



APPENDICES

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Appendix A | Methodology

This section discusses the methodology used for measuring level of service (LOS) in the current monitoring cycle. In the first step, days within the monitoring period of September to early November 2020 were screened to ensure that automatically collected data used was only for days that were expected to result in normal commuter traffic conditions. Days that may have produced lighter than usual traffic conditions (such as public holidays) or heavier than usual conditions (such as special events) were identified and removed. Similarly, field data collection days were identified based on local events and school holidays to ensure representative travel conditions.

The second step consisted of the actual data collection using either probe-vehicle based commercial speed data (e.g., INRIX data), freeway express lanes Electronic Toll System (ETS) data, or floating car survey data. Data was collected for the CMP freeway, HOV and express lanes, and arterial network.

In the final step, data was analyzed separately for commercial speed data, ETS data, and floating car surveys to assign LOS based on Highway Capacity Manual (HCM) methodologies.

A.1 | Screening for Data Collection Periods

As a preliminary step in the analysis, it was necessary to identify all the days and time periods during which the CMP network could be monitored. Again, travel time data was collected using a combination of commercial speed data and floating car surveys. Monitoring days for both data sources were reviewed and identified separately.

As a part of the preliminary analysis, all potential factors that may affect average traffic speeds were carefully examined. School holidays and special events that occurred during the monitoring period were identified and removed. This analysis was necessary to identify data generally representative of normal conditions on the CMP network for the current monitoring cycle.

A.1.1 | LOS Monitoring Times

LOS monitoring data was collected in fall 2020, not spring due to COVID-19, when schools were in session. Commercial speed data collection and floating car surveys were conducted in the months of September, October and November, 2020.

Weekday data was collected on Tuesdays, Wednesdays and Thursdays between September 1 and November 6, 2020 for the morning and afternoon peak-periods. The morning peak-period was from 7:00 AM to 9:00 AM, and the afternoon peak-period was from 4:00 PM to 6:00 PM. Freeways were also monitored separately on weekends between 1:00 PM to 3:00 PM, which were verified in earlier monitoring cycles to be the weekend peak-period.

All potential factors that may adversely impact traffic conditions were examined so monitoring results are an accurate reflection of the average driving conditions experienced by daily commuters. The following sections describe each of these screening steps in more detail.

A.1.2 | Public Holidays

Roads are typically less congested on public holidays which are therefore need to be excluded. Public holidays were reviewed and none occurred on Tuesdays, Wednesdays and Thursdays within the monitoring period in 2020.

A.1.3 | Special Events

Special events typically produce more congestion, especially on roadways near the event area, thus traffic data associated with special events was removed from the dataset. Due to COVID-19, no special events occurred within the monitoring period.

A.1.4 | Weather Events

Weather events were also considered as a part of the analysis; however, no events were observed to impact traffic conditions.

A.1.5 | Construction and Maintenance

The project team reviewed various information sources to identify significant construction impacts during the monitoring period. These included the following:

- Alameda CTC projects webpage;
- Other government websites (including Caltrans District 4);
- Specific construction project websites;
- Facebook and Twitter feeds (such as the 511 SF Bay Twitter Feed¹); and
- Caltrans Performance Measurement System (PeMS) lane closure database.

Construction and maintenance were reviewed and if significant impacts were identified, then data were removed across all relevant CMP segments.

A.1.6 | Incidents

Incidents (collisions, broken down vehicles, etc.) negatively impact traffic conditions, and therefore data associated with those incidents was excluded. For floating car surveys, where the driver observed an incident, the floating car survey run was repeated. For commercial speed data, freeway incident data sets from the Performance Monitoring System (PeMS) were reviewed and the speed data records for the time period corresponding to an incident were removed across all relevant CMP segments.

A.2 | Data Collection

Both probe vehicle-based commercial speed data and floating car survey data were used to measure average speed to determine the LOS.

A.2.1 | Commercial Speed Data

In 2013, MTC contracted with a third-party commercial data vendor, INRIX, to obtain region-wide commercial speed data, and has made the data available free of charge to CMAs and other local governments for planning and monitoring purposes. This LOS Monitoring effort used the commercial speed data from INRIX through MTC's contract.

¹ Twitter Feed for 511 SF Bay twitter.com/511SFBay

INRIX “aggregates traffic data from GPS-enabled vehicles and mobile devices, traditional road sensors and hundreds of other sources.”² Traffic data is reported by INRIX using discrete roadway links defined as INRIX XD segments. INRIX XD are segments that cover more miles of road than Traffic Message Channels (TMC) segments, generally with greater granularity, and with the ability to adapt more quickly to changes in the road network and the addition of new roads and new markets. During the May-June 2019 timeframe, MTC switched from providing TMC-based data, used in the last several monitoring cycles, to XD-based data, which provides greater spatial resolution. However, TMC and XD datasets are two slightly different roadway segmentation systems. In this regard, it is worth noting the following advantages in general:

- XD links are contiguous along corridors whereas the TMC segments had occasional gaps between segments and occasional segment overlaps.
- On arterial roadways (non-freeway segments) the XD links beginning and ending points are aligned with roadway intersections whereas the TMC segments many times ended mid-block.
- The TMC segments were relatively long in rural or non-urbanized areas. The XD links are all generally less than a mile or so in length.

INRIX reports travel speeds on pre-determined XD segments. In 2020 monitoring, it was decided to switch from one-minute raw data to five-minute granularity, given that the latter is deemed of high quality without data gaps and aggregating five-minute data onto CMP segments will run more efficiently and accurately. The average vehicular speed reported for each five-minute period on each XD link culminates in millions of lines of data for a three-month county-wide dataset.

A.2.2 | Floating Car Survey Data

Where commercial speed data lacked either spatial or temporal coverage, floating car surveys were used. The floating car surveys were completed using GPS technology to determine the travel time between the start and end of each CMP segment. For each of these CMP segments on the arterials (Tier 1) and HOV/express lanes, the study completed six (6) floating car surveys. Floating car runs were completed using the industry accepted approach of attempting to represent the average vehicle. Drivers aimed to pass as many vehicles as passed them. Six (6) surveys were conducted in each of the morning (7 a.m. to 9 a.m.) and afternoon (4 p.m. to 6 p.m.) peak periods. Surveys were only undertaken on Tuesdays, Wednesdays, and/or Thursdays. For a particular segment, the surveys were scheduled so they spanned a range of days and times. The aim of this is to ensure that a range of representative traffic conditions are surveyed.

Drivers were instructed to comply with all road rules. This includes the speed limit, traffic signal displays and not stopping within intersections. In this respect, it is noted that there may be some minor differences between the results from these professional floating car surveys and normal driving behavior; however, these differences are unavoidable.

Several freeway ramps, which were not covered by commercial data, were also measured using floating car survey. If a CMP segment that used floating car surveys experienced congestion (LOS F) in the afternoon peak and the segment was subject to CMP conformity, then two additional runs were generally completed.

² INRIX. <http://inrix.com>

A.3 | Data Analysis

The methodology for deriving LOS from raw commercial speed and floating car survey data includes two key steps. The first step consists of converting the raw speed data into average peak-period speeds on every CMP segment. In the second step, average speeds are converted to estimate LOS using a specific method depending on the type and classification of roadway.

A.3.1 | Calculate Average Peak-Period Speed

The steps for converting raw speed data to average peak-period speeds vary based on the data source.

Commercial Speed Data

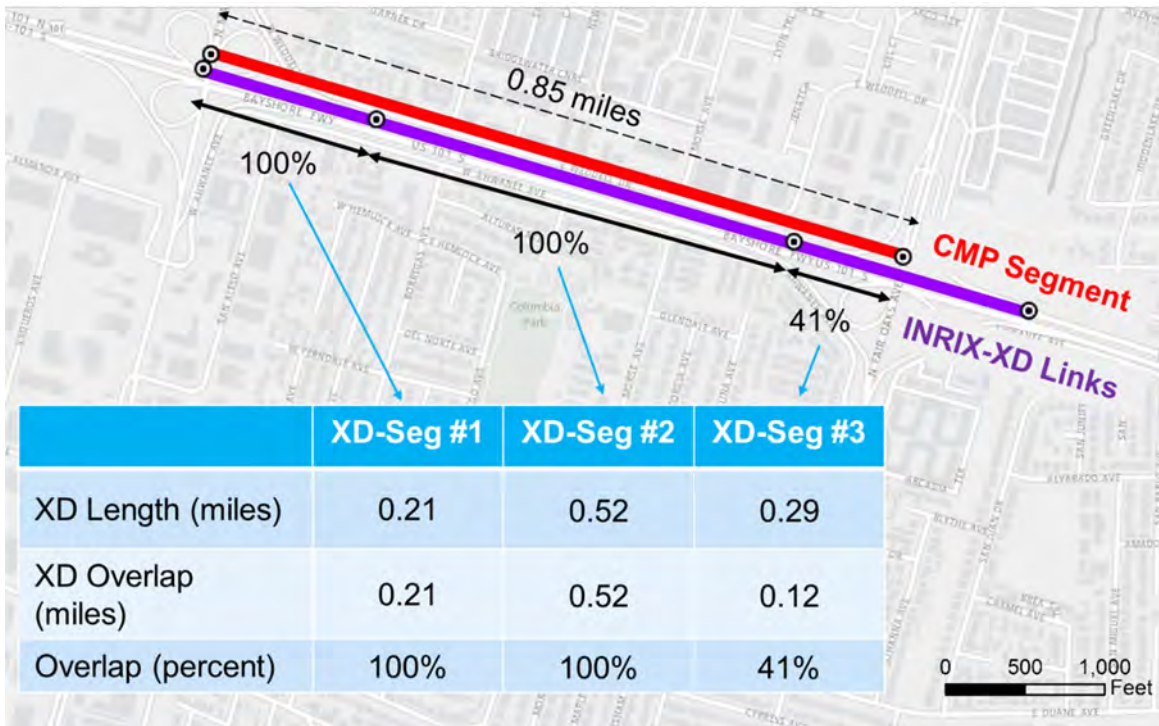
Once collected from the INRIX database, commercial speed data points were associated with the appropriate CMP segment through a spatial mapping process. Next, data outside the monitoring period and data with poor data quality were eliminated. To calculate average speed for all data points, the data was averaged on each CMP segment for each peak-period.

Step 1. Mapping INRIX XD links onto CMP Segments

Commercial speed data collected by INRIX was reported against lengths of roadway called INRIX XD links. For this project, it was required that the average speed be reported against an Alameda CTC CMP segment. CMP segments are typically longer sections of roadway, averaging approximately 1.2 mile in length (range: 0.2 to 5.0 miles). Therefore, INRIX XD links needed to be aligned against or mapped onto the CMP segments.

It should be noted that for some CMP segments, the ends of the CMP did not align with the ends of the INRIX XD segments. **Figure A-1** shows a schematic example to explain this concept. It shows one CMP segment that is made up of three INRIX XD segments. However, the end of the last INRIX XD segment does not align with the end of the CMP segment. In these instances, only the overlapping portion of the XD length was used to calculate the average speed.

Figure A-1: End points of CMP and INRIX XD do not align



Step 2. Filter Raw Data

The raw INRIX data was filtered to remove:

- Times outside the morning and afternoon peak periods;
- Days other than Tuesdays to Thursdays;
- Data points impacted by special events (e.g., incidents, construction, major events); and
- Data points with lower data quality scores.

INRIX includes a data quality score that accompanies every INRIX data point. The score value is defined as:

- Score of 30: Data are exclusively generated from real-time sources.
- Score of 20: A mix of historical and real-time sources are used.
- Score of 10: Data are exclusively generated from historical data.

Only raw speeds that were directly measured were used for computing LOS in the CMP network. As such, data points with scores of 10 and 20 were removed, and only data with scores of 30 (equivalent to 100% observed) were kept, as illustrated in **Figure A-2**.

The quantity of remaining data points was tracked so the sample size of score 30 was known. The sample sizes are presented in conjunction with all associated commercial speed data results.

Figure A-2: Example of Filtering Process

Time Period	XD1	XD2	XD3	XD4	Length
1	20	30	30	30	¾
2	20	30	30	30	¾
3	30	30	30	30	1
4	30	30	30	30	1
5	30	30	30	30	1
6	20	30	20	30	½
7	30	30	20	30	¾

Step 3. Spatial and Temporal Data Aggregation - Average Speed Computations

This step covers the methodology of aggregating the data, both spatially and temporally.

Spatial Aggregation

Using the mapping created in Step 1 and the filtered INRIX data from Step 2, the INRIX XD data was spatially aggregated on the CMP segments. In cases where multiple INRIX XD segments span a single CMP segment, the travel time was summed for all INRIX XD segments.

$$CMP\ Travel\ Time = XD_1 + XD_2 + \dots + XD_n$$

Temporal Aggregation

Temporal aggregation involved the translation of the CMP travel time metric for each five-minute of data into one average speed value corresponding to each CMP segment for the entire monitoring period. The following formula was used for this:

$$Average\ CMP\ Speed = \frac{\sum\ CMP\ Length}{\sum\ CMP\ Travel\ time}$$

Sample size information was retained to assess the confidence level in the computed statistics.

Sample Size

The sample size is the number of data points that contributed to the final calculation of average speed. The sample size varied on each INRIX XD segment through removal of data points during the filtering process and through the processes discussed below.

APPENDIX A

Removal of XD data points with scores of 10 and 20 (Step 2 above) eliminated data for particular five-minute time periods from one or more of the XDs that comprise certain CMP segments. The example shows a longer CMP segment which is comprised of four XDs. The table shows the data scores for each XD for each five-minute time period. In time periods 1, 2, and 7, one of the XDs had a data score of 20 and therefore the record from that XD was excluded for those minutes. In time period 6, two of the XDs had data scores of 20 and similarly, these XD records were also excluded for time period 6.

A check was performed to ensure that any time periods that had INRIX XD segments removed were not included in the analysis. Where INRIX XD data were available for less than 99% of the INRIX XD segments that were chosen for mapping, five-minute time period was removed. To extend the above example further, if XD1 was less than 1% of the CMP segment length, then it would still be possible to use the data in Time periods 1 and 2 (in addition to time periods 3, 4 and 5). This can be justified, because XD1 does not contribute significantly to the distance-based average speed calculation.

In a small minority of cases, using the 99% threshold resulted in removal of too many time periods and an inadequate sample size. In these cases, the threshold was lowered to 70% to ensure that the sample size was adequate. A minimum sample size of 50 was used.

Floating Car Survey Data

Once floating car survey data was collected using GPS units, it was processed to extract the average speed and travel time on subsegments of each CMP segment. The subsegment average speeds and travel times were then input into a spreadsheet that calculated aggregated average speed for each CMP segment using the segment's travel time and length.

A.3.2 | Assign LOS

The next step in the analysis process was to assign LOS based on the average speeds calculated for each CMP segment. As adopted in the 2013 CMP, LOS is estimated for the entire CMP network based on HCM 1985 with the exception of Tier 2 arterial segments, which were also reported using HCM 2000 for comparison purposes. This study uses the LOS speed standards as shown in **Tables A-1, A-2 and A-3**.

Table A-1: Freeway LOS (Source: HCM 1985)

Level of Service	Speed (mph)	Density (pc/mi/ln ¹)	V/C Ratio	Maximum Service Flow (pcphpl ²)
A	≥ 60	≤ 12	0.35	700
B	≥ 55	≤ 20	0.58	1,000
C	≥ 49	≤ 30	0.75	1,500
D	≥ 41	≤ 42	0.90	1,800
E	≥ 30	≤ 67	1.00	2,000
F	< 30	> 67	- ³	-

Range for LOS F for Freeway Sections⁴

F30—Average Travel Speed < 30

F20—Average Travel Speed < 20

F10—Average Travel Speed < 10

Source: Adapted from Table 4-1, Special Report 209, HCM 1985

¹ Density measured in passenger cars per mile per lane

² Maximum service flow under ideal conditions, expressed as passenger cars per hour per lane

³ Highly variable, unstable flow; V/C Ratio is not applicable

⁴ Approved by Alameda CTC in June 2004 to show degrees of LOS F on congested roadways.

Table A-2: Arterial LOS (Source: HCM 1985)

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

Source: Table 12-1, Special Report 209, HCM 1985

Table A-3: Arterial LOS (Source: HCM 2000)

Urban Street Class	I	II	III	IV
Range of free-flow speed (mph)	55 to 45	45 to 35	35 to 30	35 to 25
Typical free-flow speed (mph)	50	40	35	30
Level of Service	Average Travel Speed (mph)			
A	> 42	> 35	> 30	> 25
B	> 34-42	> 28-35	> 24-30	> 19-25
C	> 27-34	> 22-28	> 18-24	> 13-19
D	> 21-27	> 17-22	> 14-18	> 9-13
E	> 16-21	> 13-17	> 10-14	> 7-9
F	≤ 16	≤ 13	≤ 10	≤ 7

Source: Exhibit 15-2, HCM 2000 (U.S. Customary Units)

APPENDIX A

Assigning LOS - Freeways

Based on the average speed of the freeway in the morning and afternoon peak-periods and using the HCM standards as shown in **Table A-1**, LOS was estimated for each CMP segment in each time period.

Assigning LOS - Ramps and Special Segments

Based on the suggested guidelines from the HCM:

- LOS A occurs when vehicles are traveling at a free-flow speed for the given roadway conditions.
- LOS F occurs when speeds have dropped below 50 percent of the free-flow speeds.
- Levels of Service B to E are calculated at even intervals between free-flow speeds and LOS F speeds.

To determine LOS for these ramps, the free-flow speed was obtained from special studies conducted in 1992, during off-peak low-volume conditions. There is one ramp segment that is classified as a weaving segment and is therefore not assigned an LOS consistent with previous monitoring cycles. The performance of this segment can be judged on its average speed.

Assigning LOS - Arterials

Both HCM 1985 and 2000 methods first require classification of the arterial according to its free-flow speed and other road characteristics. The road classification based on HCM 1985 could be Class I, II or III and based on HCM 2000 it could be Class I, II, III or IV.

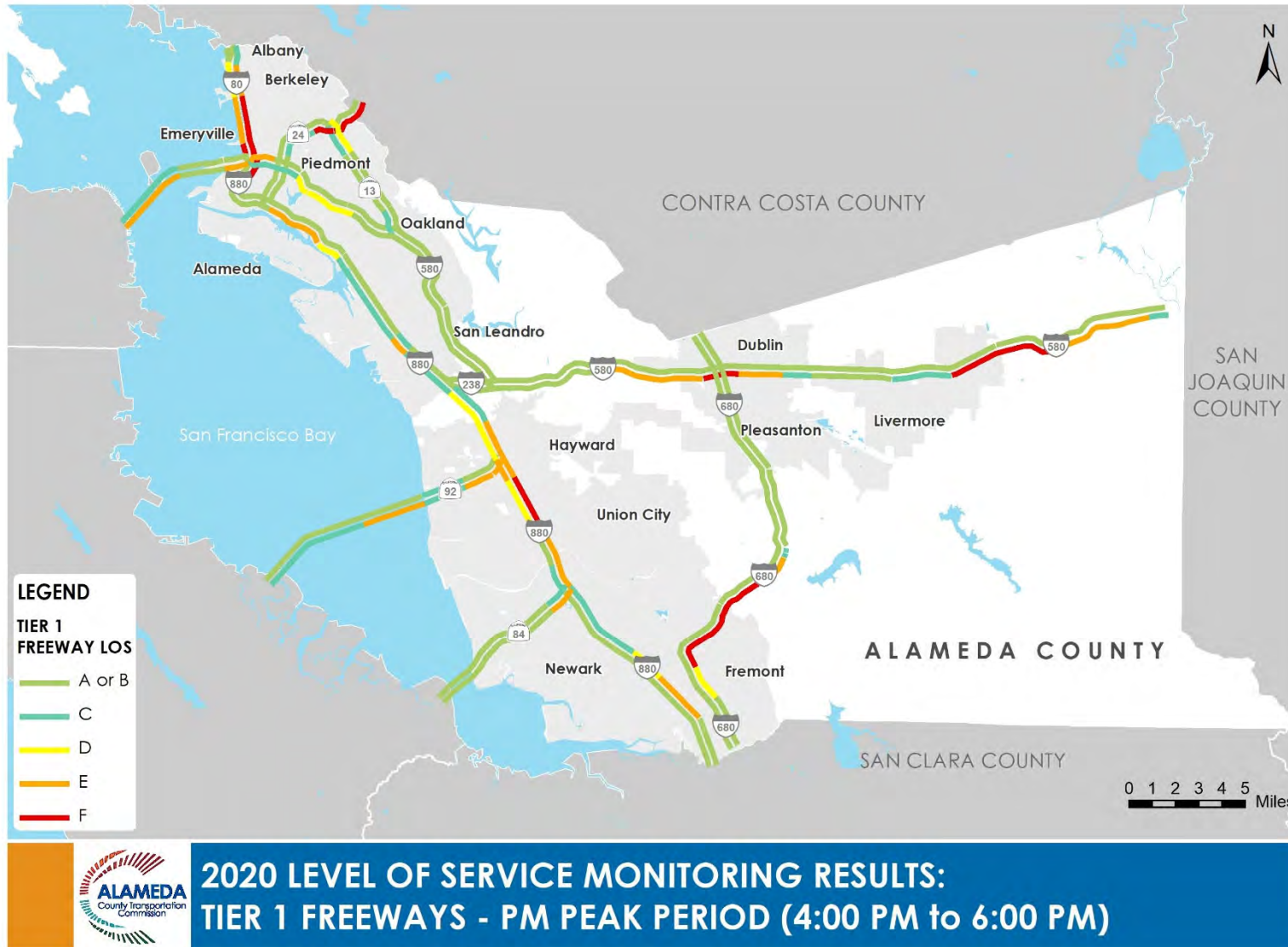
Using the classification of the street and the average travel speed, and based on relevant HCM standards as shown in **Tables A-2** and **A-3**, LOS for the arterial segment is determined for both HCM methodologies. For the number of LOS F segments being tallied and compared to previous years, LOS F segments were identified using the HCM 2000 methodology for Tier 2 Arterials.

