue-SB	Adeline St.	Alcatraz Ave.	Berk	0.70	N	17.1	3 / 4	18.8	C / C	Floating Car	6	17.1	C / C	
T38	Shattuck Avenue-SB	Alcatraz Ave.	51st	Oak	0.81	N	17.3	3 / 4	14.5	C / D	Floating Car	6	18.1	C / C	
T39	Powel Street-Stanford Avenue-EB	NB I-80 OFF Ramp	San Pablo Ave	Emery	0.75	N	15.5	2 / 3	14.4	D / E	Floating Car	7	18.5	C / C	
T40	Powel Street-Stanford Avenue-EB	San Pablo Ave	MLK Jr Way	Oak, Berk	0.76	N	17.0	2 / 3	17.8	D / D	Floating Car	7	17.4	D / D	
T41	Powel Street-Stanford Avenue-WB	MLK Jr Way	San Pablo Ave	Oak, Berk	0.76	N	19.1	2 / 3	16.7	D / E	Floating Car	6	23.0	C / C	
T42	Powel Street-Stanford Avenue-WB	San Pablo Ave	NB I-80 OFF Ramp	Emery, Oak	0.75	N	15.3	2 / 3	21.2	C / D	Floating Car	6	15.0	D / D	
T43	40thStreet-Shellmound Avenue-EB	Shellmound Way (north of Powell St)	40th St	Emery	0.73	N	24.6	2 / 3	26.8	B / C	Floating Car	7	24.6	B / B	
T44	40thStreet-Shellmound Avenue-EB	40th St	San Pablo Ave	Emery	0.68	N	16.5	3 / 4	16.9	C / D	Floating Car	7	25.7	A / A	
T45	40thStreet-Shellmound Avenue-WB	San Pablo Ave	40th St	Emery	0.68	N	22.0	3 / 4	25.2	A / B	Floating Car	7	20.6	B / B	
T46	40thStreet-Shellmound Avenue-WB	40th St	Shellmound Way (north of Powell St)	Emery	0.73	N	29.0	2 / 3	28.3	B / B	Floating Car	7	29.0	B / B	
T47	International Boulevard-NB	42nd Ave	Fruitvale Ave	Oak	0.62	N	21.9	3 / 4	21.7	B / C	INRIX Data	2602	16.7	C / C	
T48	International Boulevard-NB	Fruitvale Ave	14th Ave	Oak	1.38	N	22.9	3 / 4	26.6	A / B	INRIX Data	2309	22.3	B / B	
T49	International Boulevard-NB	14th Ave	Lake Merritt Blvd	Oak	0.88	N	22.5	3 / 4	21.2	B / C	INRIX Data	2168	20.3	B / B	
T50	International Boulevard-SB	Lake Merritt Blvd	14th Ave	Oak	0.88	N	21.5	3 / 4	20.8	B / C	INRIX Data	441	20.4	B / B	
T51	International Boulevard-SB	14th Ave	Fruitvale Ave	Oak	1.38	N	22.9	3 / 4	24.4	B / B	INRIX Data	815	21.9	B / B	
T52	International Boulevard-SB	Fruitvale Ave	42nd Ave	Oak	0.62	N	21.4	3 / 4	18.9	C / C	INRIX Data	1170	18.7	C / C	
T53	73rd Ave--NB	International Blvd/73rd Ave	73rd Ave/Foothill Blvd	Oak	1.07	N	28.1	2 / 3	18.4	C / D	INRIX Data	2518	23.1	C / C	

## Appendix B. 2014 Level of Service Results

**Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T54	Foothill Boulevard-NB	73rd Ave/Foothill Blvd	Seminary Ave	Oak	1.02	N	20.3	3 / 4	18.5	C / C	INRIX Data	261	20.2	B / B	
T55	Foothill Boulevard-NB	Seminary Ave	High Street	Oak	1.22	N	21.5	3 / 4	20.0	B / C	INRIX Data	658	21.0	B / B	
T56	Foothill Boulevard-NB	High Street	Fruitvale Ave	Oak	0.90	N	19.8	3 / 4	12.1	D / E	INRIX Data	519	16.3	C / C	
T57	Foothill Boulevard-NB	Fruitvale Ave	14th Ave	Oak	1.32	N	22.9	2 / 3	20.9	C / D	INRIX Data	113	21.9	C / C	
T58	Foothill Boulevard-NB	14th Ave	1st Ave/Lake Shore Blvd	Oak	0.88	N	20.5	3 / 4	16.2	C / D	INRIX Data	267	19.4	B / B	
T60	Foothill Boulevard-SB	14th Ave	Fruitvale Ave	Oak	1.32	N	21.8	2 / 3	18.6	C / D	INRIX Data	120	21.9	C / C	
T61	Foothill Boulevard-SB	Fruitvale Ave	High Street	Oak	0.90	N	20.8	3 / 4	15.8	C / D	INRIX Data	119	19.6	B / B	
T62	Foothill Boulevard-SB	High Street	Seminary Ave	Oak	1.22	N	20.2	3 / 4	21.0	B / C	INRIX Data	292	19.8	B / B	
T63	Foothill Boulevard-SB	Seminary Ave	73rd Ave/Foothill Blvd	Oak	1.02	N	21.2	3 / 4	21.0	B / C	INRIX Data	169	21.2	B / B	
T64	73rd Ave--SB	73rd Ave/Foothill Blvd	International Blvd/73rd Ave	Oak	1.07	N	26.9	2 / 3	21.3	C / D	INRIX Data	783	24.3	B / B	
T65	E. 15th Street-SB	1st Avenue	14th Avenue	Oak	0.98	N	14.8	3 / 4	19.1	B / C	Floating Car	6	13.8	C / C	
T66	High Street-EB	Otis Drive	Central Ave	Ala	0.58	N	19.7	3 / 4	18.2	C / C	Floating Car	6	15.9	C / C	
T67	High Street-EB	Central Ave	Fernside Blvd	Ala	0.48	N	19.3	3 / 4	13.2	C / E	Floating Car	6	11.5	D / D	
T68	High Street-EB	Fernside Blvd	NB I-880 OFF Ramp	Ala, Oak	0.50	N	14.8	2 / 3	12.5	E / F	Floating Car	6	14.0	D / D	
T69	High Street-EB	NB I-880 OFF Ramp	Foothill Blvd	Oak	0.61	N	16.3	3 / 4	11.5	D / E	Floating Car	6	15.2	C / C	
T70	High Street-EB	Foothill Blvd	MacArthur Blvd/WB I-580 OFF Ramp	Oak	1.29	N	20.9	3 / 4	18.9	C / C	Floating Car	6	16.2	C / C	
T71	High Street-WB	MacArthur Blvd/WB I-580 OFF Ramp	Foothill Blvd	Oak	1.29	N	21.2	3 / 4	28.1	A / B	Floating Car	6	15.6	C / C	[2]
T72	High Street-WB	Foothill Blvd	NB I-880 OFF Ramp	Oak	0.61	N	16.9	3 / 4	9.1	D / F	Floating Car	6	12.1	D / D	
T73	High Street-WB	NB I-880 OFF Ramp	Fernside Blvd	Ala, Oak	0.50	N	21.6	2 / 3	18.3	C / D	Floating Car	6	18.9	C / C	
T74	High Street-WB	Fernside Blvd	Central Ave	Ala	0.48	N	16.8	3 / 4	19.9	B / C	Floating Car	6	17.9	C / C	
T75	High Street-WB	Central Ave	Otis Drive	Ala	0.58	N	24.5	3 / 4	14.1	C / D	Floating Car	6	19.9	B / B	
T76	Crow Canyon Road/Grove Way-NB	A Street/Redwood Road	EB I-580 ON Ramp/Grove Way	Ala Cnty	0.95	C	29.0	2 / 3	31.6	A / B	INRIX Data	1094	23.2	C / C	
T77	Crow Canyon Road/Grove Way-NB	EB I-580 ON Ramp/Grove Way	Cull Canyon	Ala Cnty	0.81	C	32.1	1 / 2	20.3	D / E	INRIX Data	1544	24.3	C / C	
T78	Crow Canyon Road-NB	Cull Canyon	Cold Water Dr	Ala Cnty	0.88	C	42.3	1 / 2	34.1	B / B	INRIX Data	1485	39.7	A / A	

Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T79	Crow Canyon Road-NB	Cold Water Dr	0.43 miles north of Norris Canyon Rd	Ala Cnty	2.41	C	42.0	Rural	41.9	A / -	INRIX Data	2957	39.3	A / -	[2]
T80	Crow Canyon Road-NB	0.43 miles north of Norris Canyon Rd	County Line	Ala Cnty	2.97	C	42.0	Rural	43.9	A / -	INRIX Data	3613	39.5	A / -	[2]
T81	Crow Canyon Road-SB	County Line	0.43 miles north of Norris Canyon Rd	Ala Cnty	2.97	C	41.4	Rural	45.8	A / -	INRIX Data	3686	40.3	A / -	[2]
T82	Crow Canyon Road-SB	0.43 miles north of Norris Canyon Rd	Cold Water Dr	Ala Cnty	2.40	C	41.4	Rural	44.8	A / -	INRIX Data	3602	40.2	A / -	[2]
T83	Crow Canyon Road-SB	Cold Water Dr	Cull Canyon	Ala Cnty	0.89	C	41.6	1 / 2	29.3	B / C	INRIX Data	2064	39.5	A / A	
T84	Crow Canyon Road/Grove Way-SB	Cull Canyon	EB I-580 ON Ramp/Grove Way	Ala Cnty	0.82	C	36.1	1 / 2	22.8	C / D	INRIX Data	979	30.8	B / B	
T85	Crow Canyon Road/Grove Way-SB	EB I-580 ON Ramp/Grove Way	A Street/Redwood Road	Ala Cnty	0.94	C	30.7	2 / 3	21.6	C / D	INRIX Data	855	27.2	B / B	
T86	Winton Avenue - D Street-EB	Hesperian Blvd.	SB I-880 ON Ramp	Hay	0.39	C	25.7	2 / 3	25.8	B / C	INRIX Data	3475	22.2	C / C	
T87	Winton Avenue - D Street-EB	SB I-880 ON Ramp	Santa Clara St	Hay	0.35	C	33.5	2 / 3	18.7	C / D	INRIX Data	2523	28.5	B / B	
T88	Winton Avenue - D Street-EB	Santa Clara St	Soto Rd	Hay	0.55	C	24.1	2 / 3	19.4	C / D	INRIX Data	3026	19.7	C / C	
T89	Winton Avenue - D Street-EB	Soto Rd	Foothill Boulevard/D St	Hay	0.92	C	24.5	2 / 3	10.7	E / F	INRIX Data	1410	18.2	C / C	
T90	Winton Avenue - D Street-WB	Foothill Boulevard/D St	Soto Rd	Hay	0.92	C	27.2	2 / 3	16.0	D / D	INRIX Data	1322	19.5	C / C	
T91	Winton Avenue - D Street-WB	Soto Rd	Santa Clara St	Hay	0.55	C	23.0	2 / 3	22.9	C / C	INRIX Data	3445	17.6	D / D	
T92	Winton Avenue - D Street-WB	Santa Clara St	SB I-880 ON Ramp	Hay	0.35	C	34.7	2 / 3	18.7	C / C	INRIX Data	2988	32.9	A / A	
T93	Winton Avenue - D Street-WB	SB I-880 ON Ramp	Hesperian Blvd.	Hay	0.39	C	24.1	2 / 3	25.5	B / B	INRIX Data	3697	14.9	D / D	
T94	A Street-EB	Foothill Boulevard/A St	Redwood Rd/Grove Way	Hay, Ala Cnty	0.80	C	23.6	2 / 3	17.3	D / D	Floating Car	6	13.5	E / E	
T95	A Street-EB	Redwood Rd/Grove Way	EB I-580 ON Ramp/Grove Way	Ala Cnty	0.42	C	18.5	2 / 3	24.4	B / B	Floating Car	6	14.6	D / D	
T96	A Street-WB	EB I-580 ON Ramp/Grove Way	Redwood Rd/Grove Way	Ala Cnty	0.42	C	28.8	2 / 3	19.1	C / C	Floating Car	6	22.0	C / C	
T97	A Street-WB	Redwood Rd/Grove Way	Foothill Boulevard/A St	Ala Cnty	0.80	C	15.8	2 / 3	8.9	F / F	Floating Car	6	16.9	D / D	
T98	Hesperian Boulevard-Union City Blvd-NB	Union City/Alvarado Blvd	Whipple Rd	Uni Cty	0.98	S	26.5	1 / 2	23.1	C / C	Floating Car	6	22.3	C / C	
T99	Hesperian Boulevard-Union City Blvd-NB	Whipple Rd	Hesperian/Union City Blvd/overbridge	Uni Cty	0.30	S	32.9	1 / 2	34.2	B / B	Floating Car	6	25.0	C / C	