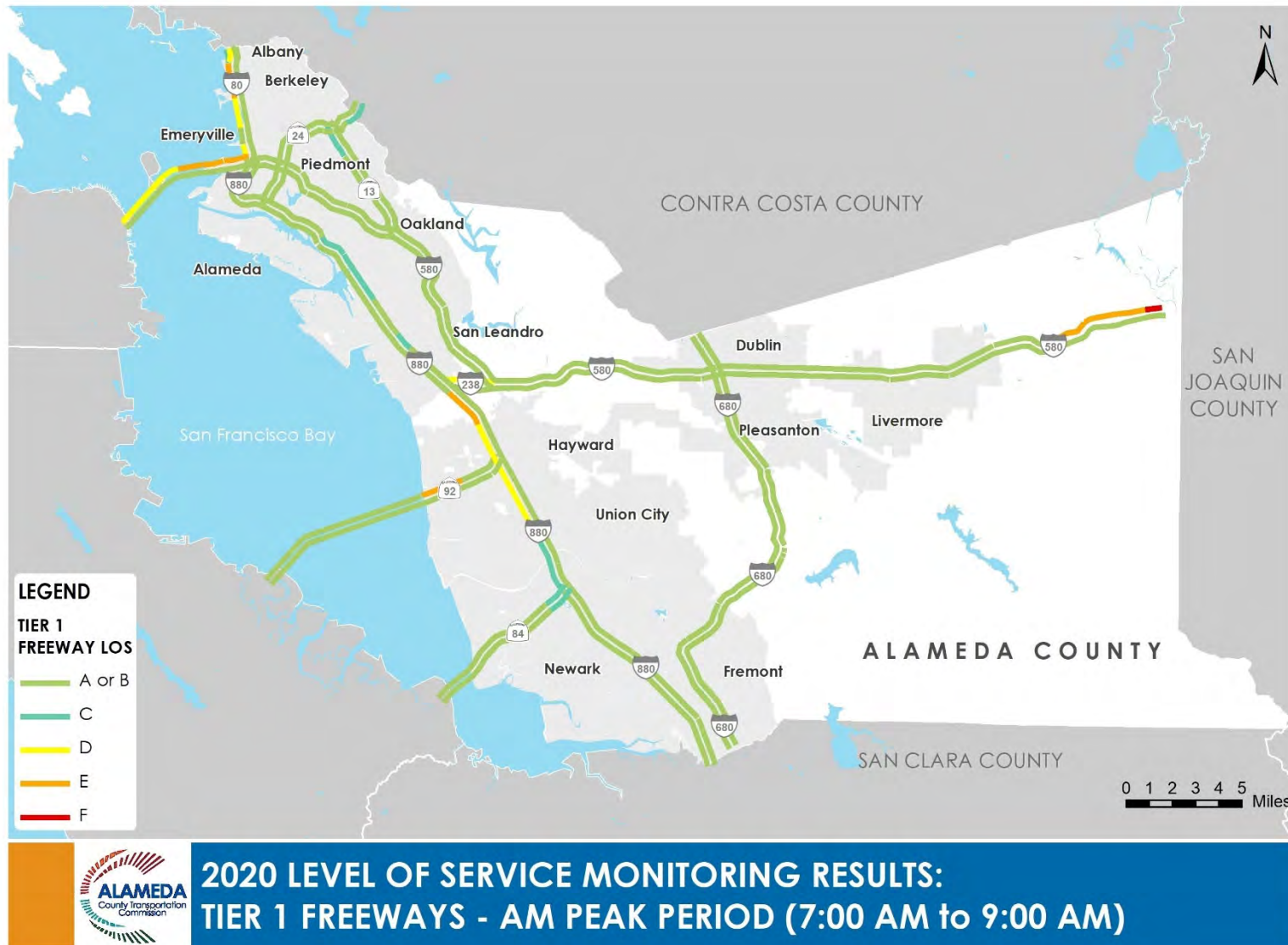
Assigning LOS - Rural Roadways

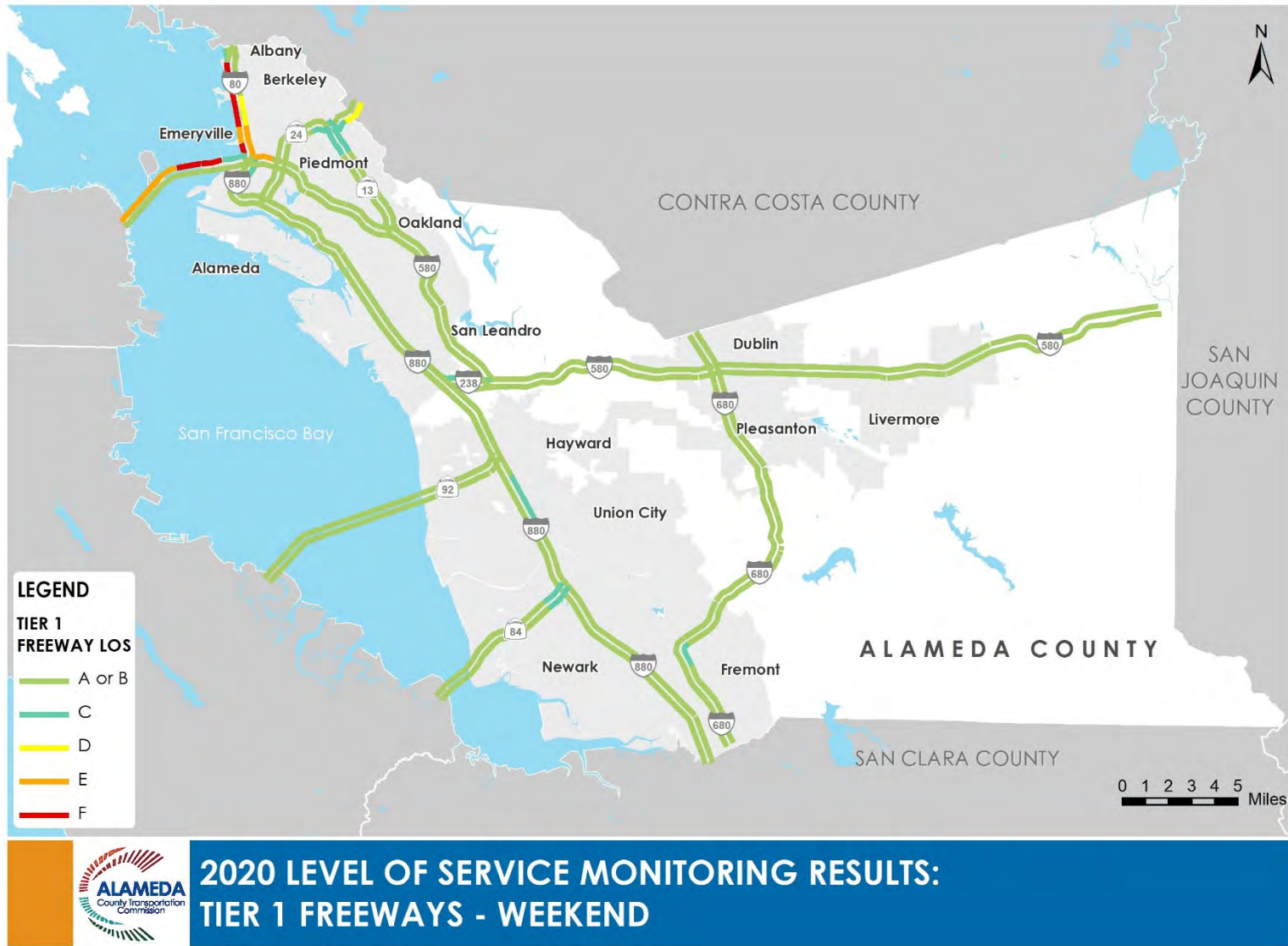
Several Tier 1 and Tier 2 CMP routes (mostly located in the east county) are rural roadways and require a special analysis procedure. Traffic and speed characteristics are fairly uniform on these roadways. Variations in speed are a function of roadway curvature and the presence of slower trucks in the traffic stream. One such Tier 1 roadway is SR-84 between the southern city limit of Livermore and Mission Boulevard in Fremont. Rural roadways identified in the Tier 2 network include a portion of Vasco Road in Livermore and a part of Crow Canyon Road, both connecting to the county line.

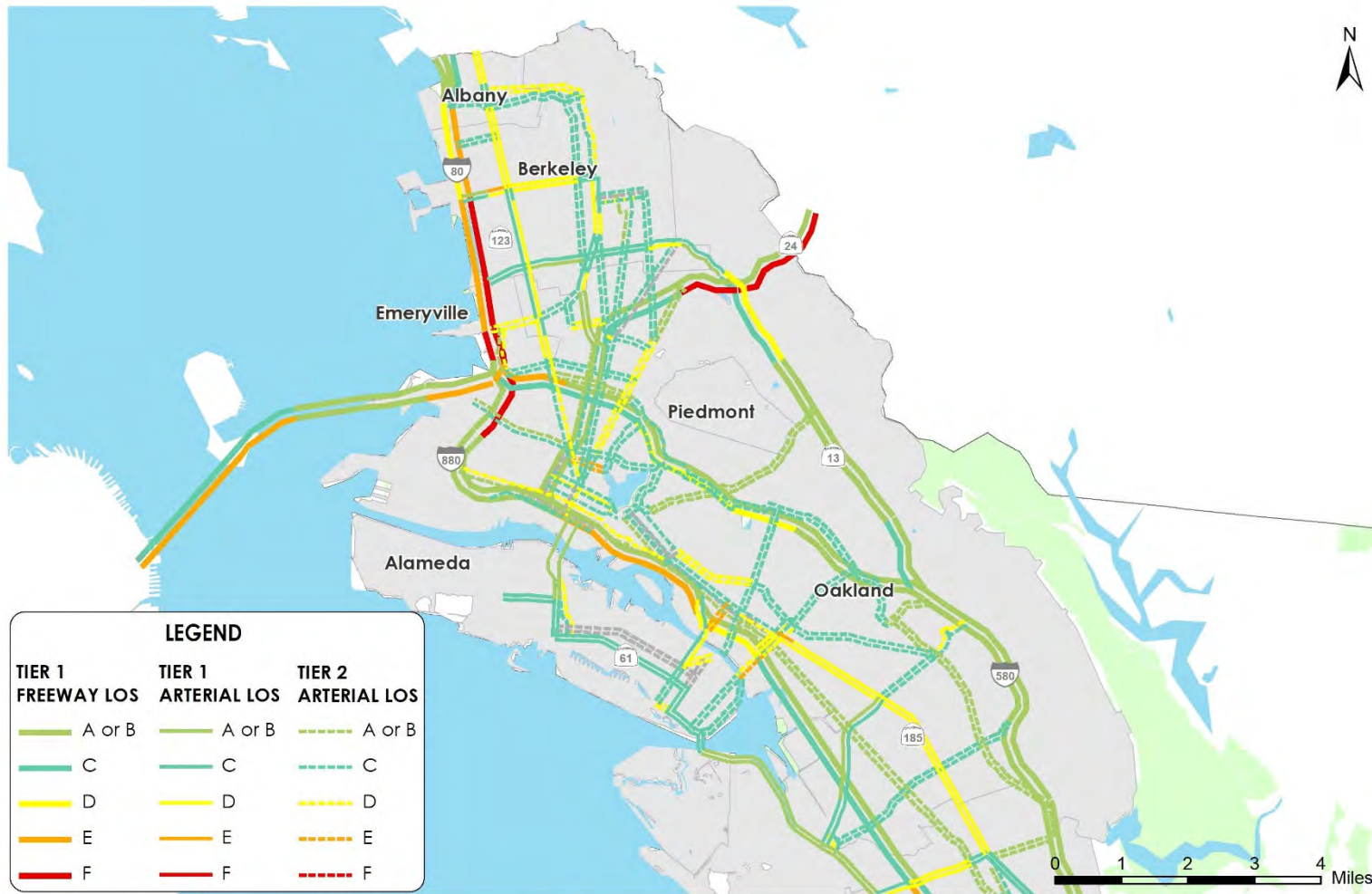
To be consistent with the methodology used in the prior monitoring cycle, based on guidelines from HCM 1985 LOS A occurs when vehicles are traveling near the free-flow speed for the given roadway conditions. LOS F occurs when speeds have dropped below 50 percent of the free-flow speeds. Levels of Service B to E are calculated at even intervals between free-flow speeds and LOS F speeds. This is adapted from the HCM 1985. Based on this methodology, LOS is calculated for rural roadways (both Tier 1 and Tier 2) for the current monitoring cycle.

Appendix B | 2020 LOS Maps

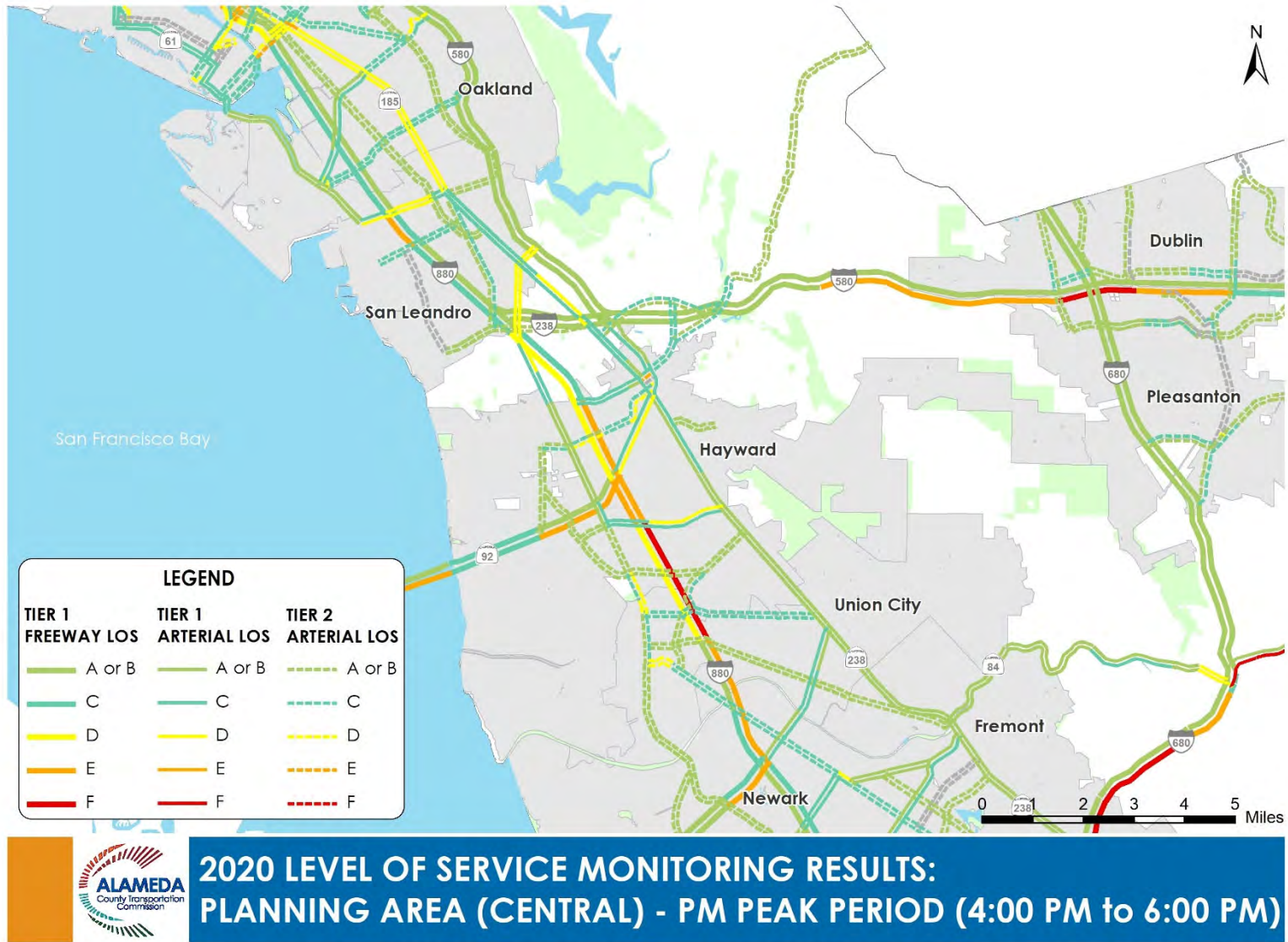


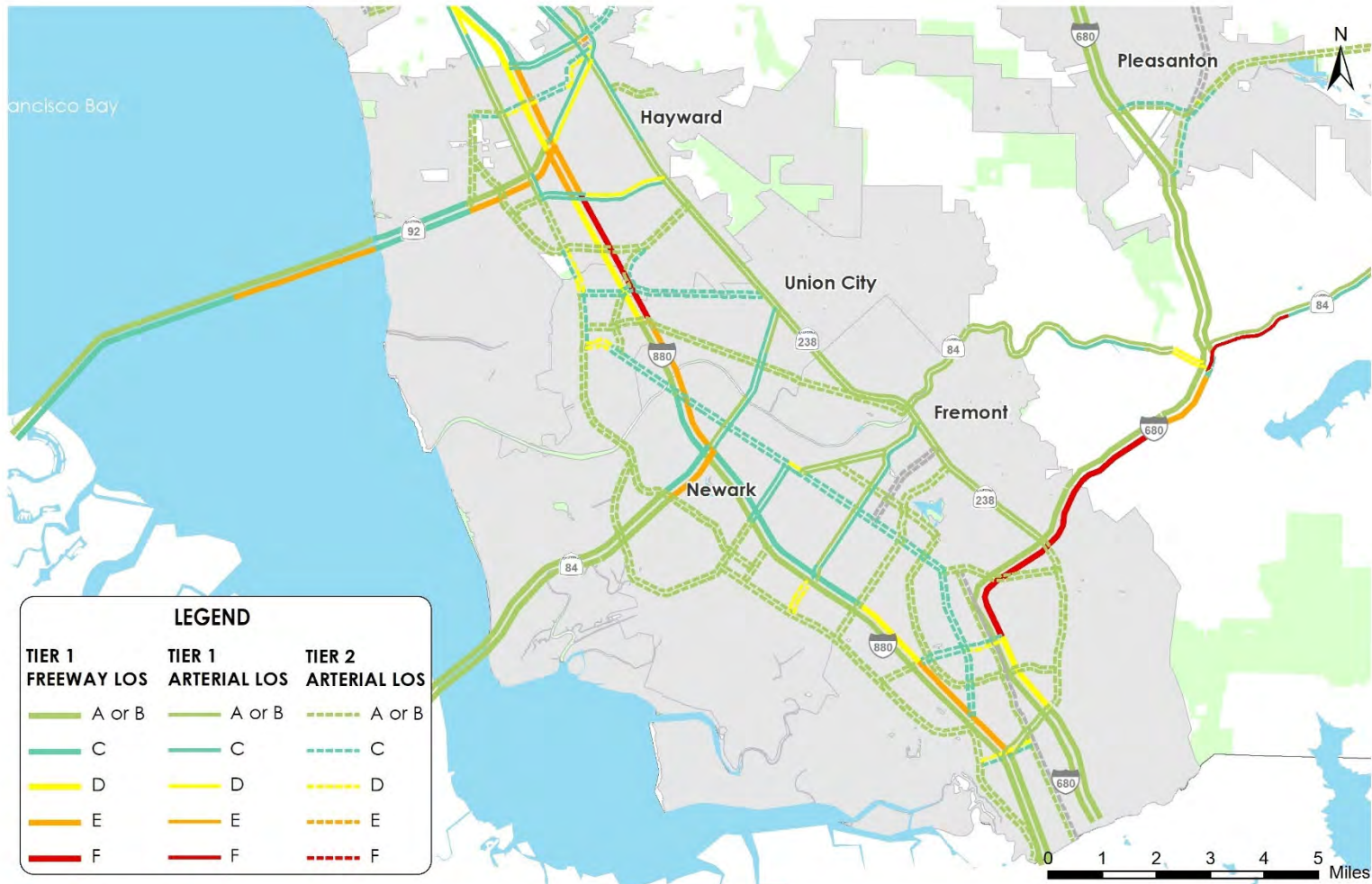




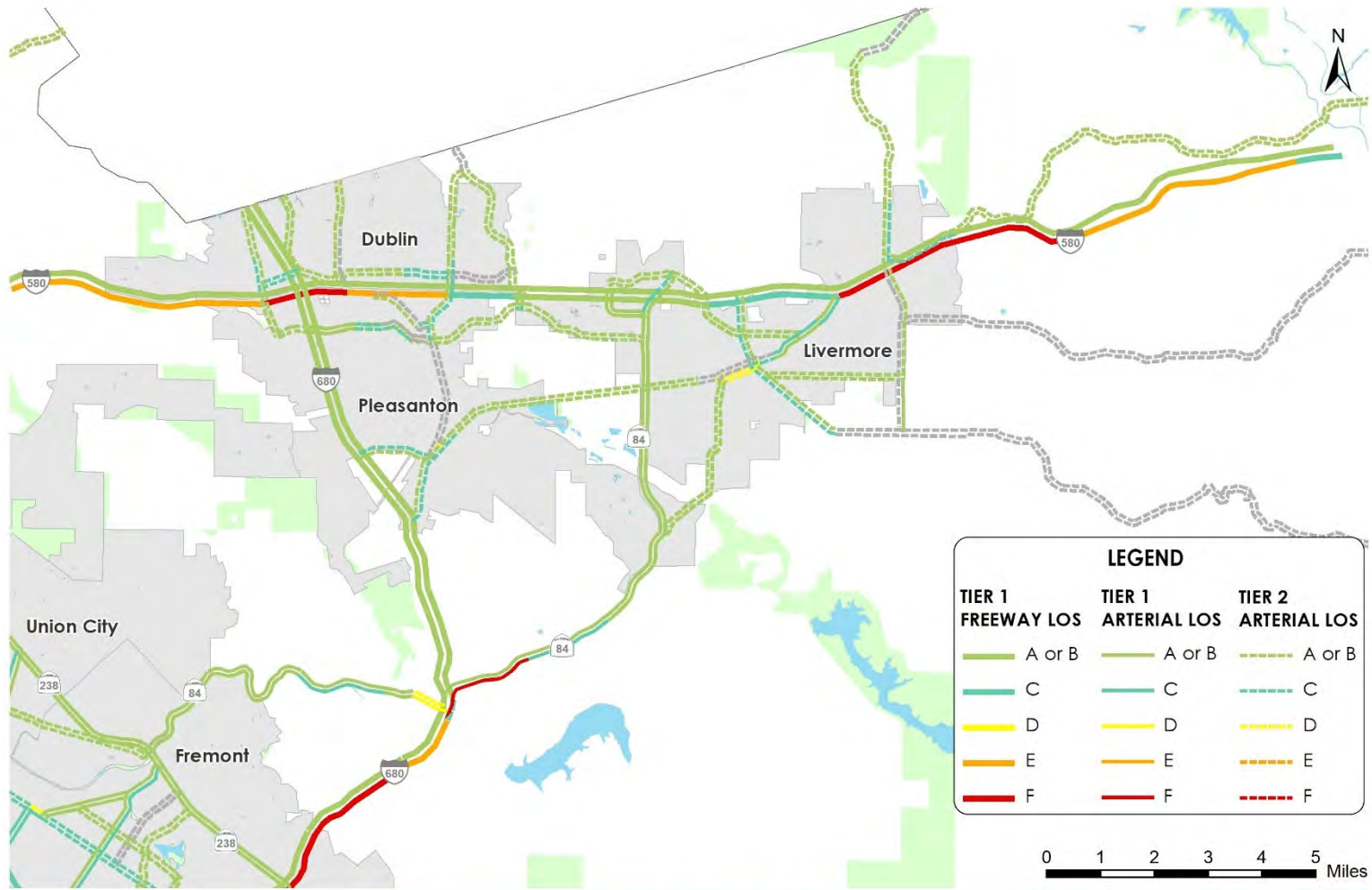


**2020 LEVEL OF SERVICE MONITORING RESULTS:
PLANNING AREA (NORTH) - PM PEAK PERIOD (4:00 PM to 6:00 PM)**

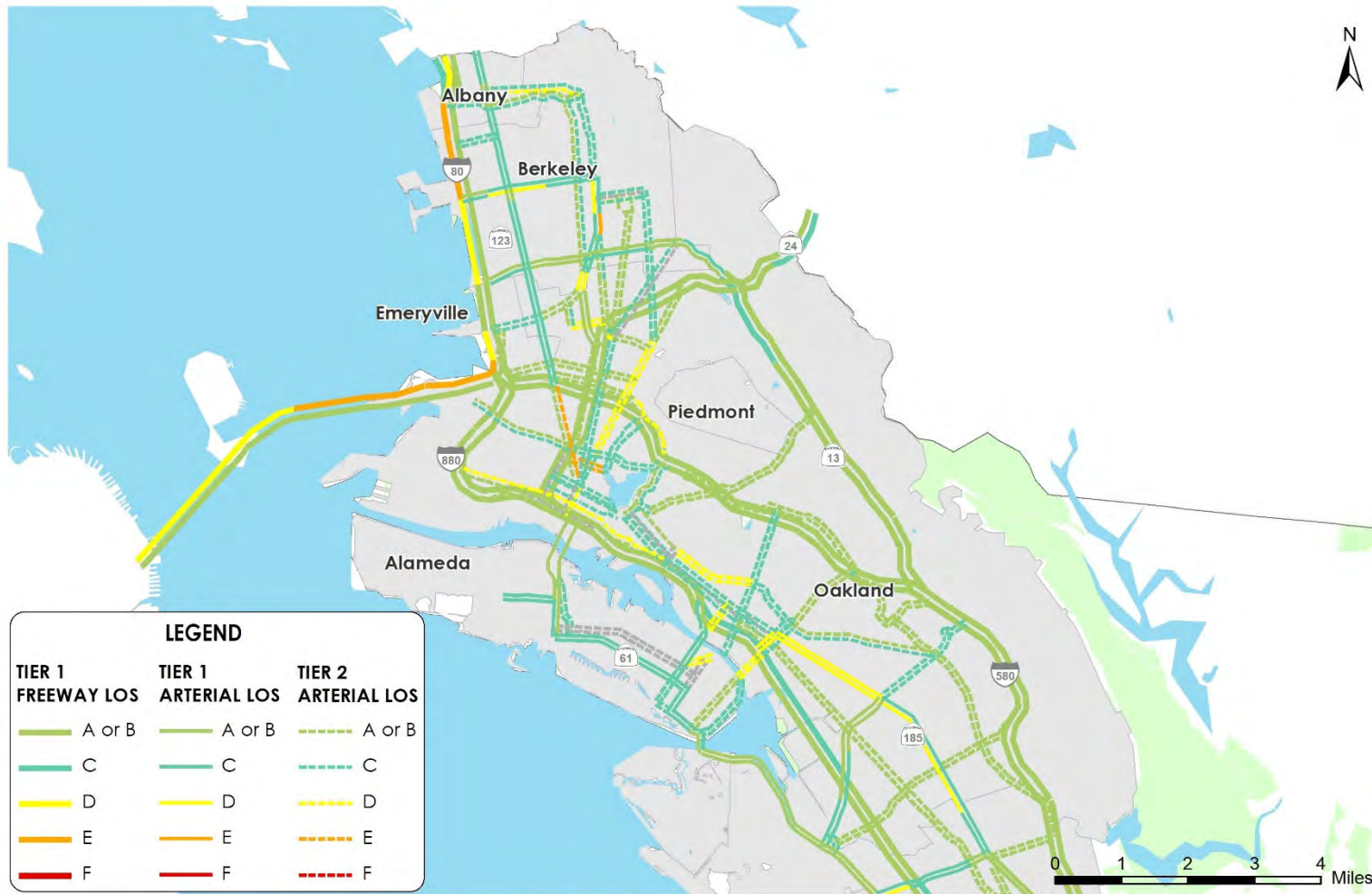




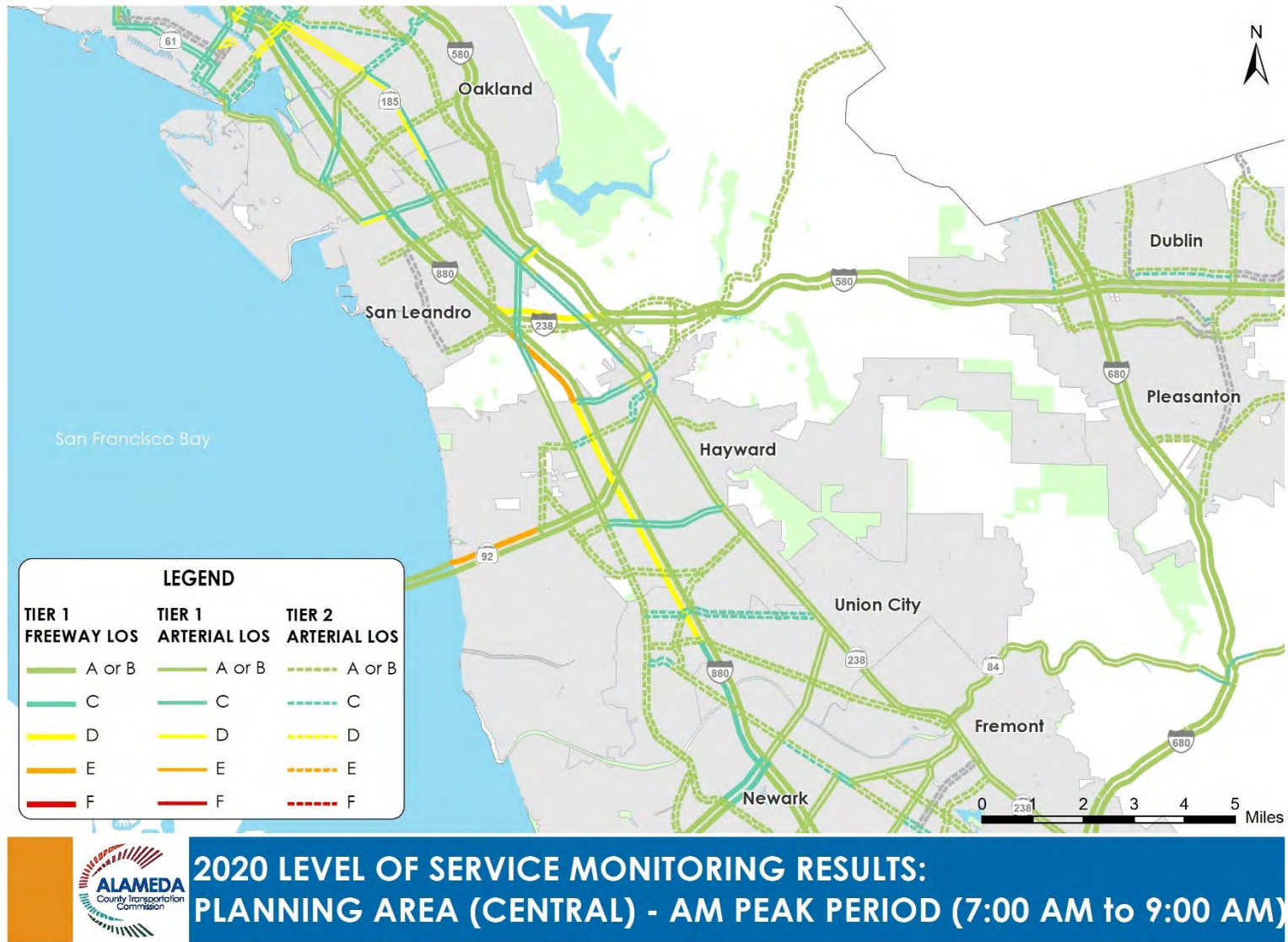
**2020 LEVEL OF SERVICE MONITORING RESULTS:
PLANNING AREA (SOUTH) - PM PEAK PERIOD (4:00 PM to 6:00 PM)**