## Appendix B. 2014 Level of Service Results

**Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T100	Hesperian Boulevard-Union City Blvd-NB	Hesperian/Union City Blvd/overbridge	Industrial Blvd	Hay	0.57	S	26.4	1 / 2	22.6	C / C	Floating Car	6	27.8	C / C	
T101	Hesperian Boulevard-Union City Blvd-NB	Industrial Blvd	Tennyson/Hesperian	Hay	1.05	S	25.2	2 / 3	22.8	C / C	Floating Car	6	31.3	A / A	
T102	Hesperian Boulevard-Union City Blvd-SB	Tennyson/Hesperian	Industrial Blvd	Hay	1.05	S	26.8	2 / 3	24.4	B / B	Floating Car	8	17.7	D / D	
T103	Hesperian Boulevard-Union City Blvd-SB	Industrial Blvd	Hesperian/Union City Blvd/overbridge	Hay	0.57	S	19.3	1 / 2	23.9	C / C	Floating Car	8	18.9	D / D	
T104	Hesperian Boulevard-Union City Blvd-SB	Hesperian/Union City Blvd/overbridge	Whipple Rd	Uni Cty	0.30	S	22.1	1 / 2	26.9	C / C	Floating Car	8	21.8	D / D	
T105	Hesperian Boulevard-Union City Blvd-SB	Whipple Rd	Union City/Alvarado Blvd	Uni Cty	0.98	S	29.5	1 / 2	23.6	C / C	Floating Car	8	22.4	C / C	
T106	Alvarado Blvd.-NB	NB I-880 ON Ramp	Deep Creek Rd/SB I-880 OFF Ramp	Fre	0.22	S	30.6	1 / 2	26.5	C / C	INRIX Data	1740	27.7	C / C	
T107	Alvarado Blvd.-NB	Deep Creek Rd/SB I-880 OFF Ramp	Fair Ranch Rd	Uni Cty, Fre	1.42	S	32.4	1 / 2	20.2	D / D	INRIX Data	998	29.5	B / B	
T108	Alvarado Blvd.-NB	Fair Ranch Rd	Union City/Alvarado Blvd	Uni Cty	0.51	S	28.5	1 / 2	16.2	E / E	INRIX Data	306	26.6	C / C	
T109	Alvarado Blvd.-SB	Union City/Alvarado Blvd	Fair Ranch Rd	Uni Cty	0.51	S	28.1	1 / 2	19.1	D / D	INRIX Data	1826	25.7	C / C	
T110	Alvarado Blvd.-SB	Fair Ranch Rd	Deep Creek Rd/SB I-880 OFF Ramp	Uni Cty, Fre	1.42	S	31.2	1 / 2	21.3	D / D	INRIX Data	1766	28.2	B / B	
T111	Alvarado Blvd.-SB	Deep Creek Rd/SB I-880 OFF Ramp	NB I-880 ON Ramp	Fre	0.22	S	31.6	1 / 2	29.8	B / B	INRIX Data	2639	26.0	C / C	
T112	Fremont Boulevard-NB	NB I-880 OFF Ramp	Automall Parkway	Fre	1.28	S	34.7	1 / 2	25.2	C / C	INRIX Data	789	30.6	B / B	
T113	Fremont Boulevard-NB	Automall Parkway	Blacow Rd	Fre	0.91	S	34.2	1 / 2	25.6	C / C	INRIX Data	1431	31.2	B / B	
T114	Fremont Boulevard-NB	Blacow Rd	Adams Ave	Fre	0.38	S	28.0	1 / 2	31.2	B / B	INRIX Data	3532	25.1	C / C	
T115	Fremont Boulevard-NB	Adams Ave	Stevenson Rd	Fre	1.17	S	27.9	2 / 3	22.5	C / C	INRIX Data	2848	24.5	B / B	
T116	Fremont Boulevard-NB	Stevenson Rd	Mowry Ave	Fre	1.00	S	30.2	2 / 3	22.5	C / C	INRIX Data	1997	27.4	B / B	
T117	Fremont Boulevard-NB	Mowry Ave	Peralta Blvd	Fre	1.21	S	30.0	2 / 3	22.0	C / C	INRIX Data	1939	25.7	B / B	[1]
T118	Fremont Boulevard-NB	Peralta Blvd	Thornton Ave	Fre	0.33	S	30.9	2 / 3	15.6	D / D	INRIX Data	1608	26.6	B / B	
T119	Fremont Boulevard-NB	Thornton Ave	Decoto Rd	Fre	1.33	S	32.0	1 / 2	20.2	D / D	INRIX Data	1508	28.0	C / C	
T120	Fremont Boulevard-NB	Decoto Rd	Paseo Padre Pkwy	Fre	0.56	S	31.0	1 / 2	30.1	B / B	INRIX Data	1767	30.0	B / B	

Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T121	Fremont Boulevard-NB	Paseo Padre Pkwy	NB I-880 OFF Ramp	Fre	0.39	S	31.0	1 / 2	33.2	B / B	INRIX Data	1722	30.2	B / B	[2]
T122	Fremont Boulevard-SB	NB I-880 OFF Ramp	Paseo Padre Pkwy	Fre	0.39	S	32.0	1 / 2	23.6	C / C	INRIX Data	1143	29.5	B / B	
T123	Fremont Boulevard-SB	Paseo Padre Pkwy	Decoto Rd	Fre	0.56	S	29.7	1 / 2	17.3	D / D	INRIX Data	1400	23.7	C / C	
T124	Fremont Boulevard-SB	Decoto Rd	Thornton Ave	Fre	1.33	S	30.2	1 / 2	21.7	D / D	INRIX Data	1499	25.5	C / C	
T125	Fremont Boulevard-SB	Thornton Ave	Peralta Blvd	Fre	0.32	S	29.3	2 / 3	20.9	C / C	INRIX Data	1624	22.0	C / C	
T126	Fremont Boulevard-SB	Peralta Blvd	Mowry Ave	Fre	1.21	S	29.4	2 / 3	20.5	C / C	INRIX Data	1030	24.9	B / B	[1]
T127	Fremont Boulevard-SB	Mowry Ave	Stevenson Rd	Fre	1.00	S	32.3	2 / 3	34.9	A / A	INRIX Data	872	31.7	A / A	
T128	Fremont Boulevard-SB	Stevenson Rd	Adams Ave	Fre	1.17	S	27.8	2 / 3	29.1	B / B	INRIX Data	2047	23.9	C / C	[2]
T129	Fremont Boulevard-SB	Adams Ave	Blacow Rd	Fre	0.38	S	27.9	1 / 2	20.1	D / D	INRIX Data	3497	24.2	C / C	
T130	Fremont Boulevard-SB	Blacow Rd	Automall Parkway	Fre	0.91	S	33.1	1 / 2	18.8	D / D	INRIX Data	900	28.0	C / C	
T131	Fremont Boulevard-SB	Automall Parkway	NB I-880 OFF Ramp	Fre	1.28	S	34.9	1 / 2	26.9	C / C	INRIX Data	1146	29.3	B / B	
T132	Automall Parkway-EB	NB I-880 OFF Ramp	Fremont Blvd	Fre	0.85	S	23.1	1 / 2	26.8	C / C	Floating Car	6	23.1	C / C	
T133	Automall Parkway-EB	Fremont Blvd	NB I-680 ON Ramp	Fre	0.74	S	29.5	1 / 2	28.2	B / B	Floating Car	6	29.5	B / B	
T134	Automall Parkway-WB	NB I-680 ON Ramp	Fremont Blvd	Fre	0.75	S	21.1	1 / 2	27.4	C / C	Floating Car	7	15.1	E / E	
T135	Automall Parkway-WB	Fremont Blvd	NB I-880 OFF Ramp	Fre	0.85	S	27.1	1 / 2	28.1	B / B	Floating Car	7	27.1	C / C	
T136	Vasco Road-NB	WB I-580 OFF Ramp	Scenic Ave	Liv	0.44	E	36.3	1 / 2	23.6	C / C	INRIX Data	2818	28.5	B / B	
T137	Vasco Road-NB	Scenic Ave	Dalton Ave/City-County Line	Liv	0.68	E	37.4	1 / 2	35.5	A / A	INRIX Data	3139	31.0	B / B	
T138	Vasco Road-NB	Dalton Ave/City-County Line	N. Vasco Rd/Vasco Rd	Liv	3.11	E	53.0	Rural	43.7	B / -	INRIX Data	3146	51.5	A / -	
T139	Vasco Road-NB	N. Vasco Rd/Vasco Rd	Local Road underpass/County Line	Liv	2.25	E	53.0	Rural	53.3	A / -	INRIX Data	3146	51.5	A / -	[2]
T140	Vasco Road-SB	Local Road underpass/County Line	N. Vasco Rd/Vasco Rd	Liv	2.25	E	46.8	Rural	24.3	E / -	INRIX Data	3894	38.7	B / -	
T141	Vasco Road-SB	N. Vasco Rd/Vasco Rd	Dalton Ave/City-County Line	Liv	3.11	E	46.8	Rural	23.9	E / -	INRIX Data	3894	38.7	B / -	
T142	Vasco Road-SB	Dalton Ave/City-County Line	Scenic Ave	Liv	0.68	E	34.3	1 / 2	22.0	D / D	INRIX Data	3697	28.6	B / B	
T143	Vasco Road-SB	Scenic Ave	WB I-580 OFF Ramp	Liv	0.44	E	32.0	1 / 2	16.6	E / E	INRIX Data	3371	27.1	C / C	

## Appendix B. 2014 Level of Service Results

**Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T144	Dublin Blvd.-EB	San Ramon Road	Village Parkway	Dub	0.73	E	26.5	2 / 3	20.8	C / C	INRIX Data	623	22.9	C / C	
T145	Dublin Blvd.-EB	Village Parkway	Dougherty Rd	Dub	0.81	E	29.5	2 / 3	23.4	C / C	INRIX Data	1681	26.9	B / B	
T146	Dublin Blvd.-EB	Dougherty Rd	Hacienda Dr	Dub	1.21	E	34.1	1 / 2	31.4	B / B	INRIX Data	1264	29.3	B / B	
T147	Dublin Blvd.-EB	Hacienda Dr	Tassajara Dr	Dub	0.89	E	30.2	1 / 2	22.9	C / C	INRIX Data	660	28.3	B / B	
T148	Dublin Blvd.-WB	Tassajara Dr	Hacienda Dr	Dub	0.89	E	29.1	1 / 2	29.8	B / B	INRIX Data	479	28.3	B / B	
T149	Dublin Blvd.-WB	Hacienda Dr	Dougherty Rd	Dub	1.21	E	32.8	1 / 2	23.1	C / C	INRIX Data	1281	28.2	B / B	
T150	Dublin Blvd.-WB	Dougherty Rd	Village Parkway	Dub	0.81	E	29.5	2 / 3	23.9	C / C	INRIX Data	3593	26.3	B / B	
T151	Dublin Blvd.-WB	Village Parkway	San Ramon Road	Dub	0.73	E	24.5	2 / 3	22.2	C / C	INRIX Data	858	24.7	B / B	
T152	San Ramon Road-NB	WB I-580 OFF ramp	Silvergate Dr	Dub	0.64	E	30.8	1 / 2	18.0	D / D	INRIX Data	996	26.7	C / C	
T153	San Ramon Road-NB	Silvergate Dr	Alcosta Blvd/Westside Dr/County Line	Dub	0.99	E	35.1	1 / 2	28.8	B / B	INRIX Data	1663	31.3	B / B	
T154	San Ramon Road-SB	Alcosta Blvd/Westside Dr/County Line	Silvergate Dr	Dub	0.99	E	35.8	1 / 2	33.9	B / B	INRIX Data	1542	35.0	A / A	
T155	San Ramon Road-SB	Silvergate Dr	WB I-580 OFF ramp	Dub	0.64	E	32.7	1 / 2	21.4	D / D	INRIX Data	478	28.3	B / B	
T156	Dougherty Road-NB	WB I-580 OFF ramp	Amador Valley Blvd on SB	Dub	1.12	E	35.4	1 / 2	38.5	A / A	INRIX Data	3485	29.8	B / B	[1]
T157	Dougherty Road-NB	Amador Valley Blvd on SB	Fallcreek Rd on SB/County Line	Dub	0.80	E	44.1	1 / 2	44.0	A / A	INRIX Data	3430	42.4	A / A	
T158	Dougherty Road-SB	Fallcreek Rd on SB/County Line	Amador Valley Blvd on SB	Dub	0.80	E	43.1	1 / 2	28.9	B / B	INRIX Data	2366	35.4	A / A	
T159	Dougherty Road-SB	Amador Valley Blvd on SB	WB I-580 OFF ramp	Dub	1.12	E	33.1	1 / 2	21.3	D / D	INRIX Data	2291	25.5	C / C	[1]
T160	Tassajara Road-NB	WB I-580 OFF ramp	Central Parkway	Dub	0.49	E	24.7	1 / 2	23.6	C / C	Floating Car	6	21.6	D / D	
T161	Tassajara Road-NB	Central Parkway	Somerset Ln/N Dublin Ranch Dr	Dub	0.68	E	34.3	1 / 2	23.3	C / C	Floating Car	6	18.5	D / D	
T162	Tassajara Road-NB	Somerset Ln/N Dublin Ranch Dr	Fallon Rd	Dub	1.04	E	38.4	1 / 2	35.1	A / A	Floating Car	6	35.2	A / A	
T163	Tassajara Road-NB	Fallon Rd	County Line	Ala Cnty	0.51	E	35.2	1 / 1	39.8	A / B	Floating Car	6	35.9	A / B	
T164	Tassajara Road-SB	County Line	Fallon Rd	Ala Cnty	0.51	E	45.2	1 / 1	40.5	A / B	Floating Car	6	29.2	B / C	
T165	Tassajara Road-SB	Fallon Rd	Somerset Ln/N Dublin Ranch Dr	Dub	1.04	E	38.7	1 / 2	35.4	A / A	Floating Car	6	32.4	B / B	

Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T166	Tassajara Road-SB	Somerset Ln/N Dublin Ranch Dr	Central Parkway	Dub	0.68	E	33.8	1 / 2	22.4	C / C	Floating Car	6	34.3	B / B	
T167	Tassajara Road-SB	Central Parkway	WB I-580 OFF ramp	Dub	0.49	E	25.7	1 / 2	16.7	E / E	Floating Car	6	25.7	C / C	
T168	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	SR 84/Isabel Ave	Murrita Blvd	Liv	0.91	E	31.5	1 / 2	20.4	D / D	Floating Car	6	31.5	B / B	
T169	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	Murrita Blvd	S Livermore Ave	Liv	1.07	E	23.4	2 / 3	21.9	C / C	Floating Car	6	24.3	B / B	
T170	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	S Livermore Ave	Inman St	Liv	0.46	E	21.7	2 / 3	14.2	D / D	Floating Car	6	22.8	C / C	
T171	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	Inman St	S Livermore Ave	Liv	0.46	E	20.1	2 / 3	20.1	C / C	Floating Car	6	21.7	C / C	
T172	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	S Livermore Ave	Murrita Blvd	Liv	1.07	E	26.6	2 / 3	20.1	C / C	Floating Car	6	26.6	B / B	
T173	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	Murrita Blvd	SR 84/Isabel Ave	Liv	0.91	E	21.9	1 / 2	38.6	A / A	Floating Car	6	18.0	D / D	
T174	Stoneridge Drive-EB	SB I-680 OFF Ramp	Hopyard Rd	Plea	0.93	E	33.2	1 / 2	19.7	D / D	INRIX Data	2027	29.6	B / B	
T175	Stoneridge Drive-EB	Hopyard Rd	Hacienda Dr	Plea	0.49	E	29.8	1 / 2	22.4	C / C	INRIX Data	2018	25.7	C / C	
T176	Stoneridge Drive-EB	Hacienda Dr	W. Las Positas Blvd	Plea	0.63	E	31.1	1 / 2	25.3	C / C	INRIX Data	1729	29.7	B / B	
T177	Stoneridge Drive-EB	W. Las Positas Blvd	Santa Rita Road	Plea	0.44	E	30.0	1 / 2	14.6	E / E	INRIX Data	1203	30.6	B / B	
T178	Santa Rita Road-EB	Stoneridge Dr/Santa Rita Road	W. Los Positas Blvd	Plea	0.29	E	31.1	1 / 2	15.6	E / E	INRIX Data	3221	31.9	B / B	
T179	Santa Rita Road-EB	W. Los Positas Blvd	WB I-580 OFF Ramp	Plea	0.88	E	30.3	1 / 2	34.5	B / B	INRIX Data	3263	31.4	B / B	
T180	Santa Rita Road-WB	WB I-580 OFF Ramp	W. Los Positas Blvd	Plea	0.88	E	31.3	1 / 2	25.5	C / C	INRIX Data	2822	30.3	B / B	
T181	Santa Rita Road-WB	W. Los Positas Blvd	Santa Rita Road	Plea	0.29	E	31.5	1 / 2	27.6	C / C	INRIX Data	3196	29.7	B / B	
T182	Stoneridge Drive-WB	Santa Rita Road	W. Las Positas Blvd	Plea	0.44	E	31.8	1 / 2	25.5	C / C	INRIX Data	1027	28.9	B / B	
T183	Stoneridge Drive-WB	W. Las Positas Blvd	Hacienda Dr	Plea	0.63	E	33.8	1 / 2	28.5	B / B	INRIX Data	2408	31.4	B / B	
T184	Stoneridge Drive-WB	Hacienda Dr	Hopyard Rd	Plea	0.49	E	28.8	1 / 2	20.1	D / D	INRIX Data	2202	23.6	C / C	
T185	Stoneridge Drive-WB	Hopyard Rd	SB I-680 OFF Ramp	Plea	0.93	E	32.9	1 / 2	21.9	D / D	INRIX Data	2129	28.1	B / B	[2]
T186	Sunol Blvd.- 1st Street- Stanley Blvd.-NB	NB I-680 OFF	Bernal Ave	Plea	1.23	E	31.2	1 / 2	28.8	B / B	INRIX Data	1222	30.4	B / B	
T187	Sunol Blvd.- 1st Street- Stanley Blvd.-NB	Bernal Ave	Ray/Vineyard	Plea	0.63	E	26.1	3 / 4	19.5	B / B	INRIX Data	1473	23.6	B / B	

**Table B-9: 2014 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX or Floating Car Surveys)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	FFS	Class 1985/2000	2012 Results		2014 Results				Note
		From	To						Speed	LOS 85/00	Method	Sample	Speed	LOS 85/00	
T188	Sunol Blvd.- 1st Street- Stanley Blvd.-NB	Ray/Vineyard	Bernal Ave/Valley Ave	Plea	0.86	E	32.1	2 / 3	26.1	B / B	INRIX Data	231	26.4	B / B	
T189	Sunol Blvd.- 1st Street- Stanley Blvd.-NB	Bernal Ave/Valley Ave	SR 84/Isabel Ave	Plea, Ala Cnty	2.98	E	44.9	1 / 1	46.7	A / A	INRIX Data	1934	42.2	A / A	
T190	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	SR 84/Isabel Ave	Bernal Ave/Valley Ave	Plea, Ala Cnty	2.98	E	51.0	1 / 1	38.3	A / B	INRIX Data	3810	47.9	A / A	
T191	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	Bernal Ave/Valley Ave	Ray/Vineyard	Plea	0.86	E	34.6	2 / 3	31.1	A / A	INRIX Data	2233	27.9	B / B	
T192	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	Ray/Vineyard	Bernal Ave	Plea	0.63	E	25.4	3 / 4	11.8	D / D	INRIX Data	3361	18.1	C / C	
T193	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	Bernal Ave	NB I-680 OFF	Plea	1.23	E	35.6	1 / 2	26.2	C / C	INRIX Data	2491	27.4	C / C	