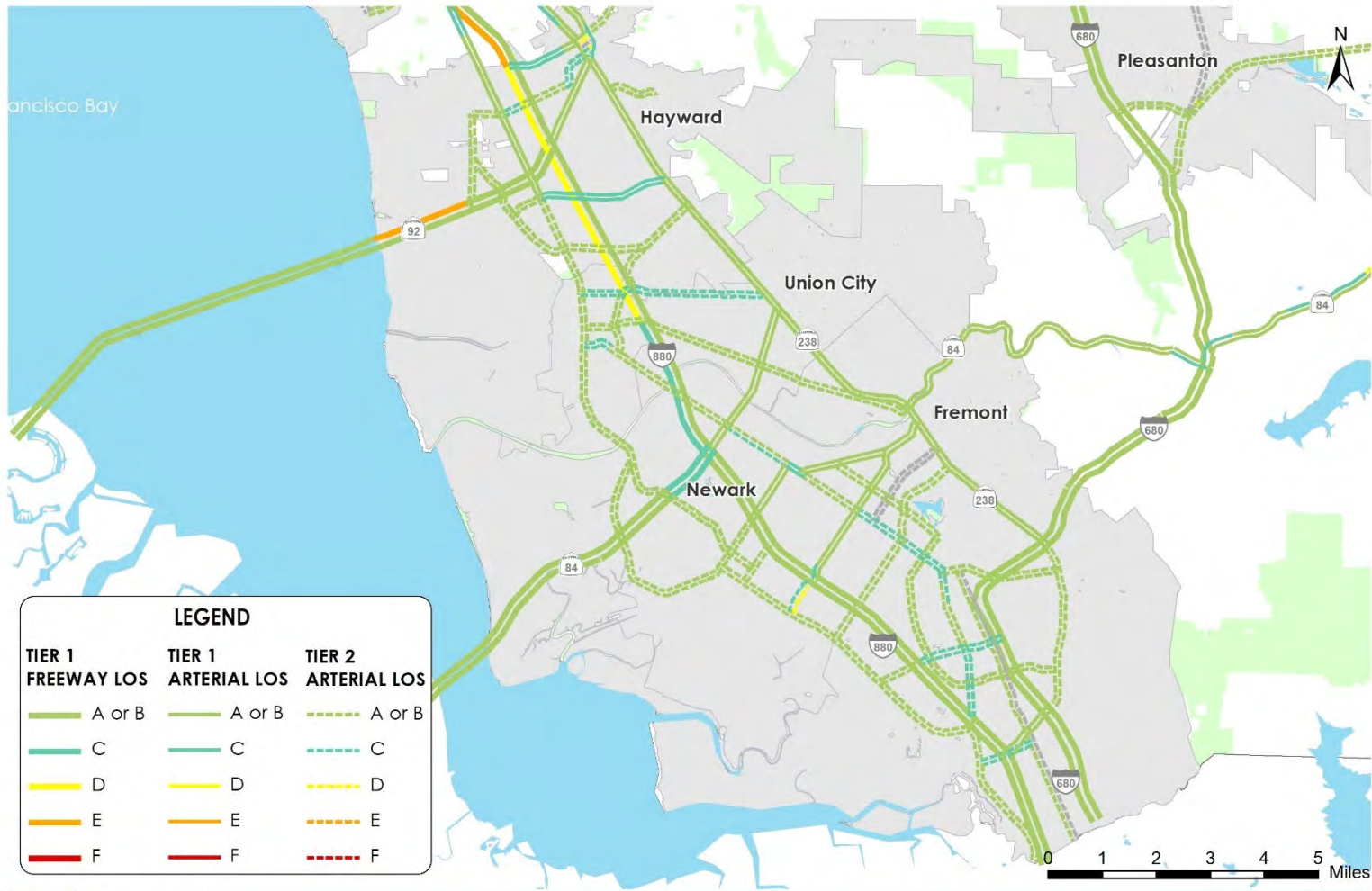


**2020 LEVEL OF SERVICE MONITORING RESULTS:
PLANNING AREA (EAST) - PM PEAK PERIOD (4:00 PM to 6:00 PM)**

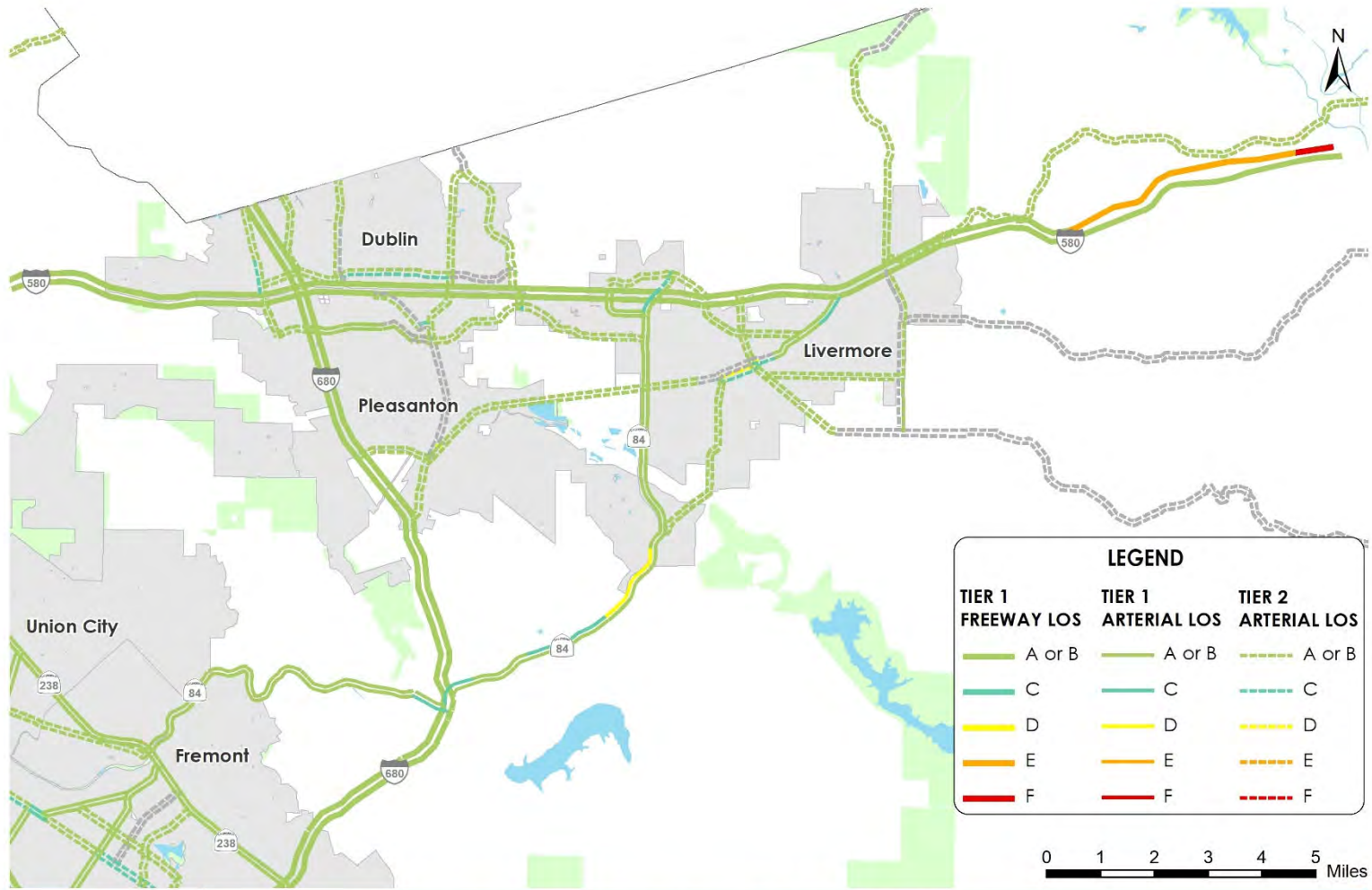


**2020 LEVEL OF SERVICE MONITORING RESULTS:
PLANNING AREA (NORTH) - AM PEAK PERIOD (7:00 AM to 9:00 AM)**

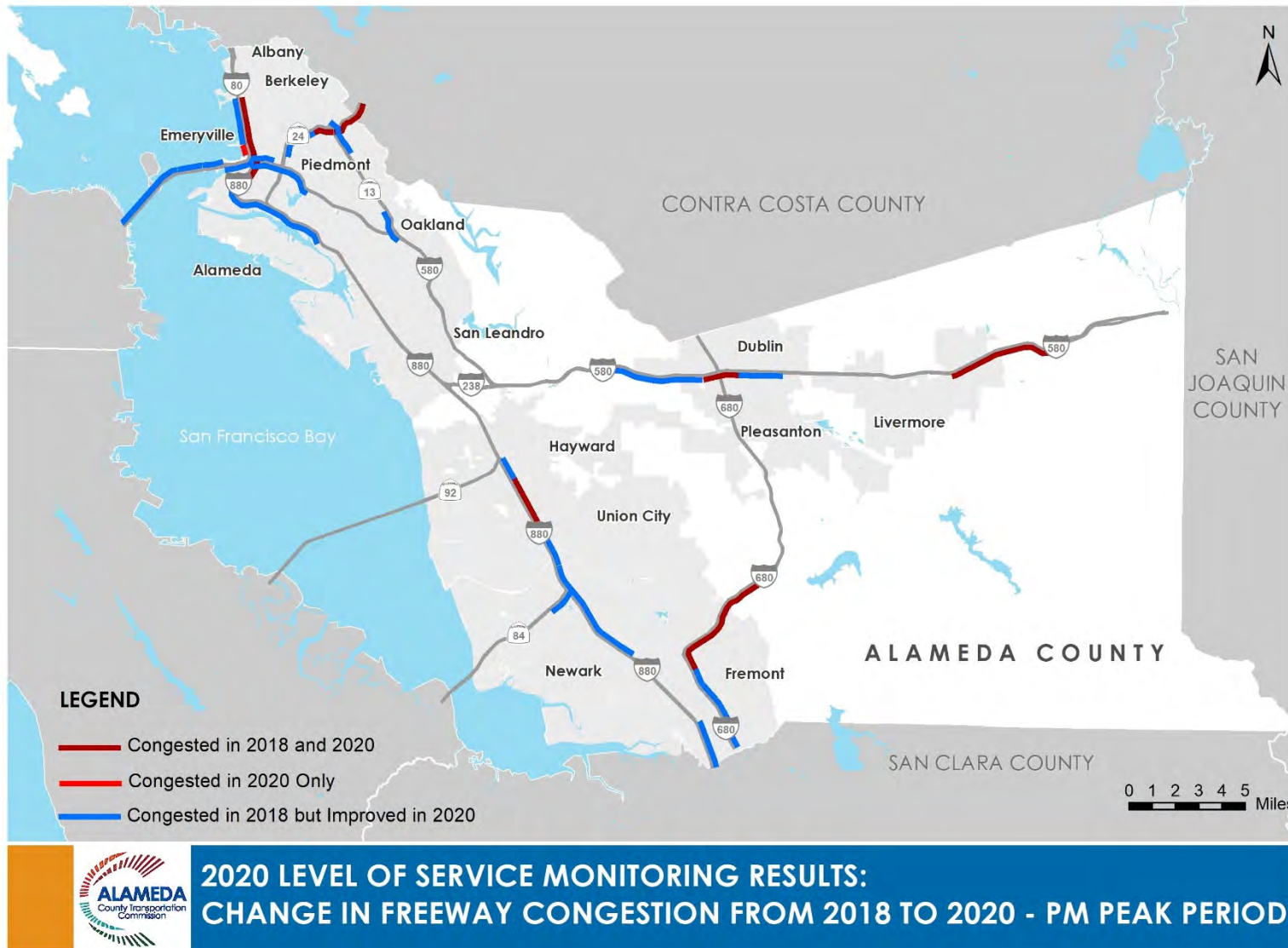


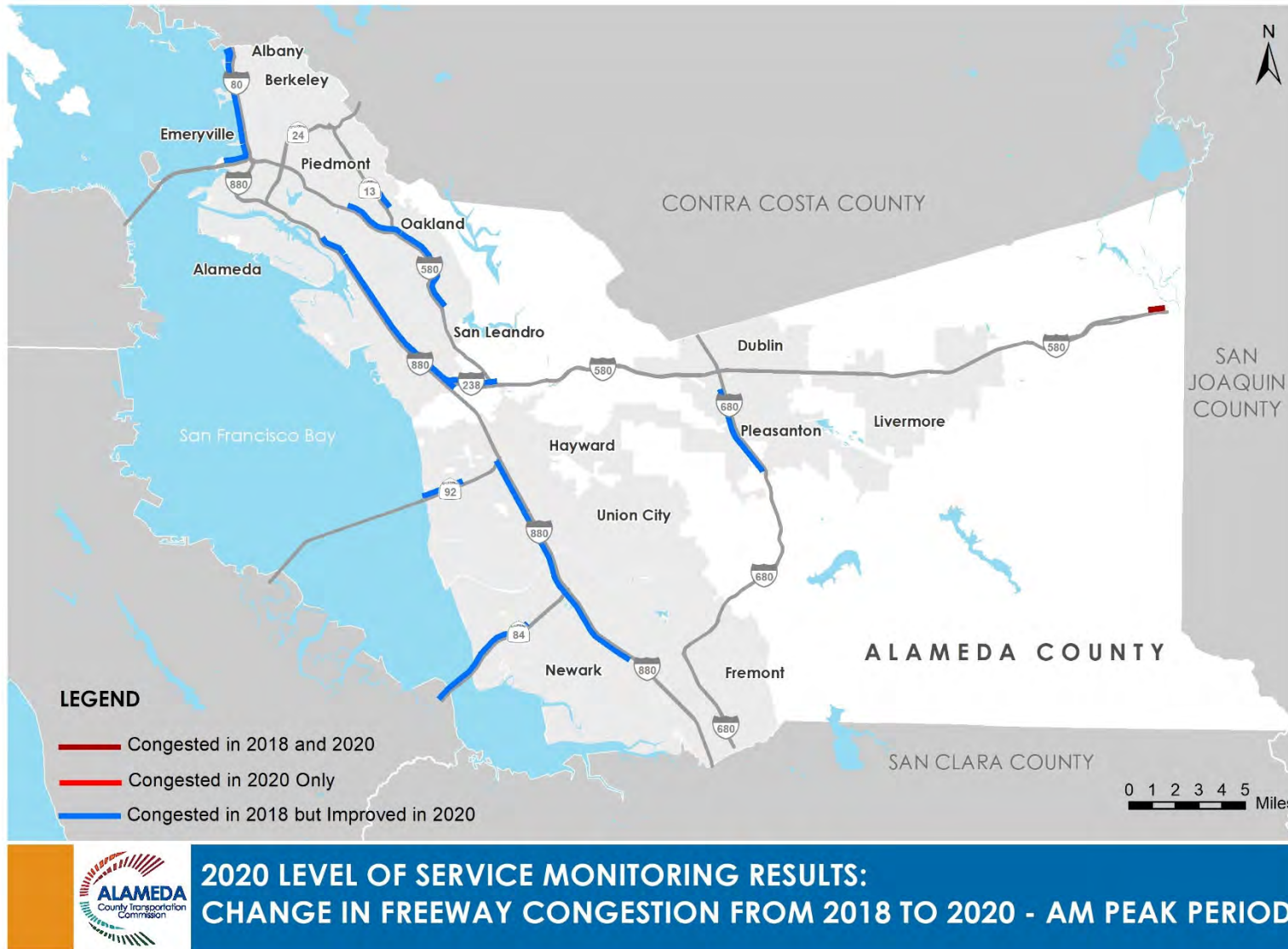


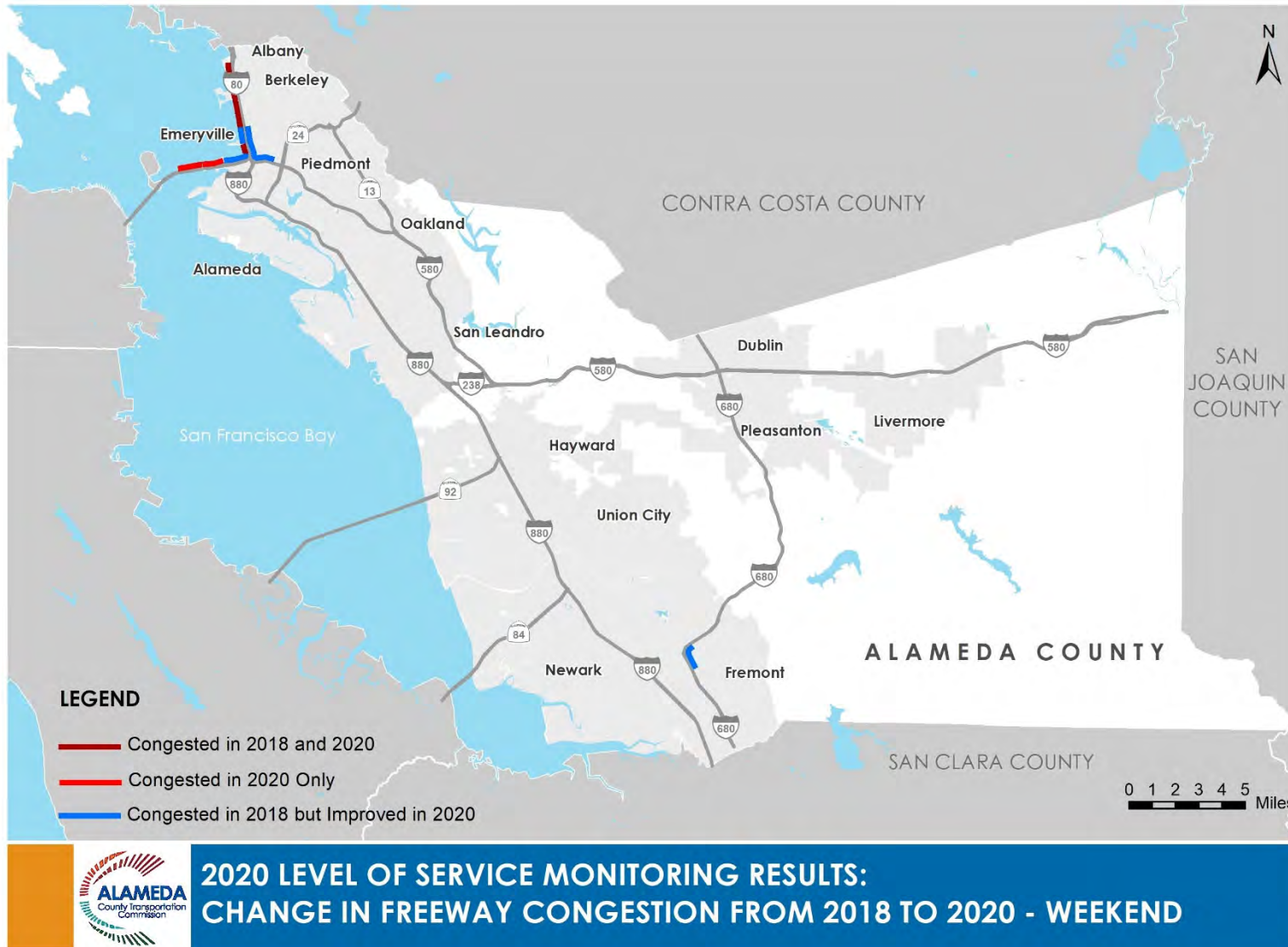
 **2020 LEVEL OF SERVICE MONITORING RESULTS:
PLANNING AREA (SOUTH) - AM PEAK PERIOD (7:00 AM to 9:00 AM)**

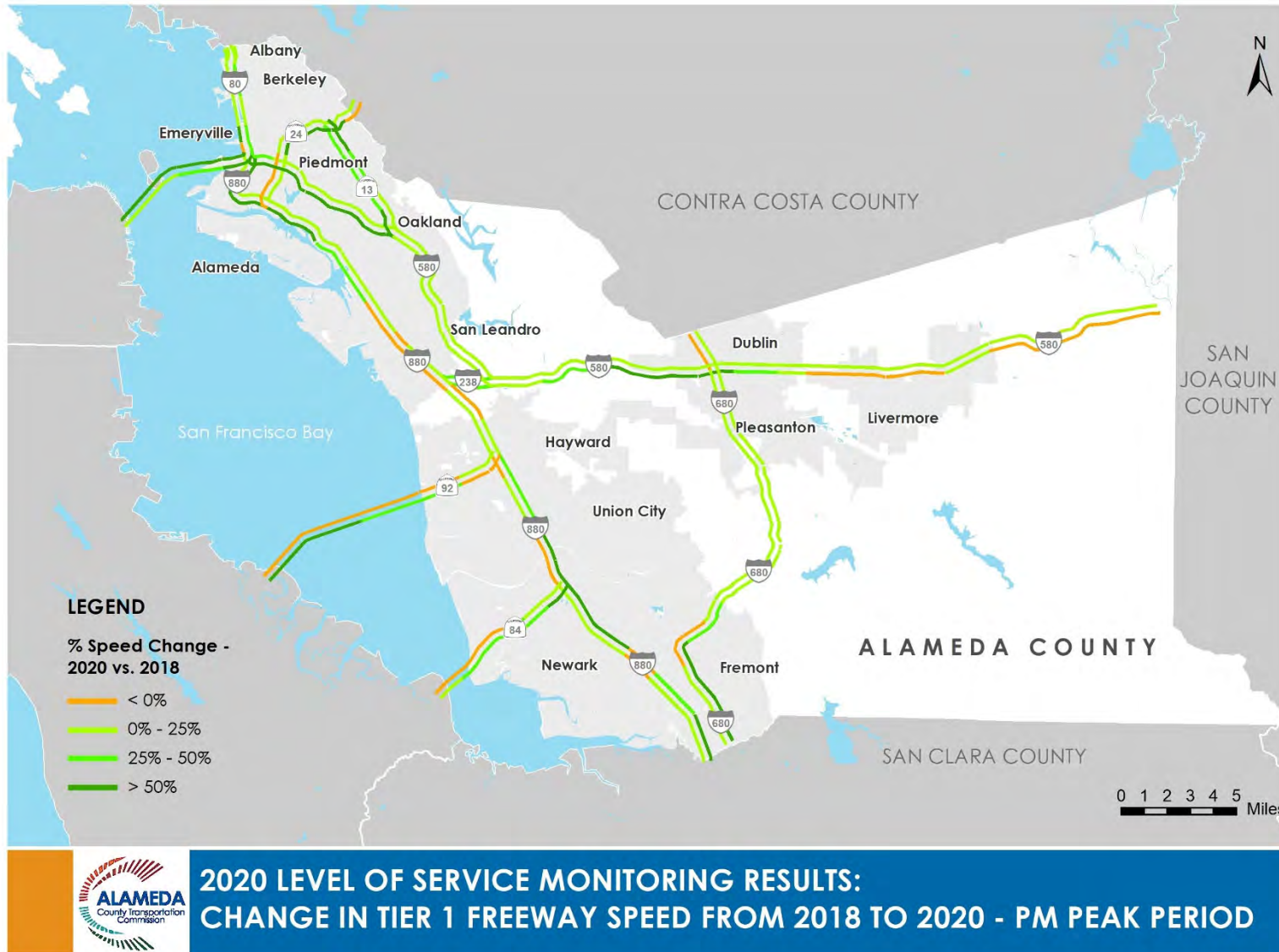


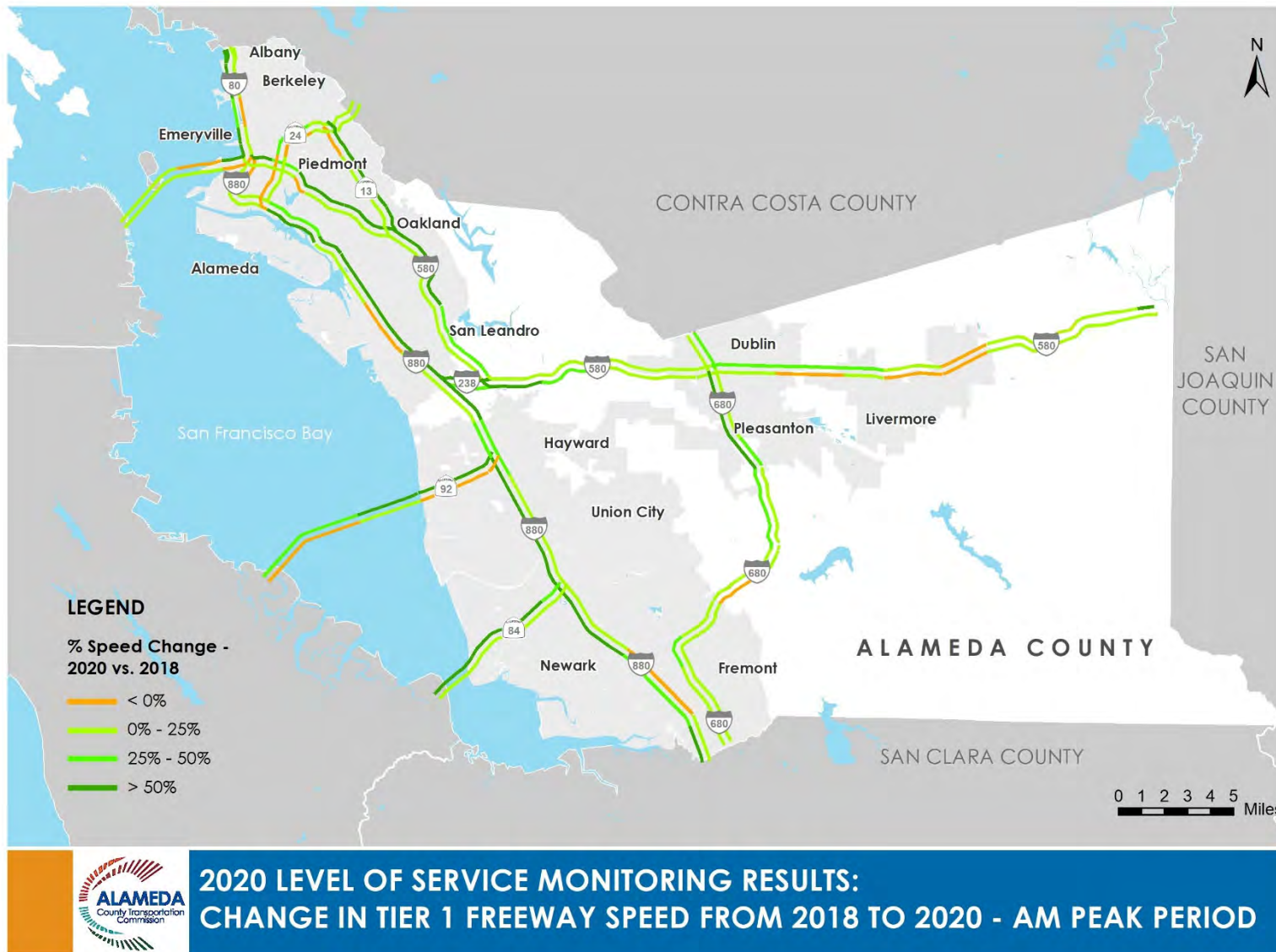
**2020 LEVEL OF SERVICE MONITORING RESULTS:
PLANNING AREA (EAST) - AM PEAK PERIOD (7:00 AM to 9:00 AM)**

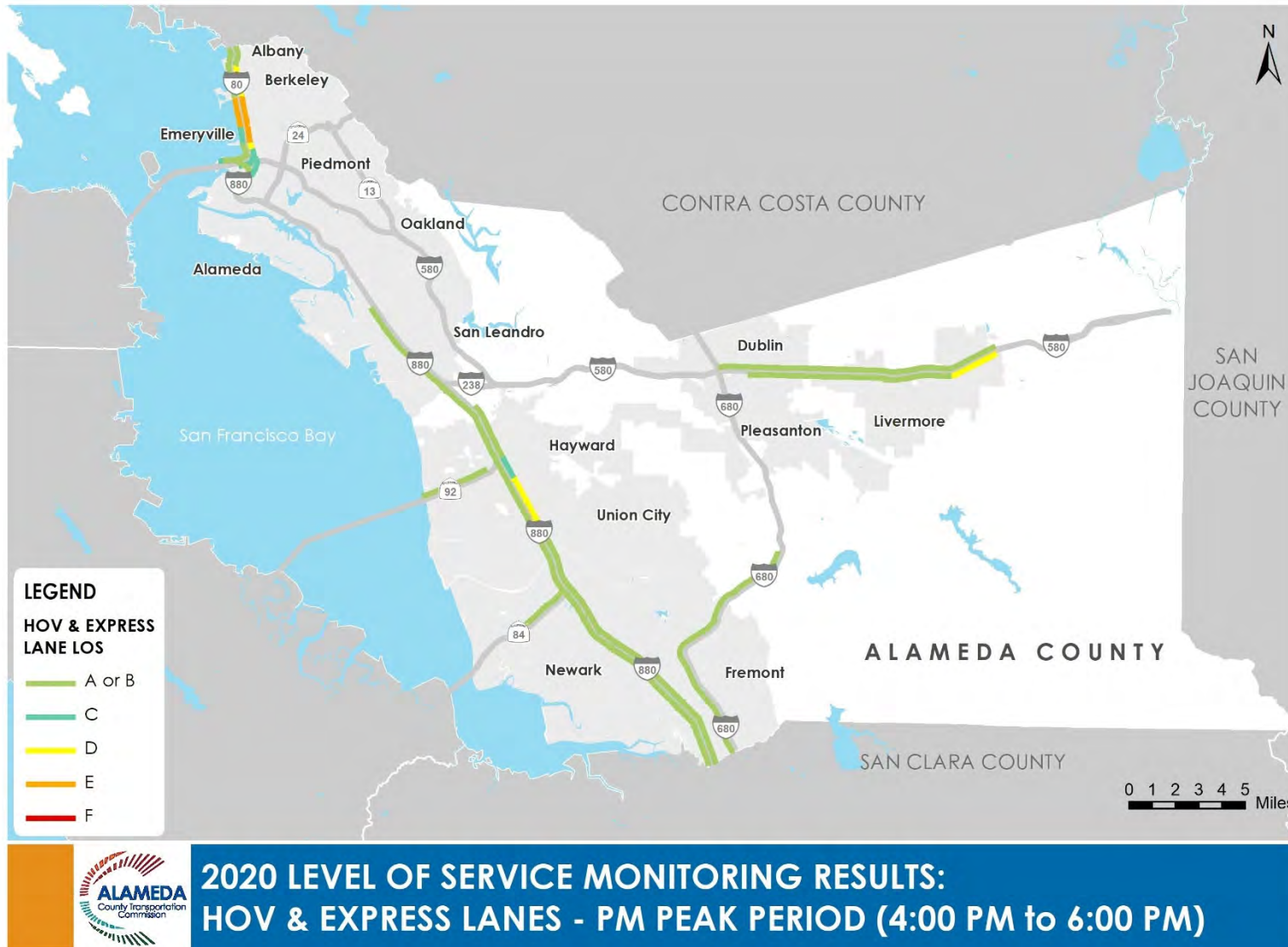






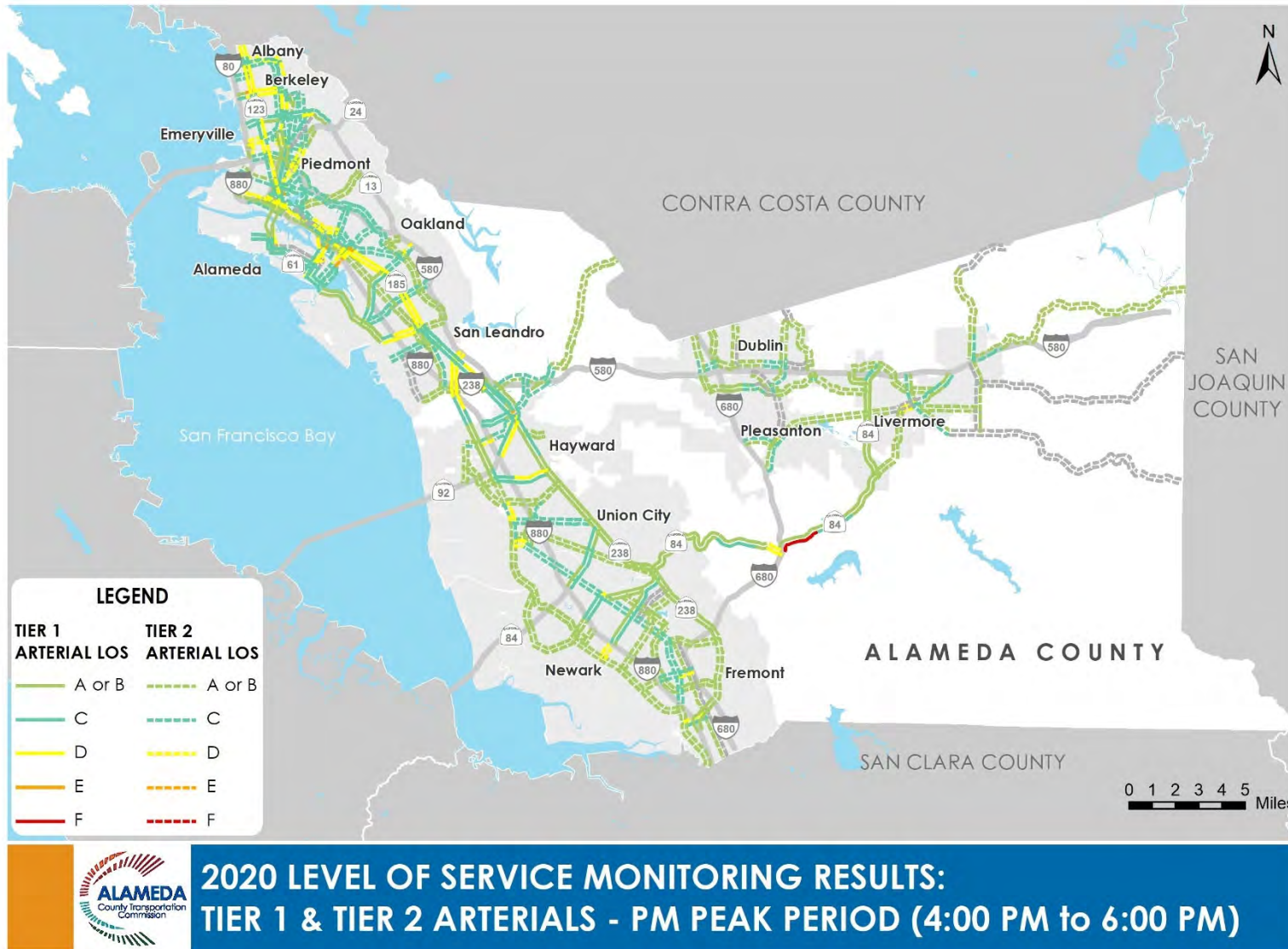


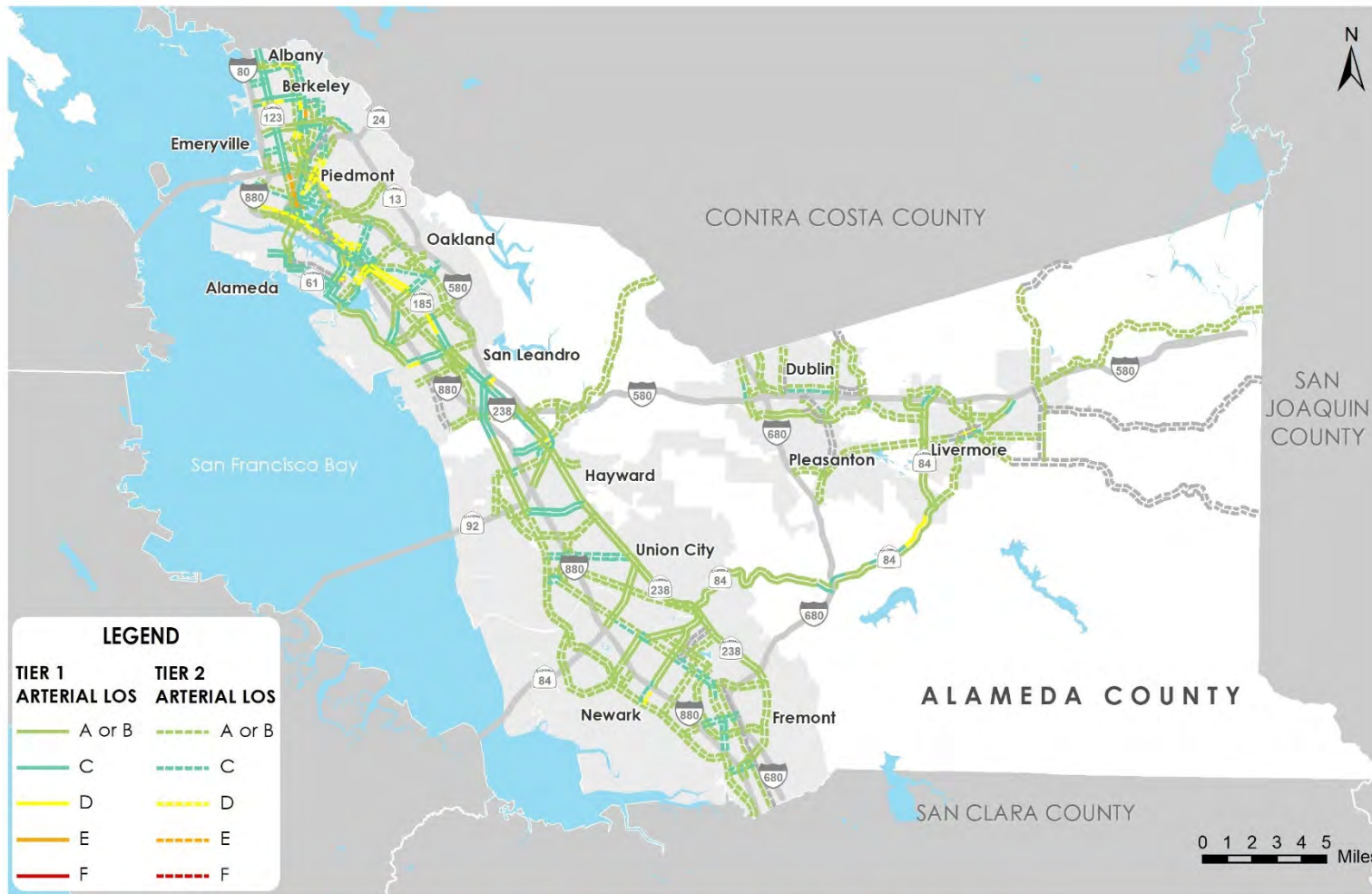




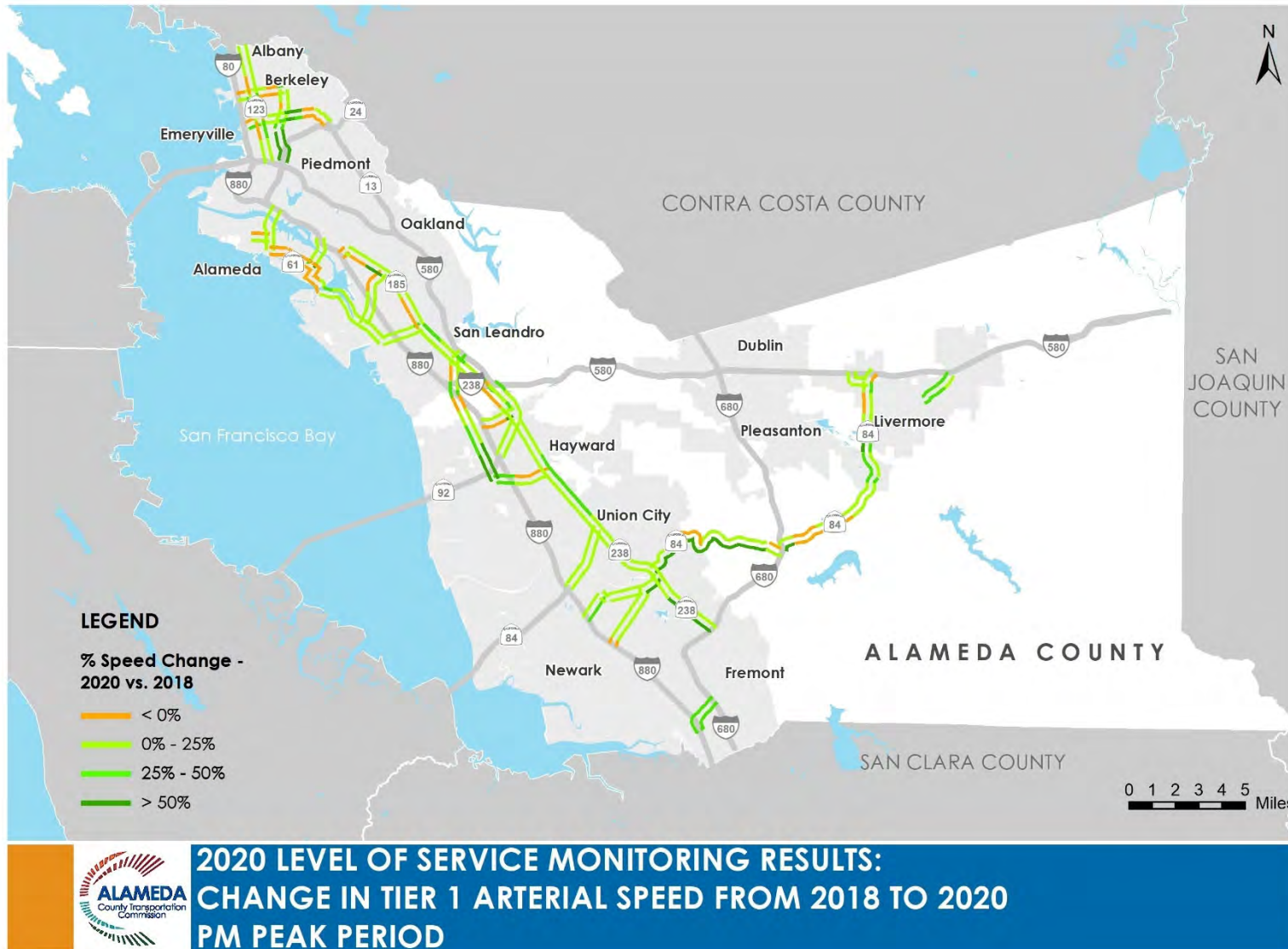


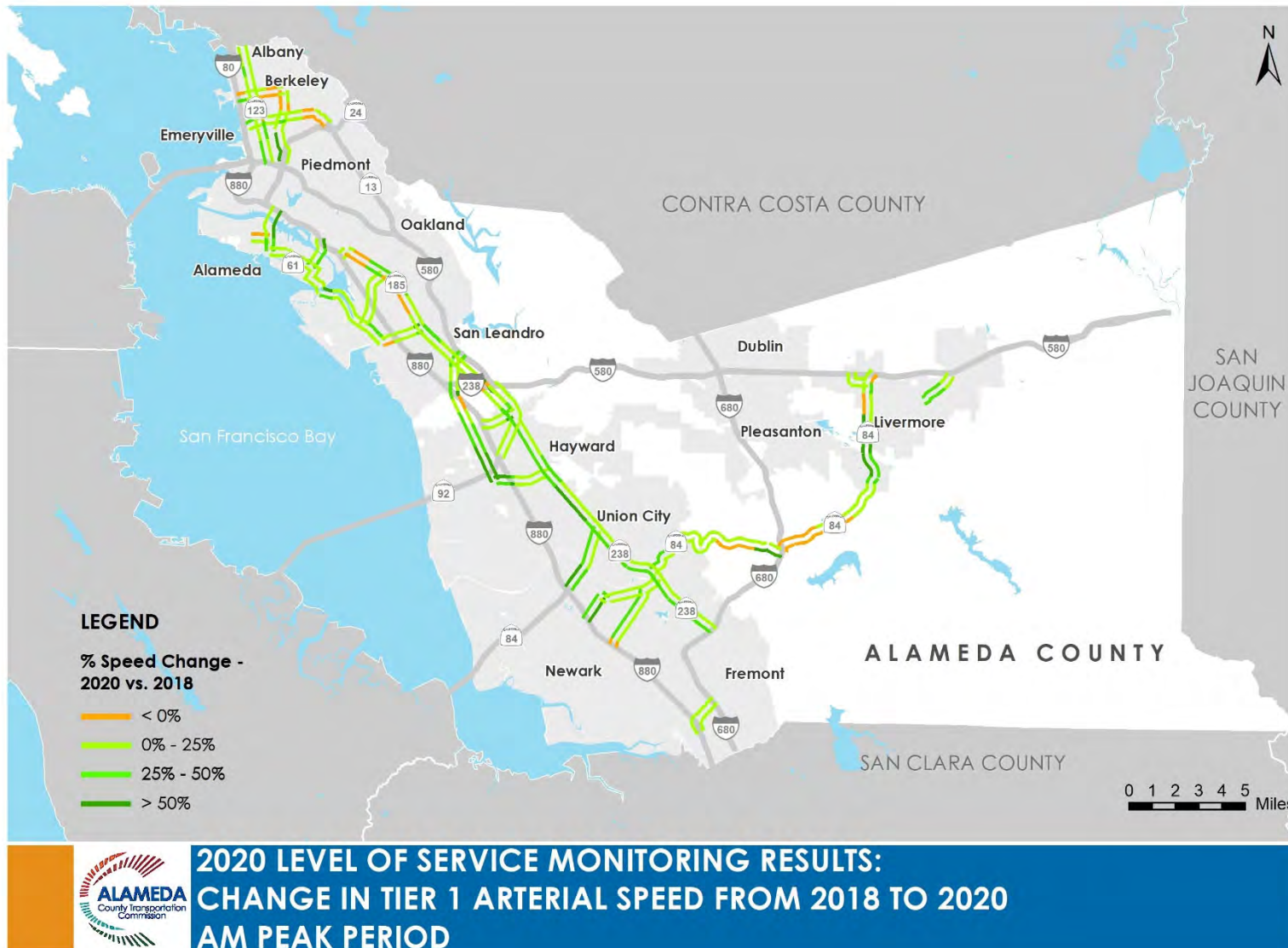
**2020 LEVEL OF SERVICE MONITORING RESULTS:
HOV & EXPRESS LANES - AM PEAK PERIOD (7:00 AM to 9:00 AM)**