Comments

[1] Data impacted by construction or recurrent lane closures

[2] CMP segment length changed based on the shapefiles used to the extent that the speed trends are not directly comparable with previous years

B.5 | HOV and Express Lanes

Table B-10: 2014 LOS Monitoring Results for HOV/Express Lanes - PM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	Type	Segment Limits		Jurisdiction	Plan Area	Length (mi)	# Lanes	2014 LOS Results			Note
			From	To					# Runs	Speed	LOS	
H1	I-80 - EB	HOV	Begin of HOV	I-80/I-580 (Merge)	Oak	N	0.72	1	4	21.1	F	
H2	I-80 - EB	HOV	I-80/I-580 (Merge)	Powell	Emery, Berk	N	0.54	1	4	10.2	F	
H3	I-80 - EB	HOV	Powell	Ashby	Emery, Berk	N	0.72	1	4	27.7	F	
H4	I-80 - EB	HOV	Ashby	University	Emery, Berk	N	1.30	1	4	32.2	E	
H5	I-80 - EB	HOV	University	Jct I-580 (off)	Berk, Alb	N	1.37	1	4	46.2	D	
H6	I-80 - EB	HOV	Jct I-580 (off)	Central (County Line)	Berk, Alb	N	0.84	1	4	50.3	C	
H7	I-80 - WB	HOV	Central (County Line)	Jct I-580	Berk, Alb	N	0.70	1	6	54.9	C	
H8	I-80 - WB	HOV	Jct I-580	University	Berk, Alb	N	1.51	1	6	49.1	C	
H9	I-80 - WB	HOV	University	Ashby	Emery, Berk	N	1.31	1	6	42.8	D	
H10	I-80 - WB	HOV	Ashby	Powell	Emery, Berk	N	0.71	1	6	39.1	E	
H11	I-80 - WB	HOV	Powell	I-80/I-580 (Split)	Emery, Berk	N	0.47	1	6	48.0	D	
H12	I-80 - WB	HOV	I-580 Split	Toll Plaza	Oak	N	1.31	1	6	50.4	C	
H13	I-80 - WB	HOV	Toll Plaza	End of HOV	Oak	N	0.21	1	6	44.8	D	
H14	SR 84 - WB	HOV	I-880 NB (off)	Ardenwood/Newark	New	S	1.01	1	6	56.9	B	
H15	SR 84 - WB	HOV	Ardenwood/Newark	Paseo Padre Pkwy	New	S	1.15	1	6	62.2	A	
H16	SR 84 - WB	HOV	Paseo Padre Pkwy	Toll Gate	Fre	S	0.54	1	6	56.5	B	
H17	SR 92 - WB	HOV	Begin of HOV (Hesperian Blvd)	Clawiter	Hay	C	1.17	1	6	69.8	A	
H18	SR 92 - WB	HOV	Clawiter	Toll Plaza	Uninc, Hay	C	1.88	1	6	69.6	A	
H19	I-580 - EB	HOV	Hopyard	Santa Rita	Plea	E	1.90	1	6	34.4	E	[1]
H20	I-580 - EB	HOV	Santa Rita	El Charro	Uninc, Plea	E	1.25	1	6	40.6	E	[1]
H21	I-580 - EB	HOV	El Charro	SR 84/Airway Blvd.	Uninc	E	1.72	1	6	50.6	C	[1]
H22	I-580 - EB	HOV	SR 84/Airway Blvd.	Portola	Uninc	E	1.73	1	6	48.8	D	[1]
H23	I-580 - EB	HOV	Portola	1st St	Liv	E	2.56	1	6	44.9	D	[1]
H24	I-580 - EB	HOV	1st St	Greenville	Liv, Uninc	E	2.13	1	6	15.5	F	[1]
E1	I-680 - SB	Express Ln	Begin of HOV (Rt 84)	Washington Blvd Entry Point	Uninc, Fre	S	5.74	1	6	66.4	A	
E2	I-680 - SB	Express Ln	Washington Blvd Entry Point	Auto Mall Pkwy Exit Point	Fre	S	1.32	1	6	68.6	A	
E3	I-680 - SB	Express Ln	Auto Mall Pkwy Exit Point	Mission Blvd Entry Point	Fre	S	1.07	1	6	68.5	A	