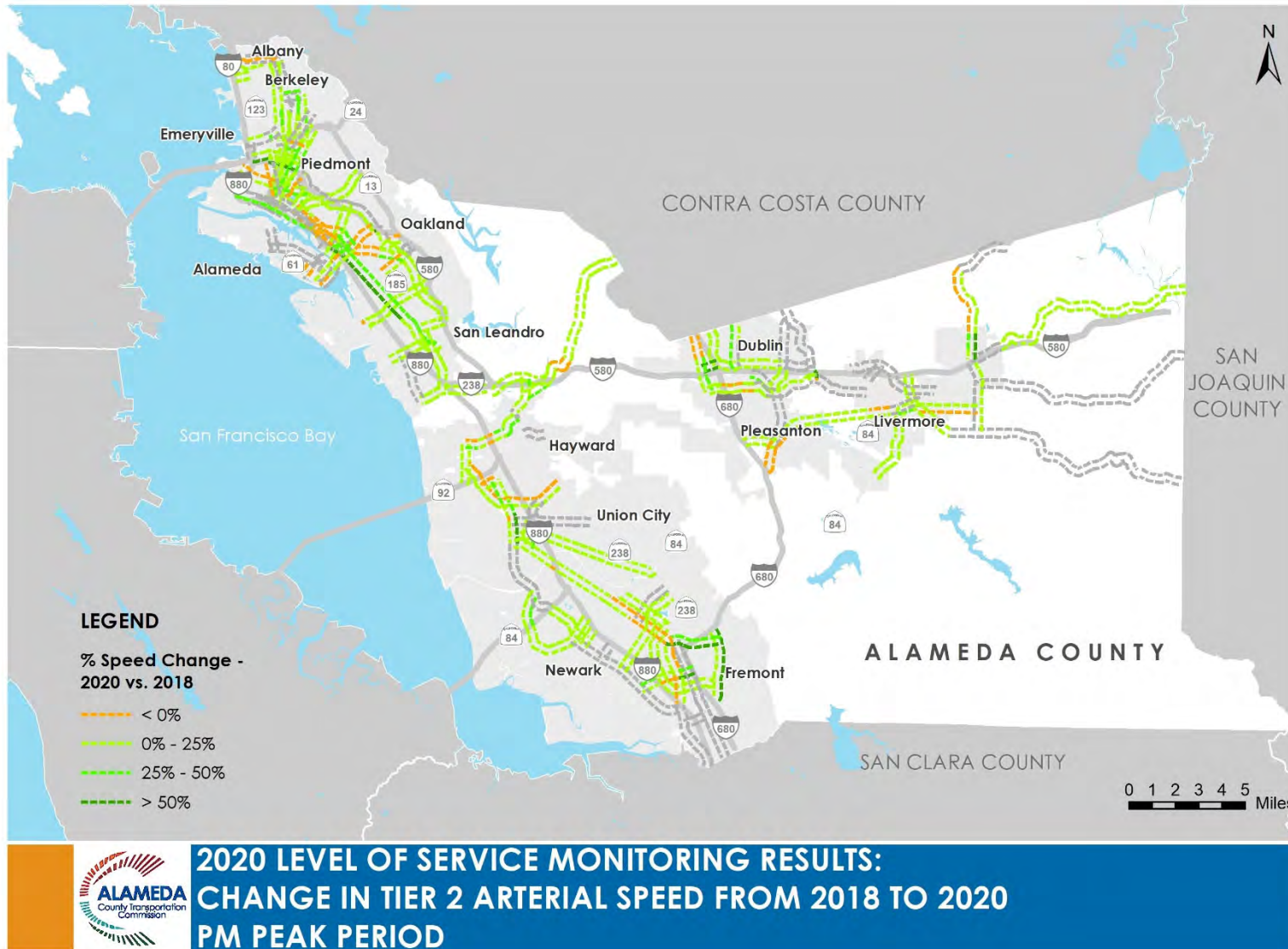


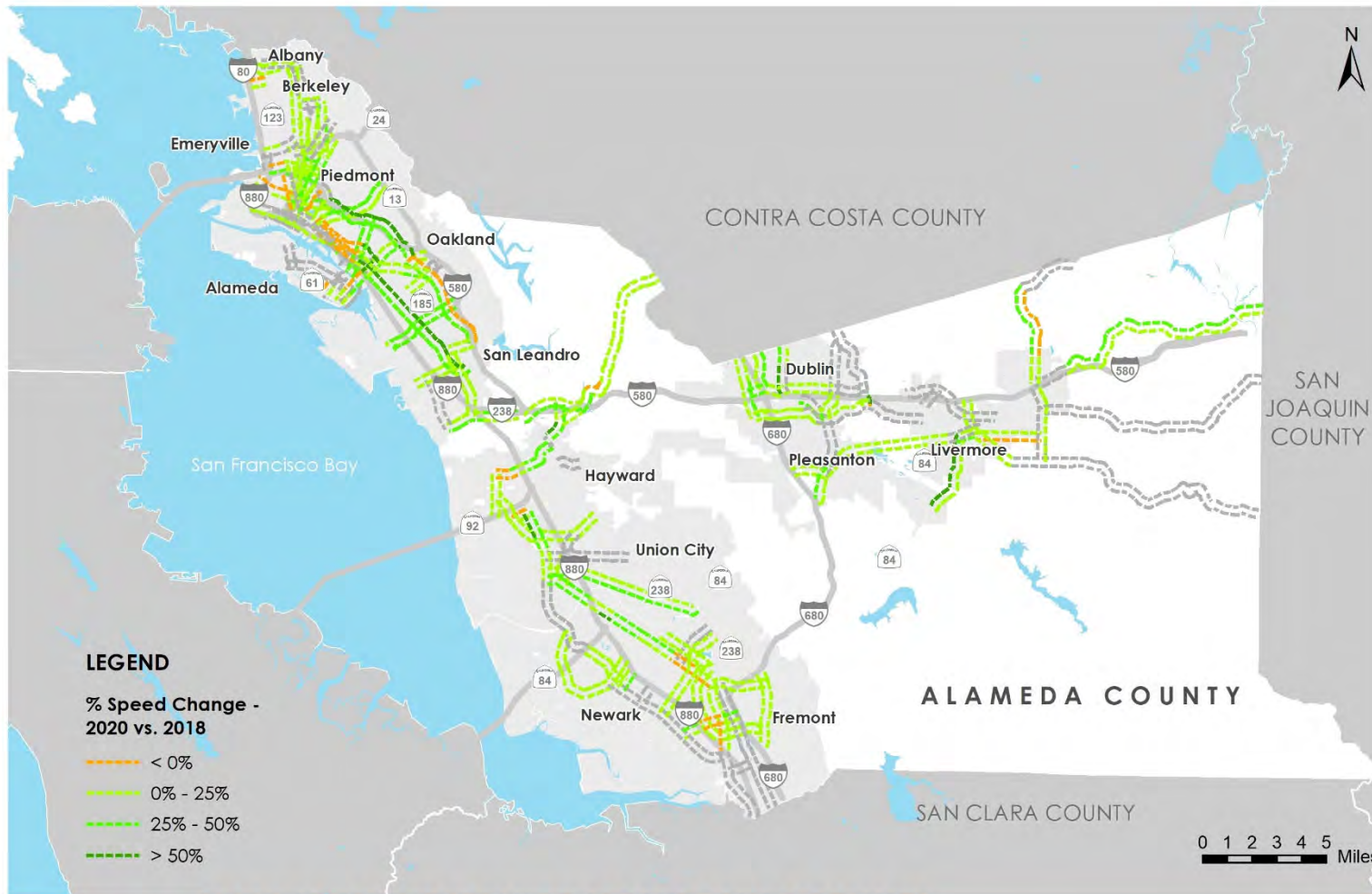


**2020 LEVEL OF SERVICE MONITORING RESULTS:
TIER 1 & TIER 2 ARTERIALS - AM PEAK PERIOD (7:00 AM to 9:00 AM)**









LEGEND

**% Speed Change -
2020 vs. 2018**

- < 0%
- 0% - 25%
- 25% - 50%
- > 50%



**2020 LEVEL OF SERVICE MONITORING RESULTS:
CHANGE IN TIER 2 ARTERIAL SPEED FROM 2018 TO 2020
AM PEAK PERIOD**

Appendix C | 2020 LOS Results

C.1 | Freeways

2020 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	North	5	3,551	46.0	D	720	58.4	B
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.3	North	6	3,704	21.2	(F30)	720	35.8	E
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery	0.54	North	6	3,706	10.9	(F20)	720	15.5	(F20)
F4	I-80 - EB	Powell	Ashby	Emery - Berk	0.72	North	6	3,706	12.8	(F20)	672	17.0	(F20)
F5	I-80 - EB	Ashby	University	Berk	1.3	North	5	3,706	21.2	(F30)	696	22.5	(F30)
F6	I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1.37	North	5	3,349	30.7	E	696	38.4	E
F7	I-80 - EB	Jct I-580 (off)	Central (County Line)	Alb	0.84	North	4	3,706	40.0	E	712	49.2	C
F8	I-80 - WB	Central (County Line)	Jct I-580	Alb	0.7	North	4	3,705	62.1	A	696	66.4	A
F9	I-80 - WB	Jct I-580	University	Berk - Alb	1.51	North	6	3,588	45.8	D	696	46.7	D
F10	I-80 - WB	University	Ashby	Berk	1.31	North	5	3,706	26.9	(F30)	696	32.3	E
F11	I-80 - WB	Ashby	Powell	Emery	0.71	North	5	3,586	19.1	(F20)	696	31.1	E
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery	0.47	North	6	3,705	30.9	E	720	27.0	(F30)
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	North	8	3,705	35.0	E	670	56.7	B
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	North	4	3,706	23.6	(F30)	646	57.2	B
F15	I-238 - EB	I-880	I-580	Uninc-San L	2.59	Central	3	1,795	39.7	E	696	56.3	B
F16	I-238 - WB	I-580	I-880	Uninc-San L	2.48	Central	3	1,792	43.9	D	720	60.3	A
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Fthl Off)	Grove	Uninc	2.68	Central	5	3,706	54.1	C	672	65.5	A
F18	I-580 EB	Grove	Eden Canyon	Uninc - Plea	2.19	East	4	3,226	39.6	E	720	57.0	B
F19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Plea	4.82	East	4	3,587	23.9	(F30)	672	39.7	E

2020 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F20	I-580 EB	San Ramon/ Foothill	I-680	Plea	0.71	East	4	3,706	14.9	(F20)	720	25.6	(F30)
F21	I-580 EB	I-680	Hopyard	Plea	0.87	East	6	3,586	14.8	(F20)	672	25.9	(F30)
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.9	East	6	3,469	26.7	(F30)	696	36.9	E
F23	I-580 EB	Santa Rita	El Charro	Uninc-Pleas	1.25	East	6	3,587	45.8	D	720	49.3	C
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Uninc	1.72	East	6	3,587	60.7	A	696	58.4	B
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	1.73	East	5	3,706	63.7	A	696	58.2	B
F26	I-580 - EB	Portola	1st St	Liv	2.56	East	5	3,469	51.5	C	672	49.1	C
F27	I-580 - EB	1st St	Greenville	Liv	2.13	East	6	3,346	22.8	(F30)	624	26.7	(F30)
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	East	4	3,589	21.0	(F30)	696	19.4	(F20)
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	East	4	3,586	33.7	E	696	30.3	E
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	East	5	3,706	58.8	B	720	52.4	C
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Uninc	0.72	East	5	3,337	69.3	A	720	74.2	A
F32	I-580 - WB	Grant Line	N Flynn	Uninc	4.59	East	4	3,706	66.8	A	720	68.8	A
F33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	2.43	East	5	3,706	67.3	A	720	69.5	A
F34	I-580 - WB	Greenville Rd	1st St	Liv	2.21	East	4	3,706	69.5	A	720	69.9	A
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	East	4	3,706	70.2	A	720	73.6	A
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	1.73	East	4	3,706	69.0	A	720	69.7	A
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	Liv - Uninc	1.73	East	4	3,706	68.9	A	720	70.2	A
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	Plea	1.23	East	4	3,706	65.9	A	720	67.0	A
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	East	4	3,447	55.4	B	672	68.7	A
F40	I-580 - WB	I-680	San Ramon Rd	Plea	0.71	East	4	3,586	57.2	B	720	66.2	A

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea - Uninc	4.82	East	4	3,706	59.2	B	696	67.6	A
F42	I-580 - WB	Eden Canyon	Center St	Uninc	2.5	East	4	3,706	63.5	A	672	70.2	A
F43	I-580 - WB	Center	I-580/238	Uninc	2.26	Central	5	3,704	57.8	B	696	64.7	A
F44	I-580 - EB	I-80	I-980	Oak	1.27	North	5	3,706	19.5	(F20)	696	50.5	C
F45	I-580 - EB	I-980	Harrison	Oak	1.02	North	5	3,706	15.7	(F20)	720	50.1	C
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	North	4	3,706	20.8	(F30)	696	41.9	D
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	North	5	3,466	30.5	E	600	47.9	D
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.2	North	4	3,706	31.7	E	624	58.7	B
F49	I-580 - EB	SH 13 Off	MacArthur	Oak	4.08	North	4	3,706	53.3	C	552	66.1	A
F50	I-580 - EB	MacArthur	I-580/238	San L - Uninc	3.78	Central	4	3,645	65.3	A	552	65.1	A
F51	I-580 - WB	I-238	Foothill/MacArthur	Uninc	3.86	Central	4	3,706	68.1	A	648	70.0	A
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak	4.04	North	4	3,585	64.5	A	672	67.1	A
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	North	4	3,571	68.6	A	696	72.4	A
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	North	4	3,580	65.4	A	672	68.5	A
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	North	5	3,585	58.6	B	696	72.6	A
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	North	5	3,706	24.0	(F30)	720	30.1	E
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.7	North	2	3,699	51.4	C	720	58.0	B
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	North	3	3,706	55.0	B	720	64.6	A
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	South	3	3,706	23.3	(F30)	720	65.4	A
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	South	3	3,706	9.0	(F10)	696	43.6	D
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.3	South	3	3,706	12.2	(F20)	672	24.2	(F30)
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	South	3	3,586	20.8	(F30)	648	29.8	(F30)

2020 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F63	I-680 NB	SR 238/Mission	Vargas Rd	Fre	1.1	South	4	3,706	22.2	(F30)	720	27.9	(F30)
F64	I-680 NB	Vargas Rd	Andrade Rd	Uninc	2.21	South	4	3,586	20.2	(F30)	720	24.7	(F30)
F65	I-680 NB	Andrade Rd	Calaveras	Uninc	1.15	South	3	3,586	33.9	E	720	35.7	E
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Uninc	0.39	South	3	3,706	50.9	C	720	51.2	C
F67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	3.52	East	3	3,706	67.8	A	720	68.6	A
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	1.49	East	3	3,706	62.0	A	720	63.7	A
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	East	3	3,706	58.5	B	720	65.8	A
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	East	4	3,706	59.1	B	720	68.0	A
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	East	4	3,586	66.1	A	720	66.0	A
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	East	5	3,706	68.3	A	720	67.7	A
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	East	4	3,706	61.6	A	720	67.7	A
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	East	3	3,466	63.9	A	720	68.0	A
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Uninc	1.49	East	3	3,466	66.7	A	720	71.1	A
F76	I-680 SB	Sunol Blvd.	SR 84	Uninc	3.71	East	3	3,576	65.4	A	720	68.7	A
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Uninc	1.33	South	4	3,706	66.9	A	720	67.7	A
F78	I-680 SB	Andrade Rd	Sheridon Rd	Uninc	1.4	South	5	3,706	64.6	A	720	66.9	A
F79	I-680 SB	Sheridon Rd	Vargas Rd	Uninc	0.81	South	4	3,706	65.9	A	720	66.0	A
F80	I-680 SB	Vargas Rd	SR 238/Mission	Fre	1.11	South	4	3,706	69.7	A	720	73.1	A
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	South	4	3,706	70.2	A	716	69.3	A
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	South	4	3,706	69.3	A	696	68.8	A
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	South	4	3,706	66.0	A	716	67.6	A
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	South	4	3,706	70.5	A	720	70.5	A
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	South	6	3,589	25.1	(F30)	720	60.9	A

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	2.43	South	4	3,590	32.2	E	696	40.6	E
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	South	4	3,706	45.1	D	720	43.4	D
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	South	4	3,106	27.0	(F30)	600	52.8	C
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre	1.17	South	4	3,706	18.7	(F20)	696	36.1	E
F90	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	Fre- Uni Cty	1.57	South	4	3,706	22.4	(F30)	696	35.5	E
F91	I-880 - NB	Alv-Niles	Tennyson	Uni Cty - Hay	2.6	South	4	3,706	18.7	(F20)	696	26.8	(F30)
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	Central	5	3,665	25.7	(F30)	720	32.8	E
F93	I-880 - NB	SR 92	A St	Hay	1.68	Central	5	3,665	32.4	E	696	38.6	E
F94	I-880 - NB	A St	I-238 (Marina before 06)	Uninc	1.95	Central	5	3,706	55.9	B	720	53.5	C
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	San L	2.54	Central	5	1,675	56.1	B	696	59.7	B
F96	I-880 - NB	Marina Blvd	SR 112/Davis	San L	0.82	Central	4	1,795	50.9	C	720	49.6	C
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - San L	1.83	Central	4	1,558	57.3	B	720	57.1	B
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	North	4	1,795	55.1	B	720	62.8	A
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	North	4	1,795	53.7	C	720	58.6	B
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	North	4	1,795	57.8	B	673	62.8	A
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	North	4	3,700	59.4	B	720	65.5	A
F102	I-880 - NB	I-880/I-80 (split)	I-880/I-80 (merge)	Oak	1.44	North	4	3,702	13.6	(F20)	720	23.8	(F30)
F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	North	4	3,586	48.4	D	720	56.5	B
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	North	4	3,706	22.3	(F30)	720	64.4	A
F105	I-880 - SB	I-980	23rd	Oak	2.74	North	5	1,795	14.4	(F20)	720	40.4	E
F106	I-880 - SB	23rd St	High/42nd	Oak	1.1	North	5	1,675	31.7	E	720	41.7	D
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	North	4	1,675	37.5	E	696	49.3	C

2020 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - San L	1.82	North	4	1,795	55.7	B	696	51.3	C
F109	I-880 - SB	SR 112/Davis	Marina Blvd	San L	0.82	North	4	1,795	51.6	C	670	39.6	E
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - San L	2.55	North	4	1,795	51.8	C	648	49.9	C
F111	I-880 - SB	I-238 (Marina before 06)	A St	Uninc	1.91	Central	5	3,586	39.2	E	696	42.7	D
F112	I-880 - SB	A St	Rt 92	Hay	1.7	Central	5	3,706	41.5	D	696	43.3	D
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	Central	5	3,706	40.0	E	696	39.7	E
F114	I-880 - SB	Tennyson	Alv-Niles	Hay - Uni Cty	2.6	Central	4	3,347	44.1	D	552	44.1	D
F115	I-880 - SB	Alvarado-Niles	Alvarado	Uni Cty - Fre	1.56	Central	4	3,706	56.4	B	720	55.0	B
F116	I-880 - SB	Alvarado	Decoto	Fre	1.19	Central	4	3,706	54.2	C	720	53.8	C
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	South	4	3,346	53.4	C	720	57.8	B
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	Central	4	3,706	62.6	A	696	61.5	A
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	Central	4	3,586	64.1	A	720	66.0	A
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	South	4	3,706	66.4	A	720	69.4	A
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	North	4	1,791	58.9	B	691	58.6	B
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	North	4	1,795	55.5	B	720	65.8	A
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	North	2	3,690	55.5	B	720	64.7	A
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaquin Miller	Oak	1.08	North	2	3,691	61.7	A	720	64.6	A
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	North	2	3,694	44.2	D	720	65.8	A
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	North	2	2,973	22.6	(F30)	648	42.6	D
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.6	North	2	3,354	36.3	E	686	51.8	C
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	North	2	3,688	49.0	C	720	66.5	A
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	North	2	3,686	50.0	C	720	64.8	A

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.4	North	2	3,561	13.7	(F20)	636	51.1	C
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	North	4	3,706	20.2	(F30)	720	49.5	C
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	North	4	3,706	12.9	(F20)	720	21.0	(F30)
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	North	4	3,586	26.8	(F30)	11	22.2	(F30)
F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	North	4	3,705	59.4	B	720	61.9	A
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	North	4	3,705	61.5	A	696	69.1	A
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	North	4	3,687	66.0	A	720	69.6	A
F137	SR 84 - EB	San M CL	Toll Plaza	Fre	3.29	South	3	3,706	50.3	C	720	64.6	A
F138	SR 84 - EB	Toll Plaza	Thornton	Fre	0.54	South	3	3,706	57.7	B	720	74.4	A
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	New	1.16	South	3	3,706	49.3	C	720	64.3	A
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	New	1.2	South	2	3,706	15.6	(F20)	720	38.7	E
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	New	1.21	South	3	3,605	48.1	D	720	53.4	C
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	New	1.15	South	3	3,553	65.4	A	720	68.8	A
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fre	0.54	South	3	3,599	54.1	C	720	71.3	A
F144	SR 84 - WB	Toll Plaza	San M CL	Fre	3.29	Central	3	3,681	68.2	A	720	66.2	A
F145	SR 92 - EB	San M CL	Toll Plaza	Hay	2.78	Central	3	1,311	40.6	E	720	60.1	A
F146	SR 92 - EB	Toll Plaza	Clawiter	Hay	1.87	Central	3	3,703	37.5	E	720	52.4	C
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	Central	4	3,567	36.2	E	672	34.3	E
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	Central	4	3,608	62.3	A	720	65.9	A
F149	SR 92 - WB	Clawiter	Toll Plaza	Hay	1.88	Central	4	3,706	58.5	B	77	54.7	C
F150	SR 92 - WB	Toll Plaza	San M CL	Hay	2.79	Central	3	1,311	67.6	A	73	66.1	A

2020 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	North	5	3,706	61.6	A	720	66.9	A
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.3	North	6	3,706	64.1	A	720	63.7	A
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery	0.54	North	6	3,706	58.7	B	720	62.2	A
F4	I-80 - EB	Powell	Ashby	Emery - Berk	0.72	North	6	3,706	60.2	A	720	68.5	A
F5	I-80 - EB	Ashby	University	Berk	1.3	North	5	3,706	60.9	A	720	59.7	B
F6	I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1.37	North	5	3,586	61.0	A	720	67.1	A
F7	I-80 - EB	Jct I-580 (off)	Central (County Line)	Alb	0.84	North	4	3,706	64.7	A	720	67.4	A
F8	I-80 - WB	Central (County Line)	Jct I-580	Alb	0.7	North	4	3,706	20.5	(F30)	696	41.1	D
F9	I-80 - WB	Jct I-580	University	Berk - Alb	1.51	North	6	3,349	22.3	(F30)	672	35.4	E
F10	I-80 - WB	University	Ashby	Berk	1.31	North	5	3,587	29.9	(F30)	672	44.7	D
F11	I-80 - WB	Ashby	Powell	Emery	0.71	North	5	3,706	29.8	(F30)	672	57.7	B
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery	0.47	North	6	3,692	24.6	(F30)	720	42.6	D
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	North	8	3,692	10.5	(F20)	605	34.4	E
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	North	4	3,706	39.7	E	694	30.5	E
F15	I-238 - EB	I-880	I-580	Uninc-San L	2.59	Central	3	3,706	43.3	D	720	57.4	B
F16	I-238 - WB	I-580	I-880	Uninc-San L	2.48	Central	3	3,586	19.6	(F20)	720	42.1	D
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Fthl Off)	Grove	Uninc	2.68	Central	5	3,706	34.4	E	672	66.9	A
F18	I-580 EB	Grove	Eden Canyon	Uninc - Plea	2.19	East	4	3,706	44.9	D	720	67.1	A
F19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Plea	4.82	East	4	3,706	58.7	B	720	66.0	A
F20	I-580 EB	San Ramon/ Foothill	I-680	Plea	0.71	East	4	3,706	64.9	A	720	65.9	A
F21	I-580 EB	I-680	Hopyard	Plea	0.87	East	6	3,706	66.3	A	720	66.9	A
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.9	East	6	3,706	67.5	A	720	67.5	A

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F23	I-580 EB	Santa Rita	El Charro	Uninc-Pleas	1.25	East	6	3,706	68.8	A	720	68.4	A
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Uninc	1.72	East	6	3,586	68.2	A	720	67.3	A
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	1.73	East	5	3,706	68.7	A	720	71.2	A
F26	I-580 - EB	Portola	1st St	Liv	2.56	East	5	3,706	69.1	A	720	67.7	A
F27	I-580 - EB	1st St	Greenville	Liv	2.13	East	6	3,586	67.9	A	720	67.0	A
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	East	4	3,587	67.2	A	696	70.0	A
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	East	4	3,706	69.2	A	720	70.6	A
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	East	5	3,635	66.8	A	720	70.9	A
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Uninc	0.72	East	5	3,706	19.2	(F20)	720	30.0	(F30)
F32	I-580 - WB	Grant Line	N Flynn	Uninc	4.59	East	4	3,706	33.8	E	696	39.7	E
F33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	2.43	East	5	3,586	54.1	C	720	59.6	B
F34	I-580 - WB	Greenville Rd	1st St	Liv	2.21	East	4	3,347	61.8	A	648	60.1	A
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	East	4	3,706	57.4	B	720	61.5	A
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	1.73	East	4	3,586	48.4	D	672	62.6	A
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	Liv - Uninc	1.73	East	4	3,706	49.2	C	720	61.6	A
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	Plea	1.23	East	4	3,706	47.9	D	720	59.7	B
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	East	4	3,467	48.4	D	672	63.7	A
F40	I-580 - WB	I-680	San Ramon Rd	Plea	0.71	East	4	3,706	61.3	A	720	69.2	A
F41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea - Uninc	4.82	East	4	3,706	60.2	A	720	67.1	A
F42	I-580 - WB	Eden Canyon	Center St	Uninc	2.5	East	4	3,706	57.5	B	720	67.9	A
F43	I-580 - WB	Center	I-580/238	Uninc	2.26	Central	5	3,706	49.6	C	696	57.7	B

2020 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F44	I-580 - EB	I-80	I-980	Oak	1.27	North	5	3,706	57.8	B	720	58.4	B
F45	I-580 - EB	I-980	Harrison	Oak	1.02	North	5	3,703	65.4	A	696	76.1	A
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	North	4	3,702	66.6	A	720	63.2	A
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	North	5	3,702	66.7	A	672	68.2	A
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.2	North	4	3,705	67.9	A	624	70.1	A
F49	I-580 - EB	SH 13 Off	MacArthur	Oak	4.08	North	4	3,706	68.2	A	576	71.9	A
F50	I-580 - EB	MacArthur	I-580/238	San L - Uninc	3.78	Central	4	3,699	67.8	A	600	68.2	A
F51	I-580 - WB	I-238	Foothill/MacArthur	Uninc	3.86	Central	4	3,706	49.5	C	696	70.6	A
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak	4.04	North	4	3,706	27.7	(F30)	672	68.2	A
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	North	4	3,586	21.9	(F30)	672	72.6	A
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	North	4	3,347	42.5	D	648	66.3	A
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	North	5	3,467	53.3	C	696	74.5	A
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	North	5	3,706	33.2	E	720	56.1	B
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.7	North	2	3,706	24.7	(F30)	720	50.4	C
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	North	3	3,706	59.6	B	720	67.4	A
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	South	3	3,706	61.7	A	720	65.3	A
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	South	3	3,706	65.2	A	720	71.6	A
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.3	South	3	3,706	61.8	A	720	62.7	A
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	South	3	3,706	60.9	A	720	64.4	A
F63	I-680 NB	SR 238/Mission	Vargas Rd	Fre	1.1	South	4	3,706	61.0	A	672	65.5	A
F64	I-680 NB	Vargas Rd	Andrade Rd	Uninc	2.21	South	4	3,351	65.3	A	713	57.3	B
F65	I-680 NB	Andrade Rd	Calaveras	Uninc	1.15	South	3	3,706	65.1	A	696	67.2	A