## Appendix B. 2014 Level of Service Results

**Table B-10: 2014 LOS Monitoring Results for HOV/Express Lanes - PM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Type	Segment Limits		Jurisdiction	Plan Area	Length (mi)	# Lanes	2014 LOS Results			Note
			From	To					# Runs	Speed	LOS	
E4	I-680 - SB	Express Ln	Mission Blvd Entry Point	Ala border (S of Scott Creek Rd)	Fre	S	3.03	1	6	68.5	A	
H25	I-880 - NB	HOV	Begin HOV	I-880/I-80 Split (16th Street)	Oak	N	0.17	1	6	61.7	A	
H26	I-880 - NB	HOV	I-880/I-80 Split (16th Street)	Toll Plaza	Oak	N	1.40	1	6	58.0	B	
H27	I-880 - NB	HOV	Begin HOV (W Grand Ave)	I-880/I-80 Merge	Oak, Emery	N	1.10	1	6	43.8	D	
H28	I-880 - NB	HOV	SCL County Line	SR 262/Mission	Fre	S	2.01	1	6	24.3	F	
H29	I-880 - NB	HOV	SR262/Mission	AutoMall Pkwy	Fre	S	2.43	1	6	36.4	E	[1]
H30	I-880 - NB	HOV	AutoMall Pkwy	Stevenson Blvd	Fre	S	1.53	1	6	50.7	C	
H31	I-880 - NB	HOV	Stevenson Blvd	Decoto	Fre	S	4.06	1	6	42.5	D	
H32	I-880 - NB	HOV	Decoto	Alvarado Blvd	Fre	S	1.17	1	6	32.3	E	
H33	I-880 - NB	HOV	Alvarado Blvd	Alvarado-Niles Blvd	Fre, Uni Cty	S	1.57	1	6	30.4	E	
H34	I-880 - NB	HOV	Alvarado-Niles Blvd	Tennyson	Uni Cty, Hay	S	2.60	1	6	27.2	F	
H35	I-880 - NB	HOV	Tennyson	SR 92	Hay	C	1.02	1	6	38.9	E	
H36	I-880 - NB	HOV	SR 92	A St	Hay	C	1.68	1	6	41.6	D	
H37	I-880 - NB	HOV	A St	End of HOV	Uninc	C	0.77	1	6	53.0	C	
H38	I-880 - SB	HOV	Begin HOV (South of Marina Blvd)	SR 238 WB (Merge)	San L	N	2.18	1	6	63.8	A	[1]
H39	I-880 - SB	HOV	SR 238 WB (Merge)	A St	San L, Uninc	C	1.91	1	6	68.2	A	
H40	I-880 - SB	HOV	A St	Rt 92/Jackson	Hay	C	1.70	1	6	66.4	A	
H41	I-880 - SB	HOV	Rt 92/Jackson	Tennyson	Hay	C	1.01	1	6	63.8	A	
H42	I-880 - SB	HOV	Tennyson	Alvarado-Niles	Hay, Uni Cty	C	2.60	1	6	57.3	B	
H43	I-880 - SB	HOV	Alvarado-Niles	Alvarado	Uni Cty, Fre	C	1.56	1	6	67.7	A	
H44	I-880 - SB	HOV	Alvarado	Decoto	Fre	C	1.19	1	6	66.2	A	
H45	I-880 - SB	HOV	Decoto	Stevenson	Fre	S	4.06	1	6	65.7	A	
H46	I-880 - SB	HOV	Stevenson	AutoMall Pkwy	Fre	C	1.52	1	6	68.6	A	
H47	I-880 - SB	HOV	AutoMall Pkwy	Rt 262/Mission	Fre	C	2.83	1	6	68.8	A	[1]
H48	I-880 - SB	HOV	SR 262/Mission	SCL County Line	Fre	S	1.61	1	6	70.2	A	

Comments

[1] Data impacted by long term construction or recurrent lane closures

Table B-11: 2014 LOS Monitoring Results for HOV/Express Lanes - AM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	Type	Segment Limits		Jurisdiction	Plan Area	Length (mi)	# Lanes	2014 LOS Results			Note
			From	To					# Runs	Speed	LOS	
H1	I-80 - EB	HOV	Begin of HOV	I-80/I-580 (Merge)	Oak	N	0.72	1	6	55.1	B	
H2	I-80 - EB	HOV	I-80/I-580 (Merge)	Powell	Emery, Berk	N	0.54	1	6	59.6	B	
H3	I-80 - EB	HOV	Powell	Ashby	Emery, Berk	N	0.72	1	6	61.4	A	
H4	I-80 - EB	HOV	Ashby	University	Emery, Berk	N	1.30	1	6	60.8	A	
H5	I-80 - EB	HOV	University	Jct I-580 (off)	Berk, Alb	N	1.37	1	6	64.1	A	
H6	I-80 - EB	HOV	Jct I-580 (off)	Central (County Line)	Berk, Alb	N	0.84	1	6	61.4	A	
H7	I-80 - WB	HOV	Central (County Line)	Jct I-580	Berk, Alb	N	0.70	1	6	20.4	F	
H8	I-80 - WB	HOV	Jct I-580	University	Berk, Alb	N	1.51	1	6	28.1	F	
H9	I-80 - WB	HOV	University	Ashby	Emery, Berk	N	1.31	1	6	34.2	E	
H10	I-80 - WB	HOV	Ashby	Powell	Emery, Berk	N	0.71	1	6	42.3	D	
H11	I-80 - WB	HOV	Powell	I-80/I-580 (Split)	Emery, Berk	N	0.47	1	6	31.5	E	
H12	I-80 - WB	HOV	I-580 Split	Toll Plaza	Oak	N	1.31	1	6	30.1	E	
H13	I-80 - WB	HOV	Toll Plaza	End of HOV	Oak	N	0.21	1	6	44.9	D	
H14	SR 84 - WB	HOV	I-880 NB (off)	Ardenwood/Newark	New	S	1.01	1	6	57.6	B	
H15	SR 84 - WB	HOV	Ardenwood/Newark	Paseo Padre Pkwy	New	S	1.15	1	6	57.9	B	
H16	SR 84 - WB	HOV	Paseo Padre Pkwy	Toll Gate	Fre	S	0.54	1	6	31.8	E	
H17	SR 92 - WB	HOV	Begin of HOV (Hesperian Blvd)	Clawiter	Hay	C	1.17	1	6	25.4	F	
H18	SR 92 - WB	HOV	Clawiter	Toll Plaza	Uninc, Hay	C	1.88	1	6	42.1	D	
H19	I-580 - EB	HOV	Hopyard	Santa Rita	Plea	E	1.90	1	6	67.4	A	[1]
H20	I-580 - EB	HOV	Santa Rita	El Charro	Uninc, Plea	E	1.25	1	6	74.4	A	[1]
H21	I-580 - EB	HOV	El Charro	SR 84/Airway Blvd.	Uninc	E	1.72	1	6	74.9	A	[1]
H22	I-580 - EB	HOV	SR 84/Airway Blvd.	Portola	Uninc	E	1.73	1	6	73.6	A	[1]
H23	I-580 - EB	HOV	Portola	1st St	Liv	E	2.56	1	6	70.5	A	[1]
H24	I-580 - EB	HOV	1st St	Greenville	Liv, Uninc	E	2.13	1	6	73.3	A	[1]
E1	I-680 - SB	Express Ln	Begin of HOV (Rt 84)	Washington Blvd Entry Point	Uninc, Fre	S	5.74	1	6	64.5	A	
E2	I-680 - SB	Express Ln	Washington Blvd Entry Point	Auto Mall Pkwy Exit Point	Fre	S	1.32	1	6	64.0	A	
E3	I-680 - SB	Express Ln	Auto Mall Pkwy Exit Point	Mission Blvd Entry Point	Fre	S	1.07	1	6	56.8	B	
E4	I-680 - SB	Express Ln	Mission Blvd Entry Point	Ala border (S of Scott Creek Rd)	Fre	S	3.03	1	6	69.0	A	
H25	I-880 - NB	HOV	Begin HOV	I-880/I-80 Split (16th Street)	Oak	N	0.17	1	12	54.0	C	
H26	I-880 - NB	HOV	I-880/I-80 Split (16th Street)	Toll Plaza	Oak	N	1.40	1	12	44.5	D	