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Uninc	0.39	South	3	3,706	64.3	A	720	65.5	A
F67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	3.52	East	3	3,706	57.3	B	696	68.8	A
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	1.49	East	3	3,587	45.6	D	720	67.3	A
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	East	3	3,706	66.0	A	720	69.7	A
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	East	4	3,586	58.6	B	720	72.0	A
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	East	4	3,587	51.2	C	720	65.6	A
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	East	5	3,706	56.1	B	720	68.2	A
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	East	4	3,586	30.2	E	720	66.6	A
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	East	3	3,586	26.2	(F30)	696	67.0	A
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Uninc	1.49	East	3	3,587	28.4	(F30)	720	69.4	A
F76	I-680 SB	Sunol Blvd.	SR 84	Uninc	3.71	East	3	3,700	43.3	D	720	64.5	A
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Uninc	1.33	South	4	3,706	56.7	B	720	60.3	A
F78	I-680 SB	Andrade Rd	Sheridon Rd	Uninc	1.4	South	5	3,706	56.1	B	720	60.0	B
F79	I-680 SB	Sheridon Rd	Vargas Rd	Uninc	0.81	South	4	3,706	58.2	B	672	63.4	A
F80	I-680 SB	Vargas Rd	SR 238/Mission	Fre	1.11	South	4	3,706	60.3	A	720	70.1	A
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	South	4	3,586	58.7	B	720	67.3	A
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	South	4	3,469	47.9	D	720	66.4	A
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	South	4	3,706	53.3	C	696	60.0	B
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	South	4	3,706	67.5	A	696	69.4	A
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	South	6	3,706	68.5	A	720	68.3	A
F86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	2.43	South	4	3,586	66.0	A	720	64.6	A
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	South	4	3,706	65.4	A	720	64.6	A
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	South	4	3,587	62.5	A	720	66.5	A

2020 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre	1.17	South	4	3,587	63.1	A	720	63.9	A
F90	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	Fre- Uni Cty	1.57	South	4	3,586	49.2	C	720	60.3	A
F91	I-880 - NB	Alv-Niles	Tennyson	Uni Cty - Hay	2.6	South	4	3,229	46.0	D	648	55.3	B
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	Central	5	3,706	49.4	C	696	61.9	A
F93	I-880 - NB	SR 92	A St	Hay	1.68	Central	5	3,706	46.9	D	696	60.7	A
F94	I-880 - NB	A St	I-238 (Marina before 06)	Uninc	1.95	Central	5	3,587	38.3	E	696	58.4	B
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	San L	2.54	Central	5	3,468	23.2	(F30)	696	61.4	A
F96	I-880 - NB	Marina Blvd	SR 112/Davis	San L	0.82	Central	4	3,706	23.9	(F30)	720	54.1	C
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - San L	1.83	Central	4	3,706	24.5	(F30)	720	56.6	B
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	North	4	3,466	19.1	(F20)	720	54.5	C
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	North	4	3,706	23.2	(F30)	720	50.4	C
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	North	4	3,706	46.4	D	610	59.0	B
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	North	4	3,706	62.2	A	720	63.7	A
F102	I-880 - NB	I-880/I-80 (split)	I-880/I-80 (merge)	Oak	1.44	North	4	3,706	59.0	B	720	55.5	B
F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	North	4	3,706	55.8	B	696	58.9	B
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	North	4	3,706	63.3	A	720	65.9	A
F105	I-880 - SB	I-980	23rd	Oak	2.74	North	5	3,706	42.3	D	696	64.8	A
F106	I-880 - SB	23rd St	High/42nd	Oak	1.1	North	5	3,586	53.5	C	696	55.8	B
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	North	4	3,706	61.8	A	720	62.6	A
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - San L	1.82	North	4	3,706	65.2	A	720	64.3	A
F109	I-880 - SB	SR 112/Davis	Marina Blvd	San L	0.82	North	4	3,706	64.7	A	696	60.8	A
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - San L	2.55	North	4	3,586	56.6	B	720	58.0	B
F111	I-880 - SB	I-238 (Marina before 06)	A St	Uninc	1.91	Central	5	3,346	30.0	E	648	36.9	E

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F112	I-880 - SB	A St	Rt 92	Hay	1.7	Central	5	3,706	31.0	E	696	44.3	D
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	Central	5	3,467	24.5	(F30)	672	45.0	D
F114	I-880 - SB	Tennyson	Alv-Niles	Hay - Uni Cty	2.6	Central	4	3,228	22.0	(F30)	696	45.0	D
F115	I-880 - SB	Alvarado-Niles	Alvarado	Uni Cty - Fre	1.56	Central	4	3,706	22.4	(F30)	720	49.0	C
F116	I-880 - SB	Alvarado	Decoto	Fre	1.19	Central	4	3,706	25.2	(F30)	720	54.0	C
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	South	4	3,466	25.8	(F30)	672	56.6	B
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	Central	4	3,706	42.0	D	720	60.7	A
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	Central	4	3,466	46.7	D	720	64.8	A
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	South	4	3,706	41.7	D	720	67.3	A
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	North	4	3,706	63.7	A	720	60.8	A
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	North	4	3,705	62.0	A	720	66.8	A
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	North	2	3,668	31.6	E	720	64.1	A
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaquin Miller	Oak	1.08	North	2	3,677	24.3	(F30)	720	63.3	A
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	North	2	3,674	31.0	E	720	65.4	A
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	North	2	2,901	36.0	E	637	56.4	B
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.6	North	2	1,999	55.9	B	545	54.3	C
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	North	2	3,656	64.2	A	720	70.3	A
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	North	2	3,690	67.0	A	720	68.0	A
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.4	North	2	3,674	54.2	C	433	66.3	A
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	North	4	3,702	66.1	A	696	64.7	A
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	North	4	3,704	61.1	A	720	64.8	A
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	North	4	3,464	50.9	C	720	50.9	C

2020 LOS Monitoring Results for Freeways (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	North	4	3,706	55.0	B	720	60.2	A
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	North	4	3,706	58.7	B	720	68.8	A
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	North	4	3,706	52.8	C	696	67.2	A
F137	SR 84 - EB	San M CL	Toll Plaza	Fre	3.29	South	3	3,689	66.7	A	720	66.5	A
F138	SR 84 - EB	Toll Plaza	Thornton	Fre	0.54	South	3	3,647	64.3	A	715	75.6	A
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	New	1.16	South	3	3,634	64.4	A	720	64.3	A
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	New	1.2	South	2	3,628	48.7	D	720	55.0	C
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	New	1.21	South	3	3,706	42.5	D	720	54.6	C
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	New	1.15	South	3	3,706	40.9	E	720	67.6	A
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fre	0.54	South	3	3,706	23.9	(F30)	720	71.0	A
F144	SR 84 - WB	Toll Plaza	San M CL	Fre	3.29	Central	3	3,706	29.2	(F30)	720	66.0	A
F145	SR 92 - EB	San M CL	Toll Plaza	Hay	2.78	Central	3	0	69.0	A	720	69.0	A
F146	SR 92 - EB	Toll Plaza	Clawiter	Hay	1.87	Central	3	3,704	67.9	A	720	63.0	A
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	Central	4	2,803	59.8	B	687	59.0	B
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	Central	4	3,706	32.2	E	720	64.2	A
F149	SR 92 - WB	Clawiter	Toll Plaza	Hay	1.88	Central	4	3,706	21.5	(F30)	125	40.4	E
F150	SR 92 - WB	Toll Plaza	San M CL	Hay	2.79	Central	3	1,313	36.5	E	103	60.7	A

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - Weekend Midday Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed2	LOS2
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	North	5	2,370	51.9	C	432	65.5	A
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.3	North	6	2,368	57.6	B	432	61.6	A
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery	0.54	North	6	2,370	22.9	(F30)	432	35.9	E
F4	I-80 - EB	Powell	Ashby	Emery - Berk	0.72	North	6	2,370	22.1	(F30)	432	36.0	E
F5	I-80 - EB	Ashby	University	Berk	1.3	North	5	2,370	36.5	E	432	43.5	D
F6	I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1.37	North	5	2,370	54.3	C	432	57.7	B
F7	I-80 - EB	Jct I-580 (off)	Central (County Line)	Alb	0.84	North	4	2,370	63.5	A	432	68.1	A
F8	I-80 - WB	Central (County Line)	Jct I-580	Alb	0.7	North	4	2,370	33.1	E	432	55.0	B
F9	I-80 - WB	Jct I-580	University	Berk - Alb	1.51	North	6	2,370	21.7	(F30)	432	28.2	(F30)
F10	I-80 - WB	University	Ashby	Berk	1.31	North	5	2,370	26.0	(F30)	432	29.9	(F30)
F11	I-80 - WB	Ashby	Powell	Emery	0.71	North	5	2,370	25.6	(F30)	432	35.3	E
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery	0.47	North	6	2,370	25.2	(F30)	432	30.0	(F30)
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	North	8	2,370	13.4	(F20)	414	48.9	D
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	North	4	2,370	32.9	E	429	29.0	(F30)
F15	I-238 - EB	I-880	I-580	Uninc-San L	2.59	Central	3	2,370	54.5	C	432	63.0	A
F16	I-238 - WB	I-580	I-880	Uninc-San L	2.48	Central	3	2,294	40.6	E	432	51.0	C
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Fthl Off)	Grove	Uninc	2.68	Central	5	2,370	59.2	B	432	70.1	A
F18	I-580 EB	Grove	Eden Canyon	Uninc - Plea	2.19	East	4	2,370	50.7	C	432	63.1	A
F19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Plea	4.82	East	4	2,370	63.0	A	432	61.0	A
F20	I-580 EB	San Ramon/ Foothill	I-680	Plea	0.71	East	4	2,370	64.7	A	432	62.1	A
F21	I-580 EB	I-680	Hopyard	Plea	0.87	East	6	2,370	62.9	A	432	61.1	A

2020 LOS Monitoring Results for Freeways (Tier 1) - Weekend Midday Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.9	East	6	2,370	62.4	A	432	64.5	A
F23	I-580 EB	Santa Rita	El Charro	Uninc-Pleas	1.25	East	6	2,370	65.8	A	432	67.7	A
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Uninc	1.72	East	6	2,370	68.2	A	432	68.1	A
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	1.73	East	5	2,370	64.8	A	432	73.1	A
F26	I-580 - EB	Portola	1st St	Liv	2.56	East	5	2,370	69.0	A	432	69.7	A
F27	I-580 - EB	1st St	Greenville	Liv	2.13	East	6	2,370	68.6	A	432	70.3	A
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	East	4	2,370	61.7	A	432	70.3	A
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	East	4	2,370	66.6	A	432	67.4	A
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	East	5	2,301	67.4	A	432	68.7	A
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Uninc	0.72	East	5	2,126	68.5	A	432	72.6	A
F32	I-580 - WB	Grant Line	N Flynn	Uninc	4.59	East	4	2,370	65.0	A	432	61.0	A
F33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	2.43	East	5	2,370	68.4	A	432	62.9	A
F34	I-580 - WB	Greenville Rd	1st St	Liv	2.21	East	4	2,370	70.7	A	432	70.8	A
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	East	4	2,370	70.6	A	432	74.3	A
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	1.73	East	4	2,370	69.2	A	432	70.5	A
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	Liv - Uninc	1.73	East	4	2,370	67.9	A	432	71.1	A
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	Plea	1.23	East	4	2,370	55.0	B	432	67.0	A
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	East	4	2,343	34.5	E	432	67.0	A
F40	I-580 - WB	I-680	San Ramon Rd	Plea	0.71	East	4	2,370	63.9	A	432	68.2	A
F41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea - Uninc	4.82	East	4	2,370	66.1	A	432	69.4	A
F42	I-580 - WB	Eden Canyon	Center St	Uninc	2.5	East	4	2,370	69.7	A	432	71.8	A
F43	I-580 - WB	Center	I-580/238	Uninc	2.26	Central	5	2,359	65.1	A	432	65.2	A
F44	I-580 - EB	I-80	I-980	Oak	1.27	North	5	2,370	54.2	C	432	56.8	B

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - Weekend Midday Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F45	I-580 - EB	I-980	Harrison	Oak	1.02	North	5	2,370	63.9	A	432	75.7	A
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	North	4	2,370	65.0	A	432	62.1	A
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	North	5	2,370	65.8	A	432	67.7	A
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.2	North	4	2,370	66.7	A	432	70.3	A
F49	I-580 - EB	SH 13 Off	MacArthur	Oak	4.08	North	4	2,370	66.7	A	432	71.6	A
F50	I-580 - EB	MacArthur	I-580/238	San L - Uninc	3.78	Central	4	2,318	66.1	A	432	68.1	A
F51	I-580 - WB	I-238	Foothill/MacArthur	Uninc	3.86	Central	4	2,366	67.5	A	432	71.2	A
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak	4.04	North	4	2,359	66.1	A	432	68.7	A
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	North	4	2,351	67.4	A	432	74.5	A
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	North	4	2,367	63.2	A	432	68.7	A
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	North	5	2,370	51.0	C	432	65.2	A
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	North	5	2,370	26.5	(F30)	432	34.3	E
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.7	North	2	2,369	37.7	E	432	51.2	C
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	North	3	2,369	58.5	B	432	63.5	A
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	South	3	2,370	62.2	A	432	67.1	A
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	South	3	2,370	32.9	E	432	66.9	A
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.3	South	3	2,370	27.5	(F30)	432	52.2	C
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	South	3	2,370	37.9	E	432	63.5	A
F63	I-680 NB	SR 238/Mission	Vargas Rd	Fre	1.1	South	4	2,370	58.0	B	432	65.6	A
F64	I-680 NB	Vargas Rd	Andrade Rd	Uninc	2.21	South	4	2,370	56.6	B	432	66.2	A
F65	I-680 NB	Andrade Rd	Calaveras	Uninc	1.15	South	3	2,370	57.7	B	432	63.7	A
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Uninc	0.39	South	3	2,370	61.5	A	432	65.4	A
F67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	3.52	East	3	2,370	65.7	A	432	70.4	A

2020 LOS Monitoring Results for Freeways (Tier 1) - Weekend Midday Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	1.49	East	3	2,370	54.0	C	432	68.2	A
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	East	3	2,370	55.2	B	432	70.8	A
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	East	4	2,370	63.5	A	432	72.9	A
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	East	4	2,370	67.8	A	432	68.1	A
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	East	5	2,367	70.3	A	432	68.6	A
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	East	4	2,367	63.2	A	432	68.5	A
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	East	3	2,370	64.7	A	432	68.6	A
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Uninc	1.49	East	3	2,370	65.4	A	432	71.6	A
F76	I-680 SB	Sunol Blvd.	SR 84	Uninc	3.71	East	3	2,199	66.9	A	432	69.1	A
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Uninc	1.33	South	4	2,370	69.1	A	432	68.2	A
F78	I-680 SB	Andrade Rd	Sheridon Rd	Uninc	1.4	South	5	2,370	66.1	A	432	68.4	A
F79	I-680 SB	Sheridon Rd	Vargas Rd	Uninc	0.81	South	4	2,370	67.8	A	432	67.6	A
F80	I-680 SB	Vargas Rd	SR 238/Mission	Fre	1.11	South	4	2,370	71.0	A	432	74.2	A
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	South	4	2,370	70.8	A	432	69.6	A
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	South	4	2,370	68.6	A	432	69.5	A
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	South	4	2,370	58.6	B	432	65.9	A
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	South	4	2,370	71.5	A	432	72.0	A
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	South	6	2,370	67.4	A	432	70.5	A
F86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	2.43	South	4	2,370	63.4	A	432	67.6	A
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	South	4	2,370	60.5	A	432	65.6	A
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	South	4	2,370	60.2	A	432	67.9	A
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre	1.17	South	4	2,370	51.8	C	432	61.0	A
F90	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	Fre- Uni Cty	1.57	South	4	2,370	51.8	C	432	56.6	B

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - Weekend Midday Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F91	I-880 - NB	Alv-Niles	Tennyson	Uni Cty - Hay	2.6	South	4	2,370	39.0	E	432	49.6	C
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	Central	5	2,370	38.1	E	432	56.5	B
F93	I-880 - NB	SR 92	A St	Hay	1.68	Central	5	2,370	41.6	D	432	56.3	B
F94	I-880 - NB	A St	I-238 (Marina before 06)	Uninc	1.95	Central	5	2,370	54.5	C	432	58.9	B
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	San L	2.54	Central	5	2,370	65.2	A	432	67.9	A
F96	I-880 - NB	Marina Blvd	SR 112/Davis	San L	0.82	Central	4	2,370	62.3	A	432	63.1	A
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - San L	1.83	Central	4	2,370	59.2	B	432	65.6	A
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	North	4	2,370	38.2	E	432	67.9	A
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	North	4	2,370	41.1	D	432	61.1	A
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	North	4	2,370	54.6	C	385	66.6	A
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	North	4	2,365	64.7	A	432	67.5	A
F102	I-880 - NB	I-880/I-80 (split)	I-880/I-80 (merge)	Oak	1.44	North	4	2,367	45.8	D	432	53.4	C
F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	North	4	2,370	56.5	B	432	58.6	B
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	North	4	2,370	67.4	A	432	70.5	A
F105	I-880 - SB	I-980	23rd	Oak	2.74	North	5	2,370	49.4	C	432	67.9	A
F106	I-880 - SB	23rd St	High/42nd	Oak	1.1	North	5	2,370	48.6	D	432	58.9	B
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	North	4	2,370	52.8	C	432	65.7	A
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - San L	1.82	North	4	2,370	62.9	A	432	67.3	A
F109	I-880 - SB	SR 112/Davis	Marina Blvd	San L	0.82	North	4	2,370	66.7	A	432	65.1	A
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - San L	2.55	North	4	2,370	63.4	A	432	69.8	A
F111	I-880 - SB	I-238 (Marina before 06)	A St	Uninc	1.91	Central	5	2,370	39.1	E	432	55.9	B
F112	I-880 - SB	A St	Rt 92	Hay	1.7	Central	5	2,370	48.3	D	432	56.6	B
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	Central	5	2,370	49.6	C	432	60.0	B

2020 LOS Monitoring Results for Freeways (Tier 1) - Weekend Midday Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F114	I-880 - SB	Tennyson	Alv-Niles	Hay - Uni Cty	2.6	Central	4	2,370	47.9	D	432	59.9	B
F115	I-880 - SB	Alvarado-Niles	Alvarado	Uni Cty - Fre	1.56	Central	4	2,370	46.5	D	432	67.0	A
F116	I-880 - SB	Alvarado	Decoto	Fre	1.19	Central	4	2,370	38.8	E	432	72.5	A
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	South	4	2,370	44.9	D	432	69.7	A
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	Central	4	2,370	59.0	B	432	64.4	A
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	Central	4	2,370	65.8	A	432	66.8	A
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	South	4	2,370	67.1	A	432	71.1	A
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	North	4	2,368	66.9	A	418	61.8	A
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	North	4	2,347	63.8	A	432	69.3	A
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	North	2	2,300	62.2	A	432	65.0	A
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaquin Miller	Oak	1.08	North	2	2,285	63.7	A	432	64.8	A
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	North	2	2,298	62.5	A	432	66.0	A
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	North	2	1,949	43.8	D	404	49.5	C
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.6	North	2	1,705	55.0	B	421	53.6	C
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	North	2	2,254	64.7	A	432	69.2	A
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	North	2	2,295	65.2	A	432	67.2	A
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.4	North	2	2,230	51.1	C	356	65.9	A
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	North	4	2,367	65.4	A	432	62.9	A
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	North	4	2,370	46.7	D	432	53.1	C
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	North	4	2,370	39.2	E	432	44.8	D
F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	North	4	2,370	59.2	B	432	62.5	A
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	North	4	2,370	65.7	A	432	69.8	A
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	North	4	2,370	61.4	A	432	65.4	A

APPENDIX C

2020 LOS Monitoring Results for Freeways (Tier 1) - Weekend Midday Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F137	SR 84 - EB	San M CL	Toll Plaza	Fre	3.29	South	3	2,345	67.2	A	432	67.3	A
F138	SR 84 - EB	Toll Plaza	Thornton	Fre	0.54	South	3	2,342	66.9	A	432	76.8	A
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	New	1.16	South	3	2,340	66.6	A	432	66.9	A
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	New	1.2	South	2	2,337	45.5	D	432	53.8	C
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	New	1.21	South	3	2,304	46.6	D	432	54.5	C
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	New	1.15	South	3	2,233	65.8	A	432	71.2	A
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fre	0.54	South	3	2,274	51.5	C	432	72.9	A
F144	SR 84 - WB	Toll Plaza	San M CL	Fre	3.29	Central	3	2,318	67.7	A	432	67.9	A
F145	SR 92 - EB	San M CL	Toll Plaza	Hay	2.78	Central	3	2,370	67.4	A	432	70.8	A
F146	SR 92 - EB	Toll Plaza	Clawiter	Hay	1.87	Central	3	2,368	67.6	A	432	64.5	A
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	Central	4	1,670	59.2	B	432	61.0	A
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	Central	4	2,326	63.6	A	432	69.1	A
F149	SR 92 - WB	Clawiter	Toll Plaza	Hay	1.88	Central	4	2,370	52.5	C	55	55.6	B
F150	SR 92 - WB	Toll Plaza	San M CL	Hay	2.79	Central	3	2,370	52.5	C	55	67.6	A

C.2 | HOV & Express Lanes

2020 LOS Monitoring Results for HOV/Express Lanes - PM Peak Period (Floating Car Surveys)								2018 Results			2020 Results		
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
H1	I-80 - EB	Begin of HOV	I-80 HOV/GP Gore	Oak	0.69	North	1	6	14.2	F	6	49.8	C
H2	I-80 - EB	I-80 HOV/GP Gore	Powell (Overhead bridge)	Emery - Berk	0.56	North	1	6	5.8	F	6	42.3	D
H3	I-80 - EB	Powell (Overhead bridge)	Ashby (Interchange Center Point)	Emery - Berk	0.71	North	1	6	19.6	F	6	30.4	E
H4	I-80 - EB	Ashby (Interchange Center Point)	University (Overhead bridge)	Emery - Berk	1.3	North	1	6	28.6	F	6	38.6	E
H5	I-80 - EB	University (Overhead bridge)	I-80/580 Split (Divider)	Berk - Alb	1.37	North	1	6	44.3	D	6	46.0	D
H6	I-80 - EB	I-80/580 Split (Divider)	County Line	Berk - Alb	0.84	North	1	6	48.9	D	6	63.4	A
H7	I-80 - WB	County Line	I-580/80 Merge (Concrete Barrier)	Berk - Alb	0.7	North	1	6	60.8	A	6	64.6	A
H8	I-80 - WB	I-580/80 Merge (Concrete Barrier)	University (Overhead Bridge)	Berk - Alb	1.51	North	1	6	61.8	A	6	55.9	B
H9	I-80 - WB	University (Overhead Bridge)	Ashby (Interchange Center Point)	Emery - Berk	1.31	North	1	6	48.8	D	6	37.4	E
H10	I-80 - WB	Ashby (Interchange Center Point)	Powell (Overhead Bridge)	Emery - Berk	0.71	North	1	6	41.9	D	6	50.4	C
H11	I-80 - WB	Powell (Overhead Bridge)	I-80/I-580 (GP Lanes Split)	Emery - Berk	0.47	North	1	6	51.7	C	6	59.4	B
H12	I-80 - WB	I-580 Split (ramp)	Toll Plaza	Oak	1.31	North	1	6	53.7	C	6	59.9	B
H13	I-80 - WB	Toll Plaza	End of HOV	Oak	0.21	North	1	6	48.4	D	6	50.4	C
H14	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	New	1.02	South	1	6	58.7	B	6	61.7	A
H15	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	New	1.15	South	1	6	62.9	A	6	65.0	A
H16	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fre	0.54	South	1	6	57.7	B	6	61.7	A
H17	SR 92 - WB	Begin of HOV (Hesperian Blvd)	Clawiter	Hay	1.17	Central	1	6	65.0	A	6	67.2	A
H18	SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	1.88	Central	1	6	61.0	A	6	64.1	A
E5	I-580 - EB	Hacienda	Santa Rita	Plea	1.9	East	2	-	43.9	D	-	60.8	A
E6	I-580 - EB	Santa Rita	El Charro	Uninc - Plea	1.25	East	2	-	58.3	B	-	61.5	A
E7	I-580 - EB	El Charro	SR 84/Airway Blvd.	Uninc	1.72	East	2	-	66.1	A	-	67.1	A