## Appendix B. 2014 Level of Service Results

**Table B-11: 2014 LOS Monitoring Results for HOV/Express Lanes - AM Peak Period (Floating Car Surveys)**

CMP ID	CMP Route	Type	Segment Limits		Jurisdiction	Plan Area	Length (mi)	# Lanes	2014 LOS Results			Note
			From	To					# Runs	Speed	LOS	
H27	I-880 - NB	HOV	Begin HOV (W Grand Ave)	I-880/I-80 Merge	Oak, Emery	N	1.10	1	7	52.5	C	
H28	I-880 - NB	HOV	SCL County Line	SR 262/Mission	Fre	S	2.01	1	6	70.1	A	
H29	I-880 - NB	HOV	SR262/Mission	AutoMall Pkwy	Fre	S	2.43	1	6	70.3	A	[1]
H30	I-880 - NB	HOV	AutoMall Pkwy	Stevenson Blvd	Fre	S	1.53	1	6	70.1	A	
H31	I-880 - NB	HOV	Stevenson Blvd	Decoto	Fre	S	4.06	1	6	70.3	A	
H32	I-880 - NB	HOV	Decoto	Alvarado Blvd	Fre	S	1.17	1	6	69.2	A	
H33	I-880 - NB	HOV	Alvarado Blvd	Alvarado-Niles Blvd	Fre, Uni Cty	S	1.57	1	6	67.2	A	
H34	I-880 - NB	HOV	Alvarado-Niles Blvd	Tennyson	Uni Cty, Hay	S	2.60	1	6	59.0	B	
H35	I-880 - NB	HOV	Tennyson	SR 92	Hay	C	1.02	1	6	60.0	B	
H36	I-880 - NB	HOV	SR 92	A St	Hay	C	1.68	1	6	61.6	A	
H37	I-880 - NB	HOV	A St	End of HOV	Uninc	C	0.77	1	6	63.1	A	
H38	I-880 - SB	HOV	Begin HOV (South of Marina Blvd)	SR 238 WB (Merge)	San L	N	2.18	1	6	46.0	D	[1]
H39	I-880 - SB	HOV	SR 238 WB (Merge)	A St	San L, Uninc	C	1.91	1	6	31.2	E	
H40	I-880 - SB	HOV	A St	Rt 92/Jackson	Hay	C	1.70	1	5	51.0	C	
H41	I-880 - SB	HOV	Rt 92/Jackson	Tennyson	Hay	C	1.01	1	5	44.8	D	
H42	I-880 - SB	HOV	Tennyson	Alvarado-Niles	Hay, Uni Cty	C	2.60	1	5	45.6	D	
H43	I-880 - SB	HOV	Alvarado-Niles	Alvarado	Uni Cty, Fre	C	1.56	1	5	43.5	D	
H44	I-880 - SB	HOV	Alvarado	Decoto	Fre	C	1.19	1	5	49.9	C	
H45	I-880 - SB	HOV	Decoto	Stevenson	Fre	S	4.06	1	5	51.0	C	
H46	I-880 - SB	HOV	Stevenson	AutoMall Pkwy	Fre	C	1.52	1	5	54.3	C	
H47	I-880 - SB	HOV	AutoMall Pkwy	Rt 262/Mission	Fre	C	2.83	1	5	55.3	B	[1]
H48	I-880 - SB	HOV	SR 262/Mission	SCL County Line	Fre	S	1.61	1	5	58.9	B	

Comments

[1] Data impacted by long term construction or recurrent lane closures

## B.6 | Bridges to SF/Peninsula

Table B-12: 2014 LOS Monitoring Results for Bridges - PM Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2014 results			Note
		From	To					Sample	Speed	LOS	
F151	SR 92 - WB	San M CL	Foster City Boulevard	SM	4.97	C	3	3641	66.0	A	
F152	SR 92 - EB	Foster City Boulevard	San M CL	SM	4.97	C	3	3430	41.0	D	[1]
F153	SR 84 - WB	San M CL	Ravenswood Slough	SM	1.31	S	3	2639	61.7	A	
F154	SR 84 - EB	Ravenswood Slough	San M CL	SM	1.31	S	3	3775	52.3	C	
F155	I-80 - WB	SF County Line	Fremont St Off Ramp	SF	3.32	N	5	3543	28.2	(F30)	
F156	I-80 - EB	Bryant St On Ramp	SF County Line	SF	3.29	N	5	3299	37.0	E	[1]

Comments

[1] Data impacted by long term construction and recurrent lane closures

Table B-13: 2014 LOS Monitoring Results for Bridges - AM Peak Period (INRIX data)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2014 results			Note
		From	To					Sample	Speed	LOS	
F151	SR 92 - WB	San M CL	Foster City Boulevard	SM	4.97	C	3	3656	47.8	D	
F152	SR 92 - EB	Foster City Boulevard	San M CL	SM	4.97	C	3	3772	65.9	A	[1]
F153	SR 84 - WB	San M CL	Ravenswood Slough	SM	1.31	S	3	3772	37.5	E	
F154	SR 84 - EB	Ravenswood Slough	San M CL	SM	1.31	S	3	3290	60.1	A	
F155	I-80 - WB	SF County Line	Fremont St Off Ramp	SF	3.32	N	5	3775	46.3	D	
F156	I-80 - EB	Bryant St On Ramp	SF County Line	SF	3.29	N	5	3540	50.4	C	[1]

Comments

[1] Data impacted by long term construction and recurrent lane closures

**Table B-14: 2014 LOS Monitoring Results for Bridges - Weekend Peak Period (INRIX data)**

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2014 results			Note
		From	To					Sample	Speed	LOS	
F151	SR 92 - WB	San M CL	Foster City Boulevard	SM	4.97	C	3	3081	67.0	A	
F152	SR 92 - EB	Foster City Boulevard	San M CL	SM	4.97	C	3	3056	66.7	A	[1]
F153	SR 84 - WB	San M CL	Ravenswood Slough	SM	1.31	S	3	2047	61.8	A	
F154	SR 84 - EB	Ravenswood Slough	San M CL	SM	1.31	S	3	2272	60.7	A	
F155	I-80 - WB	SF County Line	Fremont St Off Ramp	SF	3.32	N	5	3082	38.3	E	
F156	I-80 - EB	Bryant St On Ramp	SF County Line	SF	3.29	N	5	3089	51.6	C	[1]

Comments

[1] Data impacted by long term construction and recurrent lane closures