APPENDIX C

2020 LOS Monitoring Results for HOV/Express Lanes - PM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
E8	I-580 - EB	SR 84/Airway Blvd.	Portola	Uninc	1.73	East	2	-	68.3	A	-	68.5	A
E9	I-580 - EB	Portola	1st St	Liv	2.56	East	2	-	62.9	A	-	66.6	A
E10	I-580 - EB	1st St	Greenville	Liv - Uninc	2.13	East	2	-	31.9	E	-	47.5	D
E11	I-580 - WB	Greenville	1st St	Liv - Uninc	2.13	East	1	-	74.0	A	-	75.3	A
E12	I-580 - WB	1st St	Portola	Liv	2.56	East	1	-	74.1	A	-	76.1	A
E13	I-580 - WB	Portola	SR 84/Airway Blvd.	Uninc	1.73	East	1	-	72.8	A	-	74.8	A
E14	I-580 - WB	SR 84/Airway Blvd.	El Charro	Uninc	1.73	East	1	-	72.5	A	-	75.3	A
E15	I-580 - WB	El Charro	Santa Rita/Tassajara	Uninc - Plea	1.25	East	1	-	81.3	A	-	84.2	A
E16	I-580 - WB	Santa Rita/Tassajara	I-680	Plea	2.8	East	1	-	73.5	A	-	78.7	A
E1	I-680 - SB	Begin of HOV (Rt 84)	Washington Blvd Entry Point	Uninc - Fre	5.76	South	1	6	75.0	A	6	71.2	A
E2	I-680 - SB	Washington Blvd Entry Point	Auto Mall Pkwy Exit Point	Fre	1.32	South	1	6	76.5	A	6	73.5	A
E3	I-680 - SB	Auto Mall Pkwy Exit Point	Mission Blvd Entry Point	Fre	1.06	South	1	6	76.7	A	6	73.2	A
E4	I-680 - SB	Mission Blvd Entry Point	Ala border (S of Scott Creek Rd)	Fre	3.03	South	1	6	76.4	A	6	73.2	A
H25	I-880 - NB	Begin HOV	I-880/I-80 Split (16th Street)	Oak	0.17	North	1	6	76.5	A	6	65.6	A
H26	I-880 - NB	I-880/I-80 Split (16th Street)	Toll Plaza	Oak	1.42	North	1	6	55.2	B	6	61.3	A
H27	I-880 - NB	Begin HOV (W Grand Ave)	I-880/I-80 Merge	Oak - Emery	1.11	North	1	6	40.8	E	6	52.8	C
H28	I-880 - NB	SCL County Line	SR 262/Mission (450 ft s/o Warren Ave Overhead Bridge)	Fre	2	South	1	6	29.0	F	6	67.8	A
H29	I-880 - NB	SR262/Mission (450 ft s/o Warren Ave Overhead Bridge)	AutoMall Pkwy (Overhead Bridge)	Fre	2.43	South	1	6	44.6	D	6	65.9	A
H30	I-880 - NB	AutoMall Pkwy (Overhead Bridge)	Stevenson Blvd (Overhead Bridge)	Fre	1.53	South	1	6	48.7	D	6	62.6	A
H31	I-880 - NB	Stevenson Blvd (Overhead Bridge)	Decoto (Overhead Bridge)	Fre	4.06	South	1	6	35.7	E	6	67.6	A
H32	I-880 - NB	Decoto (Overhead Bridge)	Alvarado Blvd (Overhead Bridge)	Fre	1.17	South	1	6	23.8	F	6	57.7	B
H33	I-880 - NB	Alvarado Blvd (Overhead Bridge)	Alvarado-Niles Rd (Overhead Bridge)	Fre- Uni Cty	1.57	South	1	6	23.3	F	6	55.4	B
H34	I-880 - NB	Alvarado-Niles Rd (Overhead Bridge)	Tennyson (Overhead Bridge)	Uni Cty - Hay	2.6	South	1	6	20.9	F	6	45.1	D

2020 LOS Monitoring Results for HOV/Express Lanes - PM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
H35	I-880 - NB	Tennyson (Overhead Bridge)	SR 92 (Overhead Bridge)	Hay	1.02	Central	1	6	30.6	E	6	54.0	C
H36	I-880 - NB	SR 92 (Overhead Bridge)	A St (Overhead Bridge)	Hay	1.68	Central	1	6	37.8	E	6	57.4	B
H37	I-880 - NB	A St (Overhead Bridge)	End of HOV	Uninc	0.78	Central	1	6	52.0	C	6	67.9	A
H38	I-880 - SB	Marina Blvd (Overhead Bridge)	SR 238 WB (Merge)	San L	2.56	North	1	6	69.2	A	6	74.7	A
H39	I-880 - SB	SR 238 WB (Merge)	A St (Overhead Bridge)	San L-Uninc	1.91	Central	1	6	50.8	C	6	65.9	A
H40	I-880 - SB	A St (Overhead Bridge)	Rt 92/Jackson (Overhead Bridge)	Hay	1.7	Central	1	6	48.4	D	6	65.1	A
H41	I-880 - SB	Rt 92/Jackson (Overhead Bridge)	Tennyson (Overhead Bridge)	Hay	1.01	Central	1	6	53.6	C	6	59.1	B
H42	I-880 - SB	Tennyson (Overhead Bridge)	Alvarado-Niles (Overhead Bridge)	Hay - Uni Cty	2.6	Central	1	6	57.0	B	6	62.9	A
H43	I-880 - SB	Alvarado-Niles (Overhead Bridge)	Alvarado (Overhead Bridge)	Uni Cty - Fre	1.56	Central	1	6	61.6	A	6	69.2	A
H44	I-880 - SB	Alvarado (Overhead Bridge)	Decoto (Overhead Bridge)	Fre	1.19	Central	1	6	61.4	A	6	68.7	A
H45	I-880 - SB	Decoto (Overhead Bridge)	Stevenson (Overhead Bridge)	Fre	4.06	South	1	6	59.6	B	6	68.5	A
H46	I-880 - SB	Stevenson (Overhead Bridge)	AutoMall Pkwy (Overhead Bridge)	Fre	1.52	Central	1	6	64.9	A	6	69.4	A
H47	I-880 - SB	AutoMall Pkwy (Overhead Bridge)	Rt 262/Mission (Painted Gore)	Fre	2.83	Central	1	6	65.7	A	6	70.2	A
H48	I-880 - SB	SR 262/Mission (Painted Gore)	SCL County Line	Fre	1.6	South	1	6	63.8	A	6	67.2	A
H49	I-880 - SB	Begin HOV (South of Hegenberger)	SR 112/Davis	Oak-San L	1.64	North	1	6	54.5	C	6	61.4	A
H50	I-880 - SB	SR 112/Davis	Marina Blvd	San L	0.81	North	1	6	56.3	B	6	63.4	A

APPENDIX C

2020 LOS Monitoring Results for HOV/Express Lanes - AM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
H1	I-80 - EB	Begin of HOV	I-80 HOV/GP Gore	Oak	0.69	North	1	6	54.8	C	6	56.2	B
H2	I-80 - EB	I-80 HOV/GP Gore	Powell (Overhead bridge)	Emery - Berk	0.56	North	1	6	62.5	A	6	64.7	A
H3	I-80 - EB	Powell (Overhead bridge)	Ashby (Interchange Center Point)	Emery - Berk	0.71	North	1	6	63.0	A	6	64.7	A
H4	I-80 - EB	Ashby (Interchange Center Point)	University (Overhead bridge)	Emery - Berk	1.3	North	1	6	67.9	A	6	69.3	A
H5	I-80 - EB	University (Overhead bridge)	I-80/580 Split (Divider)	Berk - Alb	1.37	North	1	6	67.3	A	6	70.3	A
H6	I-80 - EB	I-80/580 Split (Divider)	County Line	Berk - Alb	0.84	North	1	6	62.7	A	6	63.9	A
H7	I-80 - WB	County Line	I-580/80 Merge (Concrete Barrier)	Berk - Alb	0.7	North	1	6	29.1	F	6	33.2	E
H8	I-80 - WB	I-580/80 Merge (Concrete Barrier)	University (Overhead Bridge)	Berk - Alb	1.51	North	1	6	29.1	F	6	44.6	D
H9	I-80 - WB	University (Overhead Bridge)	Ashby (Interchange Center Point)	Emery - Berk	1.31	North	1	6	39.6	E	6	50.5	C
H10	I-80 - WB	Ashby (Interchange Center Point)	Powell (Overhead Bridge)	Emery - Berk	0.71	North	1	6	38.5	E	6	56.6	B
H11	I-80 - WB	Powell (Overhead Bridge)	I-80/I-580 (GP Lanes Split)	Emery - Berk	0.47	North	1	6	51.5	C	6	59.7	B
H12	I-80 - WB	I-580 Split (ramp)	Toll Plaza	Oak	1.31	North	1	6	47.7	D	6	55.9	B
H13	I-80 - WB	Toll Plaza	End of HOV	Oak	0.21	North	1	6	49.4	C	6	48.8	D
H14	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	New	1.02	South	1	6	60.1	A	6	65.8	A
H15	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	New	1.15	South	1	6	45.5	D	6	68.2	A
H16	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fre	0.54	South	1	6	23.8	F	6	65.2	A
H17	SR 92 - WB	Begin of HOV (Hesperian Blvd)	Clawiter	Hay	1.17	Central	1	6	44.9	D	6	66.3	A
H18	SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	1.88	Central	1	6	34.7	E	6	64.6	A
E5	I-580 - EB	Hacienda	Santa Rita	Plea	1.9	East	2	-	76.8	A	-	77.2	A

2020 LOS Monitoring Results for HOV/Express Lanes - AM Peak Period (Floating Car Surveys)

2020 LOS Monitoring Results for HOV/Express Lanes - AM Peak Period (Floating Car Surveys)								2018 Results			2020 Results		
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
E6	I-580 - EB	Santa Rita	El Charro	Uninc - Plea	1.25	East	2	-	74.7	A	-	77.2	A
E7	I-580 - EB	El Charro	SR 84/Airway Blvd.	Uninc	1.72	East	2	-	72.7	A	-	74.0	A
E8	I-580 - EB	SR 84/Airway Blvd.	Portola	Uninc	1.73	East	2	-	72.9	A	-	74.1	A
E9	I-580 - EB	Portola	1st St	Liv	2.56	East	2	-	73.3	A	-	74.4	A
E10	I-580 - EB	1st St	Greenville	Liv - Uninc	2.13	East	2	-	74.0	A	-	74.3	A
E11	I-580 - WB	Greenville	1st St	Liv - Uninc	2.13	East	1	-	66.4	A	-	72.5	A
E12	I-580 - WB	1st St	Portola	Liv	2.56	East	1	-	64.0	A	-	72.4	A
E13	I-580 - WB	Portola	SR 84/Airway Blvd.	Uninc	1.73	East	1	-	56.4	B	-	69.9	A
E14	I-580 - WB	SR 84/Airway Blvd.	El Charro	Uninc	1.73	East	1	-	54.0	C	-	68.6	A
E15	I-580 - WB	El Charro	Santa Rita/Tassajara	Uninc - Plea	1.25	East	1	-	66.4	A	-	79.1	A
E16	I-580 - WB	Santa Rita/Tassajara	I-680	Plea	2.8	East	1	-	64.9	A	-	74.5	A
E1	I-680 - SB	Begin of HOV (Rt 84)	Washington Blvd Entry Point	Uninc - Fre	5.76	South	1	6	63.5	A	6	72.0	A
E2	I-680 - SB	Washington Blvd Entry Point	Auto Mall Pkwy Exit Point	Fre	1.32	South	1	6	61.0	A	6	72.4	A
E3	I-680 - SB	Auto Mall Pkwy Exit Point	Mission Blvd Entry Point	Fre	1.06	South	1	6	67.0	A	6	70.7	A
E4	I-680 - SB	Mission Blvd Entry Point	Ala border (S of Scott Creek Rd)	Fre	3.03	South	1	6	69.3	A	6	71.2	A
H25	I-880 - NB	Begin HOV	I-880/I-80 Split (16th Street)	Oak	0.17	North	1	6	70.6	A	6	62.2	A
H26	I-880 - NB	I-880/I-80 Split (16th Street)	Toll Plaza	Oak	1.42	North	1	6	44.7	D	6	59.4	B
H27	I-880 - NB	Begin HOV (W Grand Ave)	I-880/I-80 Merge	Oak - Emery	1.11	North	1	6	58.7	B	6	63.6	A
H28	I-880 - NB	SCL County Line	SR 262/Mission (450 ft s/o Warren Ave Overhead Bridge)	Fre	2	South	1	6	62.0	A	6	68.6	A

APPENDIX C

2020 LOS Monitoring Results for HOV/Express Lanes - AM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
H29	I-880 - NB	SR262/Mission (450 ft s/o Warren Ave Overhead Bridge)	AutoMall Pkwy (Overhead Bridge)	Fre	2.43	South	1	6	64.8	A	6	69.6	A
H30	I-880 - NB	AutoMall Pkwy (Overhead Bridge)	Stevenson Blvd (Overhead Bridge)	Fre	1.53	South	1	6	58.8	B	6	70.3	A
H31	I-880 - NB	Stevenson Blvd (Overhead Bridge)	Decoto (Overhead Bridge)	Fre	4.06	South	1	6	62.2	A	6	70.3	A
H32	I-880 - NB	Decoto (Overhead Bridge)	Alvarado Blvd (Overhead Bridge)	Fre	1.17	South	1	6	70.2	A	6	68.3	A
H33	I-880 - NB	Alvarado Blvd (Overhead Bridge)	Alvarado-Niles Rd (Overhead Bridge)	Fre- Uni Cty	1.57	South	1	6	59.9	B	6	69.6	A
H34	I-880 - NB	Alvarado-Niles Rd (Overhead Bridge)	Tennyson (Overhead Bridge)	Uni Cty - Hay	2.6	South	1	6	56.3	B	6	69.8	A
H35	I-880 - NB	Tennyson (Overhead Bridge)	SR 92 (Overhead Bridge)	Hay	1.02	Central	1	6	61.2	A	6	70.6	A
H36	I-880 - NB	SR 92 (Overhead Bridge)	A St (Overhead Bridge)	Hay	1.68	Central	1	6	58.2	B	6	68.0	A
H37	I-880 - NB	A St (Overhead Bridge)	End of HOV	Uninc	0.78	Central	1	6	49.2	C	6	68.2	A
H38	I-880 - SB	Marina Blvd (Overhead Bridge)	SR 238 WB (Merge)	San L	2.56	North	1	6	75.8	A	6	80.0	A
H39	I-880 - SB	SR 238 WB (Merge)	A St (Overhead Bridge)	San L-Uninc	1.91	Central	1	6	42.9	D	6	63.9	A
H40	I-880 - SB	A St (Overhead Bridge)	Rt 92/Jackson (Overhead Bridge)	Hay	1.7	Central	1	6	41.0	E	6	65.3	A
H41	I-880 - SB	Rt 92/Jackson (Overhead Bridge)	Tennyson (Overhead Bridge)	Hay	1.01	Central	1	6	35.0	E	6	66.3	A
H42	I-880 - SB	Tennyson (Overhead Bridge)	Alvarado-Niles (Overhead Bridge)	Hay - Uni Cty	2.6	Central	1	6	27.2	F	6	64.3	A
H43	I-880 - SB	Alvarado-Niles (Overhead Bridge)	Alvarado (Overhead Bridge)	Uni Cty - Fre	1.56	Central	1	6	29.0	F	6	65.4	A
H44	I-880 - SB	Alvarado (Overhead Bridge)	Decoto (Overhead Bridge)	Fre	1.19	Central	1	6	32.2	E	6	66.4	A
H45	I-880 - SB	Decoto (Overhead Bridge)	Stevenson (Overhead Bridge)	Fre	4.06	South	1	6	32.8	E	6	65.5	A
H46	I-880 - SB	Stevenson (Overhead Bridge)	AutoMall Pkwy (Overhead Bridge)	Fre	1.52	Central	1	6	49.3	C	6	65.5	A
H47	I-880 - SB	AutoMall Pkwy (Overhead Bridge)	Rt 262/Mission (Painted Gore)	Fre	2.83	Central	1	6	48.8	D	6	68.9	A

2020 LOS Monitoring Results for HOV/Express Lanes - AM Peak Period (Floating Car Surveys)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
H48	I-880 - SB	SR 262/Mission (Painted Gore)	SCL County Line	Fre	1.6	South	1	6	46.7	D	6	66.8	A
H49	I-880 - SB	Begin HOV (South of Hegenberger)	SR 112/Davis	Oak-San L	1.64	North	1	6	60.4	A	6	61.4	A
H50	I-880 - SB	SR 112/Davis	Marina Blvd	San L	0.81	North	1	6	64.4	A	6	67.0	A

C.3 | Special Segments

2020 LOS Monitoring Results for Special Segments (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
R1	I-80/I-580 Interchange	I-80 SB	I-580 EB	Oak	0.4	North	2	3,706	25.1	D	720	59.2	A
R2	I-80/I-580 Interchange	I-580 WB	I-80 NB	Oak	0.45	North	2	3,706	18.2	F	720	17.3	F
R3	SR 24 WB/I-580 WB	SR 24 Off	I-580 On	Oak	0.77	North	2	6	51.5	N/A	720	62.5	N/A
R4	I-580/SR 24 Interchange	I-580 WB	SR-24 EB	Oak	0.53	North	2	3,388	29.6	D	720	58.7	A
R5	I-580/SR 24 Interchange	SR-24 WB	I-580 EB	Oak	0.75	North	2	3,575	14.0	F	720	50.4	A
R6	SR13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oak	0.33	North	1	3,697	13.2	F	720	24.2	D
R7	SR13/SR 24 Interchange	SR-24 WB	SR-13 SB	Oak	0.16	North	1	3,649	19.8	D	720	60.6	A
R8	I-880/I-238 Interchange	I-880 SB	I-238 EB	SL	0.75	Central	2	3,230	33.2	C	720	49.3	A
R9	I-880/I-238 Interchange	I-238 WB	I-880 NB	SL	0.51	Central	2	3,224	53.6	A	720	53.3	A
R10	I-880/I-238 Interchange	I-880 NB	I-238 EB	SL	0.42	Central	2	3,706	28.4	B	720	54.9	A
R11	I-880/I-238 Interchange	I-238 WB	I-880 SB	SL	0.81	Central	2	3,706	44.4	B	720	53.8	A
R12	I-580 /I-238 Interchange	I-580 SB	I-238 WB	Hay	0.7	Central	1	3,706	64.6	A	720	69.9	A
R13	I-580 /I-238 Interchange	I-238 EB	I-580 NB	Hay	0.36	Central	1	3,704	65.4	A	493	59.6	A
R14	I-580/I-680 Interchange	I-580 EB	I-680 NB	Pleas	0.52	East	1	3,619	33.6	A	720	40.8	A

2020 LOS Monitoring Results for Special Segments (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
R15	I-580/I-680 Interchange	I-580 EB	I-680 SB	Pleas	0.29	East	1	3,053	39.4	A	720	45.4	A
R16	I-580/I-680 Interchange	I-680 NB	I-580 EB	Pleas	0.92	East	2	3,703	47.6	C	720	50.1	C
R17	I-580/I-680 Interchange	I-680 NB	I-580 WB	Pleas	0.62	East	1	3,322	37.0	A	720	41.9	A
R18	I-580/I-680 Interchange	I-580 WB	I-680 NB	Pleas	0.42	East	2	3,700	51.6	A	720	50.7	A
R19	I-580/I-680 Interchange	I-580 WB	I-680 SB	Pleas	0.64	East	1	3,677	35.0	B	720	41.2	A
R20	I-580/I-680 Interchange	I-680 SB	I-580 EB	Pleas	1.22	East	2	3,695	55.2	B	720	62.7	A
R21	I-580/I-680 Interchange	I-680 SB	I-580 WB	Pleas	0.44	East	2	3,667	55.7	A	720	59.3	A
R22	I-880/SR 260 Connection	I-880 SB	SR-260 WB	Oak	0.99	North	varies	6	10.0	F	478	11.7	F
R23	I-880/SR 260 Connection	SR-260 EB	I-880 NB	Oak	0.41	North	varies	6	16.3	F	555	23.4	D

2020 LOS Monitoring Results for Special Segments (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
R1	I-80/I-580 Interchange	I-80 SB	I-580 EB	Oak	0.4	North	2	3,706	46.3	A	720	68.3	A
R2	I-80/I-580 Interchange	I-580 WB	I-80 NB	Oak	0.45	North	2	3,706	40.9	A	720	47.5	A
R3	SR 24 WB/I-580 WB	SR 24 off	I-580 on	Oak	0.77	North	2	6	47.2	N/A	720	64.8	N/A
R4	I-580/SR 24 Interchange	I-580 WB	SR-24 EB	Oak	0.53	North	2	3,152	53.0	A	720	62.2	A
R5	I-580/SR 24 Interchange	SR-24 WB	I-580 EB	Oak	0.75	North	2	3,115	48.5	A	713	61.7	A
R6	SR13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oak	0.33	North	1	3,591	44.8	A	720	63.0	A
R7	SR13/SR 24 Interchange	SR-24 WB	SR-13 SB	Oak	0.16	North	1	3,484	38.1	A	720	67.6	A
R8	I-880/I-238 Interchange	I-880 SB	I-238 EB	SL	0.75	Central	2	3,705	49.4	A	720	54.7	A
R9	I-880/I-238 Interchange	I-238 WB	I-880 NB	SL	0.51	Central	2	3,706	11.1	F	720	39.5	C
R10	I-880/I-238 Interchange	I-880 NB	I-238 EB	SL	0.42	Central	2	3,706	46.5	A	720	57.3	A

APPENDIX C

2020 LOS Monitoring Results for Special Segments (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
R11	I-880/I-238 Interchange	I-238 WB	I-880 SB	SL	0.81	Central	2	3,706	37.2	C	720	45.1	B
R12	I-580 /I-238 Interchange	I-580 SB	I-238 WB	Hay	0.7	Central	1	3,706	45.3	A	720	71.3	A
R13	I-580 /I-238 Interchange	I-238 EB	I-580 NB	Hay	0.36	Central	1	3,706	65.2	A	556	59.8	A
R14	I-580/I-680 Interchange	I-580 EB	I-680 NB	Pleas	0.52	East	1	3,686	38.9	A	720	45.6	A
R15	I-580/I-680 Interchange	I-580 EB	I-680 SB	Pleas	0.29	East	1	3,505	22.1	E	720	50.6	A
R16	I-580/I-680 Interchange	I-680 NB	I-580 EB	Pleas	0.92	East	2	3,699	56.6	B	720	56.7	B
R17	I-580/I-680 Interchange	I-680 NB	I-580 WB	Pleas	0.62	East	1	3,226	35.9	B	720	40.6	A
R18	I-580/I-680 Interchange	I-580 WB	I-680 NB	Pleas	0.42	East	2	3,706	49.3	A	720	47.2	A
R19	I-580/I-680 Interchange	I-580 WB	I-680 SB	Pleas	0.64	East	1	3,689	12.7	F	720	35.6	A
R20	I-580/I-680 Interchange	I-680 SB	I-580 EB	Pleas	1.22	East	2	3,702	61.3	A	720	68.2	A
R21	I-580/I-680 Interchange	I-680 SB	I-580 WB	Pleas	0.44	East	2	3,699	56.1	A	720	61.1	A
R22	I-880/SR 260 Connection	I-880 SB	SR-260 WB	Oak	0.99	North	varies	6	15.4	F	209	15.9	F
R23	I-880/SR 260 Connection	SR-260 EB	I-880 NB	Oak	0.41	North	varies	6	15.7	F	398	22.8	D

C.4 | Bridges

2020 LOS Monitoring Results for Bridges - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F151	SR 92 - WB	San M CL	Foster City Boulevard	SM	4.97	Central	3	1,311	68.6	A	720	67.8	A
F152	SR 92 - EB	Foster City Boulevard	San M CL	SM	4.97	Central	3	1,311	35.3	E	696	54.6	C
F153	SR 84 - WB	San M CL	Ravenswood Slough	SM	1.31	South	3	3,680	62.9	A	720	60.7	A
F154	SR 84 - EB	Ravenswood Slough	San M CL	SM	1.31	South	3	3,706	48.2	D	720	57.2	B
F155	I-80 - WB	SF County Line	Fremont St Off Ramp	SF	3.32	North	5	3,467	19.3	(F20)	720	53.7	C
F156	I-80 - EB	Bryant St On Ramp	SF County Line	SF	3.29	North	5	3,551	38.1	E	672	40.0	E

2020 LOS Monitoring Results for Bridges - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	# Lanes	2018 Results			2020 Results		
								Sample	Speed	LOS	Sample 2	Speed 2	LOS 2
F151	SR 92 - WB	San M CL	Foster City Boulevard	SM	4.97	Central	3	1,313	41.2	D	720	58.6	B
F152	SR 92 - EB	Foster City Boulevard	San M CL	SM	4.97	Central	3	1,313	68.9	A	720	66.3	A
F153	SR 84 - WB	San M CL	Ravenswood Slough	SM	1.31	South	3	3,706	28.6	(F30)	720	58.8	B
F154	SR 84 - EB	Ravenswood Slough	San M CL	SM	1.31	South	3	3,692	61.9	A	720	62.6	A
F155	I-80 - WB	SF County Line	Fremont St Off Ramp	SF	3.32	North	5	3,466	41.8	D	720	43.7	D
F156	I-80 - EB	Bryant St On Ramp	SF County Line	SF	3.29	North	5	3,586	57.7	B	672	60.3	A

APPENDIX C

C.5 | Tier 1 Arterials

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A1	150th St - EB	Hesperian	I-580	San L	0.49	II	Central	2	INRIX	1,198	12.7	E	INRIX	720	17.4	D
A2	150th St - WB	I-580	Hesperian	San L	0.49	II	Central	2	INRIX	68	15.6	D	INRIX	716	17.3	D
A3	A Street - EB	I-880	Western	Hay	1.08	II	Central	2	INRIX	1,529	20.8	C	INRIX	720	19.3	C
A4	A Street - EB	Western	SR 185 (previously SR 238)	Hay	0.31	III	Central	2	INRIX	2,477	10.8	D	INRIX	720	20.8	B
A5	A Street - WB	SR 238	Western	Hay	0.54	III	Central	2	INRIX	2,381	14.1	C	INRIX	720	15.9	C
A6	A Street - WB	Western	I-880	Hay	1.07	II	Central	2	INRIX	1,338	17.9	D	INRIX	720	19.4	C
A7	Atlantic - EB	Main	Webster	Ala	0.81	II	North	2	Floating Car	6	19.2	C	INRIX	719	21.6	C
A8	Atlantic - WB	Webster	Main	Ala	0.81	II	North	2	Floating Car	6	25.9	B	INRIX	720	22.7	C
A9	Hegenberger - EB	SR 61	Edgewater	Oak	0.77	I	0	3	INRIX	1,608	21.7	D	INRIX	702	25.2	C
A10	Hegenberger - EB	Edgewater	Baldwin	Oak	0.73	I	North	3	INRIX	3,344	24.8	C	INRIX	720	26.1	C
A11	Hegenberger - EB	Baldwin	E 14th	Oak	1.02	I	North	3	INRIX	2,319	24.4	C	INRIX	720	27.7	C
A12	Hegenberger - WB	E 14th	Baldwin	Oak	1.02	I	North	3	INRIX	2,273	31.0	B	INRIX	720	29.7	B
A13	Hegenberger - WB	Baldwin	Edgewater	Oak	0.72	I	North	3	INRIX	2,954	24.4	C	INRIX	720	28.1	B
A14	Hegenberger - WB	Edgewater	SR 61	Oak	0.77	I	North	3	INRIX	2,430	23.9	C	INRIX	713	24.3	C
A15	Hesperian - NB	Tennyson	SH 92 - WB	Hay	0.49	I	Central	3	INRIX	2,421	15.0	E	INRIX	720	26.9	C
A16	Hesperian - NB	SH 92	La Playa	Hay	0.78	II	Central	3	INRIX	2,461	14.8	D	INRIX	720	26.1	B
A17	Hesperian - NB	La Playa	W.Winton Ave.	Hay	0.43	II	Central	3	INRIX	3,532	14.4	D	INRIX	720	25.7	B
A18	Hesperian - NB	W.Winton Ave	A St	Hay	0.97	II	Central	3	INRIX	3,619	20.6	C	INRIX	720	24.8	B
A19	Hesperian - NB	A St	Hacienda	Uninc	0.67	II	Central	3	INRIX	3,038	18.4	C	INRIX	720	18.7	C
A20	Hesperian - NB	Hacienda	Grant	Uninc	0.66	II	Central	3	INRIX	3,490	19.7	C	INRIX	720	17.6	D

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A21	Hesperian - NB	Grant	Llewelling	Uninc	0.27	II	Central	3	INRIX	3,120	11.2	E	INRIX	720	16.6	D
A22	Hesperian - NB	Llewelling	Springlake	Uninc	0.39	II	Central	3	INRIX	2,604	15.0	D	INRIX	720	17.2	D
A23	Hesperian - NB	Springlake	Fairmont	San L	0.66	II	Central	3	INRIX	3,271	15.7	D	INRIX	720	16.8	D
A24	Hesperian - NB	Fairmont	14th	San L	0.31	II	Central	2	INRIX	361	13.9	E	INRIX	634	16.5	D
A25	Hesperian - SB	14th	Fairmont	San L	0.31	II	Central	2	INRIX	220	16.1	D	INRIX	632	16.6	D
A26	Hesperian - SB	Fairmont	Springlake	San L	0.66	II	Central	3	INRIX	1,759	18.3	C	INRIX	720	16.9	D
A27	Hesperian - SB	Springlake	Llewelling	Uninc	0.39	II	Central	3	INRIX	2,903	12.4	E	INRIX	720	17.7	D
A28	Hesperian - SB	Llewelling	Grant	Uninc	0.27	II	Central	3	INRIX	3,118	12.6	E	INRIX	720	17.8	D
A29	Hesperian - SB	Grant	Hacienda	Uninc	0.66	II	Central	3	INRIX	3,363	21.0	C	INRIX	720	18.8	C
A30	Hesperian - SB	Hacienda	A St	Uninc	0.67	II	Central	3	INRIX	3,028	18.0	C	INRIX	720	20.6	C
A31	Hesperian - SB	A St	W.Winton Ave.	Hay	0.97	II	Central	3	INRIX	2,055	21.8	C	INRIX	720	28.9	B
A32	Hesperian - SB	W.Winton Ave	La Playa	Hay	0.43	II	Central	3	INRIX	2,932	19.9	C	INRIX	720	29.5	B
A33	Hesperian - SB	La Playa	SH 92	Hay	0.78	II	Central	3	INRIX	1,853	19.4	C	INRIX	720	30.3	A
A34	Hesperian - SB	SH 92 - WB	Tennyson	Hay	0.49	I	Central	3	INRIX	1,331	16.8	E	INRIX	720	31.1	B
A35	Mowry - EB	I-880	Farwell	Fre	0.28	II	South	3	Floating Car	6	26.3	B	INRIX	720	24.0	B
A36	Mowry - EB	Farwell	SH 84	Fre	2.48	II	South	3	Floating Car	6	20.3	C	INRIX	720	23.3	C
A37	Mowry - WB	SH 84	Farwell	Fre	2.53	II	South	3	Floating Car	6	21.8	C	INRIX	720	25.3	B
A38	Mowry - WB	Farwell	I-880	Fre	0.28	II	South	3	Floating Car	6	34.1	A	INRIX	720	22.4	C
A39	Park/23rd - EB	Encinal	Santa Clara	Ala	0.23	III	North	2	INRIX	2,974	9.0	D	INRIX	720	13.5	C
A40	Park/23rd - EB	Santa Clara	Kennedy	Ala	0.68	III	North	2	INRIX	2,676	10.7	D	INRIX	49	11.2	D

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A41	Park/23rd - EB	Kennedy	E 11th	Oak	0.45	II	North	2	INRIX	2,205	20.1	C	INRIX	720	23.4	C
A42	Park/23rd - WB	E 11th	Kennedy	Oak	0.45	II	North	2	INRIX	54	17.7	D	INRIX	715	18.0	D
A43	Park/23rd - WB	Kennedy	Santa Clara	Ala	0.74	III	North	2	INRIX	244	11.7	D	INRIX	720	13.3	C
A44	Park/23rd - WB	Santa Clara	Encinal	Ala	0.23	III	North	2	INRIX	2,629	9.1	D	INRIX	720	13.1	C
A45	MLK Jr Way - NB	SH 24	Adeline	Oak	1.48	II	North	3	Floating Car	6	14.9	D	INRIX	720	25.8	B
A46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.28	II	North	3	INRIX	2,530	12.4	E	INRIX	720	15.7	D
A47	Adeline - NB	MLK Jr - North	Shattuck/Adeline	Berk	0.61	II	North	3	INRIX	2,455	16.6	D	INRIX	712	18.5	C
A48	Shattuck NB	Shattuck/Adeline	Dwight	Berk	0.31	II	North	2	INRIX	2,739	13.9	E	INRIX	715	14.6	D
A49	Shattuck NB	Dwight	University	Berk	0.57	III	North	2	INRIX	2,991	12.1	D	INRIX	2	14.0	C
A50	Shattuck SB	University	Dwight	Berk	0.57	III	North	2	INRIX	3,081	11.6	D	INRIX	58	11.7	D
A51	Shattuck SB	Dwight	Shattuck/Adeline	Berk	0.30	II	North	2	INRIX	3,508	16.2	D	INRIX	720	14.5	D
A52	Adeline - SB	Shattuck/Adeline	MLK Jr - North	Berk	0.61	II	North	3	INRIX	2,676	17.1	D	INRIX	686	18.7	C
A53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.29	II	North	3	INRIX	2,832	12.7	E	INRIX	5	18.1	C
A54	MLK Jr Way - SB	Adeline	SH 24	Oak	1.39	II	North	3	Floating Car	6	16.8	D	INRIX	720	27.7	B
A55	Tennyson - EB	Hesperian	I-880	Hay	0.86	I	Central	2	INRIX	1,889	18.3	D	INRIX	605	24.4	C
A56	Tennyson - EB	I-880 NB	Rt 238	Hay	1.54	II	Central	2	INRIX	1,990	18.1	C	INRIX	720	18.4	C
A57	Tennyson - WB	Rt 238	I-880	Hay	1.54	II	Central	2	INRIX	1,646	18.2	C	INRIX	720	17.8	D
A58	Tennyson - WB	I-880	Hesperian	Hay	0.86	I	Central	2	INRIX	2,338	19.0	D	INRIX	601	25.2	C
A59	University - EB	I-80 SB	6th	Berk	0.40	II	North	2	INRIX	2,758	19.1	C	INRIX	655	22.4	C
A60	University - EB	6th	San Pablo	Berk	0.32	II	North	2	INRIX	3,413	11.7	E	INRIX	720	16.0	D
A61	University - EB	San Pablo	Sacramento	Berk	0.56	II	North	2	INRIX	2,781	17.0	D	INRIX	720	16.1	D
A62	University - EB	Sacramento	ML King	Berk	0.49	II	North	2	INRIX	3,172	18.1	C	INRIX	720	17.1	D
A63	University - EB	ML King	Shattuck Pl	Berk	0.29	III	North	2	INRIX	2,217	12.9	D	INRIX	716	15.1	C

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A64	University - WB	Shattuck Pl	ML King	Berk	0.29	III	North	2	INRIX	1,830	11.5	D	INRIX	511	15.9	C
A65	University - WB	ML King	Sacramento	Berk	0.49	II	North	2	INRIX	3,369	18.6	C	INRIX	720	17.8	D
A66	University - WB	Sacramento	San Pablo	Berk	0.56	II	North	2	INRIX	3,564	12.9	E	INRIX	720	15.6	D
A67	University - WB	San Pablo	6th	Berk	0.32	II	North	2	INRIX	3,442	12.3	E	INRIX	720	13.7	E
A68	University - WB	6th	I-80 SB	Berk	0.40	II	North	2	INRIX	2,906	26.1	B	INRIX	715	24.6	B
A69	SR 13 Ashby - WB	Hillier	Domingo	Oak - Berk	0.81	II	North	1	INRIX	2,779	20.5	C	INRIX	720	23.2	C
A70	SR 13 Ashby - WB	Domingo	College	Berk	0.52	III	North	2	INRIX	1,784	20.8	B	INRIX	720	18.3	C
A71	SR 13 Ashby - WB	College	Telegraph	Berk	0.37	III	North	2	INRIX	3,612	10.5	D	INRIX	720	17.4	C
A72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	North	2	INRIX	3,612	10.5	D	INRIX	720	17.0	C
A73	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.26	III	North	2	INRIX	2,538	13.5	C	INRIX	720	15.2	C
A74	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.86	III	North	2	INRIX	3,434	13.8	C	INRIX	720	16.0	C
A75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	North	2	INRIX	3,374	21.7	C	INRIX	720	20.4	C
A76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.62	II	North	2	INRIX	3,281	16.4	D	INRIX	720	21.7	C
A77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.86	III	North	2	INRIX	3,441	17.7	C	INRIX	720	20.5	B
A78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.26	III	North	2	INRIX	2,827	11.3	D	INRIX	720	16.4	C
A79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	North	2	INRIX	3,612	10.5	D	INRIX	720	15.7	C
A80	SR 13 Ashby - EB	Telegraph	College	Berk	0.37	III	North	2	INRIX	3,612	10.5	D	INRIX	720	15.3	C
A81	SR 13 Ashby - EB	College	Domingo	Berk	0.52	III	North	2	INRIX	3,408	27.7	A	INRIX	720	11.6	D
A82	SR 13 Ashby - EB	Domingo	Hillier	Berk - Oak	0.81	II	North	1	INRIX	3,408	27.7	B	INRIX	720	25.9	B
A83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.57	III	North	2	INRIX	2,345	13.1	C	INRIX	720	14.0	C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.74	II	North	2	INRIX	2,096	19.3	C	INRIX	706	18.8	C
A85	SR 61 - SB	Sher/Encino	Park	Ala	1.20	II	North	2	INRIX	2,227	19.1	C	INRIX	711	18.6	C
A86	SR 61 - SB	Park	High/Otis	Ala	1.05	II	North	2	INRIX	1,065	19.9	C	INRIX	720	18.8	C
A87	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.44	II	North	2	INRIX	2,835	22.2	C	INRIX	720	22.0	C
A88	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay Pkwy	Ala	0.51	I	North	2	INRIX	2,298	28.9	B	INRIX	720	34.2	B
A89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.17	I	North	2	INRIX	2,022	33.1	B	INRIX	720	37.1	A
A90	SR 61 (Doolittle) - SB	Airport	Davis	Oak - San L	0.94	I	North	2	INRIX	2,260	24.0	C	INRIX	720	29.7	B
A91	SR 61 (Doolittle) - NB	Davis	Airport	San L - Oak	0.94	I	Central	2	INRIX	3,433	28.6	B	INRIX	720	29.9	B
A92	SR 61 - NB	Airport Dr	Harbor Bay	Oak	2.17	I	North	2	INRIX	2,733	36.9	A	INRIX	720	38.6	A
A93	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.51	I	North	2	INRIX	2,771	25.6	C	INRIX	720	35.5	A
A94	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.44	II	North	2	INRIX	2,970	19.5	C	INRIX	720	19.5	C
A95	SR 61 - NB	High/Otis	Park	Ala	1.05	II	North	2	INRIX	1,150	19.3	C	INRIX	715	18.3	C
A96	SR 61 - NB	Park/Encinal	Sher/Cent	Ala	1.20	II	North	2	INRIX	1,806	19.3	C	INRIX	720	18.9	C
A97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.74	II	North	2	INRIX	1,552	19.0	C	INRIX	720	18.5	C
A98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.57	III	North	2	INRIX	1,405	14.0	C	INRIX	720	17.1	C
A99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.36	I	North	2	INRIX	644	21.7	D	INRIX	658	20.0	D
A100	SR 77 (42nd) - WB	E 14th	I-880 NB	Oak	0.36	I	North	2	INRIX	1,191	22.9	C	INRIX	703	18.7	D
A101	Decoto - WB	SH 238/Mission	Union Square	Uni Cty	0.86	II	South	2	INRIX	3,277	19.9	C	INRIX	720	22.8	C
A102	Decoto - WB	Union Square	Alv-Niles Rd	Uni Cty	0.24	II	South	2	INRIX	2,587	19.0	C	INRIX	720	22.6	C
A103	Decoto - WB	Alv-Niles Rd	Fremont CL	Uni Cty	0.65	II	South	2	INRIX	2,607	23.4	C	INRIX	720	23.5	C

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A104	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	South	2	INRIX	2,712	25.1	B	INRIX	720	26.3	B
A105	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	South	2	INRIX	3,612	20.4	C	INRIX	720	22.6	C
A106	Decoto - EB	Union City CL	Alv-Niles Rd	Uni Cty	0.66	II	South	2	INRIX	3,088	19.9	C	INRIX	720	20.4	C
A107	Decoto - EB	Alv-Niles Rd	Union Square	Uni Cty	0.24	II	South	2	INRIX	3,605	20.7	C	INRIX	720	21.8	C
A108	Decoto - EB	Union Square	SH 238/Mission	Uni Cty	0.85	II	South	2	INRIX	928	20.6	C	INRIX	720	25.1	B
A109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.81	I	South	2	INRIX	2,814	30.6	B	INRIX	720	31.5	B
A110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.66	I	South	1	INRIX	948	28.1	B	INRIX	720	30.9	B
A111	SR 84/Fremont (Fre)-WB	Peralta	Thornton	Fre	0.33	II	South	2	INRIX	3,238	14.8	D	INRIX	720	17.6	D
A112	SR 84/Thornton (Fre)-WB	Fremont	I-880 SB	Fre	1.26	II	South	3	INRIX	2,976	23.5	C	INRIX	720	23.8	C
A113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	Fre	1.26	II	South	3	INRIX	3,636	18.3	C	INRIX	720	23.2	C
A114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.32	II	South	2	INRIX	2,568	17.7	D	INRIX	720	18.5	C
A115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.64	I	South	1	INRIX	2,042	27.1	C	INRIX	720	29.6	B
A116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.86	I	South	2	INRIX	3,509	15.5	E	INRIX	720	23.8	C
A117	1st Street - SB	I-580 Off	N Mines	Liv	0.60	I	East	3	INRIX	2,063	22.8	C	INRIX	720	28.4	B
A118	1st Street - SB	N Mines	Inman	Liv	1.06	I	East	2	INRIX	2,548	21.2	D	INRIX	720	27.9	C
A119	1st Street - NB	Inman	N Mines	Liv	1.06	I	East	2	INRIX	3,525	20.9	D	INRIX	720	30.6	B
A120	1st Street - NB	N Mines	I-580 Off	Liv	0.60	I	East	3	INRIX	3,152	21.2	D	INRIX	720	23.8	C
A121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.35	41.9	South	1	INRIX	3,558	25.0	E	INRIX	720	43.8	A
A122	SR 84 - EB	Union City Limit	Palomares	Fre	0.86	44.5	South	1	INRIX	3,535	30.0	D	INRIX	720	39.4	B

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A123	SR 84 - EB	Palomares	Niles Cnyn Quarry	Fre	2.16	43.8	South	1	INRIX	3,538	27.0	D	INRIX	720	41.0	A
A124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd	Fre	1.74	46.7	South	1	INRIX	3,589	23.9	E	INRIX	720	35.8	C
A125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fre	0.55	27.6	South	1	INRIX	3,423	9.4	F	INRIX	720	25.0	A
A126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	Uninc	0.80	42.9	East	1	INRIX	3,435	24.6	E	INRIX	380	27.1	D
A127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	Uninc	1.05	50.8	East	1	INRIX	3,694	13.4	F	INRIX	715	22.9	F
A128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Cntr	Uninc	1.13	57.5	East	1	INRIX	3,643	29.6	E	INRIX	720	22.5	F
A129	SR 84 - EB	Vallecitos Nuc Center Ent.	Culvert (Lat/Long: 37.613854,-121.817224)	Uninc	1.66	58.3	East	1	INRIX	3,611	48.9	B	INRIX	720	45.1	C
A130	SR 84 - EB	Culvert (Lat/Long: 37.613854,-121.817224)	Ruby Hill /Kaithoff	Uninc	1.63	59.2	East	2	INRIX	3,563	55.7	A	INRIX	720	59.5	A
A131	SR 84 - EB	Ruby Hill./Kaithoff	Isabel/Vall ecitos	Liv	0.38	I	East	1	INRIX	3,401	42.1	A	INRIX	720	54.5	A
A132	SR 84 (Liv) - NB	Isabel/Vallecitos	Vineyard	Liv	1.12	I	East	1	INRIX	3,434	40.7	A	INRIX	720	50.4	A
A133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	East	1	INRIX	3,389	31.3	B	INRIX	720	43.4	A
A134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.05	I	East	1	INRIX	3,269	43.3	A	INRIX	720	44.9	A
A135	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd.	Liv	0.90	I	East	1	INRIX	3,473	38.3	A	INRIX	720	39.0	A
A136	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/ Kitty Hawk	Liv	0.49	I	East	3	INRIX	3,627	21.9	D	INRIX	720	32.5	B
A137	Airway Blvd (old SR 84) - NB	SR 84	I-580 EB off ramp	Liv	1.06	I	East	1	INRIX	1,510	33.0	B	INRIX	716	35.7	A
A138	Airway Blvd (old SR 84) - SB	I-580 EB off ramp	SR 84	Liv	1.06	I	East	1	INRIX	864	31.5	B	INRIX	452	34.8	B

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd.	Liv	0.49	I	East	3	INRIX	3,600	31.1	B	INRIX	720	31.2	B
A140	SR 84 (Liv) - SB	W. Jack London Blvd.	Stanley	Liv	0.90	I	East	1	INRIX	3,510	46.3	A	INRIX	720	41.5	A
A141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	East	1	INRIX	3,371	37.7	A	INRIX	720	46.7	A
A142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	East	1	INRIX	3,393	24.2	C	INRIX	720	47.8	A
A143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.12	I	East	1	INRIX	2,917	36.6	A	INRIX	720	52.7	A
A144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv	0.38	I	East	1	INRIX	3,330	38.7	A	INRIX	720	51.8	A
A145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37.613854,-121.817224)	Uninc	1.63	55.8	East	2	INRIX	3,151	55.2	A	INRIX	720	56.1	A
A146	SR 84 - WB	Culvert (Lat/Long: 37.613854,-121.817224)	Vallecitos Nuc.Cntr	Uninc	1.65	56.5	East	1	INRIX	3,275	56.6	A	INRIX	720	56.4	A
A147	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln	Uninc	1.14	52.5	South	1	INRIX	3,267	55.0	A	INRIX	720	53.0	A
A148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 On	Uninc	0.86	55.3	South	1	INRIX	1,482	53.7	A	INRIX	704	57.9	A
A149	SR 84 - WB	SR 84/I-680 On	Ple-Sunol Rd	Uninc	0.62	41.4	South	1	INRIX	2,025	35.9	B	INRIX	716	26.0	D
A150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.55	41.9	South	1	INRIX	2,126	41.9	A	INRIX	715	44.3	A
A151	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.74	48.5	South	1	INRIX	2,218	46.9	A	INRIX	715	47.7	A
A152	SR 84 - WB	Niles Canyon Quarry	Eastern Fremont City Limit	Fre	1.00	47.5	South	1	INRIX	2,215	44.1	A	INRIX	715	47.4	A
A153	SR 84 - WB	Eastern Fremont City Limit	Union City Limit	Fre	2.03	41.8	South	1	INRIX	2,211	41.6	A	INRIX	716	40.8	A
A154	SR 84 - WB	Union City Limit	SR 238	Fre	1.35	31.7	South	1	INRIX	2,194	35.7	A	INRIX	716	41.2	A
A155	SR 92 - EB	I-880	Mission	Hay	1.71	II	Central	3	INRIX	3,663	16.1	D	INRIX	720	17.7	D

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A156	SR 92 - WB	Mission	I-880	Hay	1.71	II	Central	3	INRIX	2,599	20.8	C	INRIX	716	23.1	C
A157	SR 112 (Davis) - EB	Doolittle	I-880	San L	0.52	II	Central	2	INRIX	3,087	14.2	D	INRIX	715	15.0	D
A158	SR 112 (Davis) - EB	I-880	San Leandro	San L	0.99	II	Central	2	INRIX	3,049	13.1	E	INRIX	720	16.3	D
A159	SR 112 (Davis) - EB	San Leandro	14th	San L	0.28	III	Central	2	INRIX	2,684	13.1	C	INRIX	719	15.1	C
A160	SR 112 (Davis) - WB	E 14th	San Leandro	San L	0.28	III	Central	2	INRIX	2,019	12.0	D	INRIX	720	17.7	C
A161	SR 112 (Davis) - WB	San Leandro	I-880	San L	0.99	II	Central	2	INRIX	3,117	15.2	D	INRIX	27	17.1	D
A162	SR 112 (Davis) - WB	I-880	Doolittle	San L	0.52	II	Central	2	INRIX	3,435	15.2	D	INRIX	720	18.7	C
A163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.51	II	North	2	INRIX	3,369	16.2	D	INRIX	720	17.6	D
A164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.36	III	North	2	INRIX	3,156	15.1	C	INRIX	720	17.5	C
A165	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.45	II	North	2	INRIX	3,372	14.7	D	INRIX	720	18.0	D
A166	SR 123 San Pablo - SB	Gilman	University	Berk	0.81	II	North	2	INRIX	2,770	18.3	C	INRIX	720	17.9	D
A167	SR 123 San Pablo - SB	University	Allston	Berk	0.19	III	North	2	INRIX	3,288	17.4	C	INRIX	720	18.0	C
A168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.38	II	North	2	INRIX	3,288	17.4	D	INRIX	720	18.0	C
A169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.64	II	North	2	INRIX	2,981	17.1	D	INRIX	720	18.1	C
A170	SR 123 San Pablo - SB	Ashby	Stanford	Oak	0.80	II	North	2	INRIX	3,388	18.7	C	INRIX	711	18.1	C
A171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	North	2	INRIX	3,555	15.0	D	INRIX	720	17.7	D
A172	SR 123 San Pablo - SB	53rd	Park	Emery	0.34	II	North	2	INRIX	3,555	15.0	D	INRIX	720	17.6	D

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)									2018 Results				2020 Results			
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A173	SR 123 San Pablo - SB	Park	35th	Emery - Oak	0.44	II	North	2	INRIX	2,205	15.4	D	INRIX	720	18.3	C
A174	SR 123 San Pablo - NB	35th	Park	Oak - Emery	0.42	II	North	2	INRIX	1,824	13.3	E	INRIX	711	16.0	D
A175	SR 123 San Pablo - NB	Park	53rd	Emery	0.34	II	North	2	INRIX	3,580	15.3	D	INRIX	715	17.1	D
A176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	North	2	INRIX	3,580	15.3	D	INRIX	716	18.2	C
A177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.80	II	North	2	INRIX	3,520	12.3	E	INRIX	720	16.9	D
A178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.64	II	North	2	INRIX	3,063	17.5	D	INRIX	720	17.1	D
A179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.38	II	North	2	INRIX	3,351	12.5	E	INRIX	720	17.3	D
A180	SR 123 San Pablo - NB	Allston	University	Berk	0.19	III	North	2	INRIX	3,351	12.5	D	INRIX	720	17.0	C
A181	SR 123 San Pablo - NB	University	Gilman	Berk	0.81	II	North	2	INRIX	3,157	14.7	D	INRIX	720	17.1	D
A182	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.45	II	North	2	INRIX	3,542	13.9	E	INRIX	720	16.7	D
A183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.36	III	North	2	INRIX	3,356	14.3	C	INRIX	720	15.9	C
A184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.51	II	North	2	INRIX	3,478	15.2	D	INRIX	720	16.2	D
A185	SR 185 (International Blvd) - SB	42nd	46th St	Oak	0.29	II	North	2	INRIX	1,187	14.4	D	INRIX	720	14.4	D
A186	SR 185 (International Blvd) - SB	46th St	Seminary	Oak	0.78	II	North	2	INRIX	2,079	17.6	D	INRIX	715	14.5	D
A187	SR 185 (International Blvd) - SB	Seminary	73rd	Oak	0.80	II	North	2	INRIX	940	7.9	F	INRIX	715	14.1	D
A188	SR 185 (International Blvd) - SB	73rd Ave	98th Ave	Oak	1.41	II	North	2	INRIX	430	13.9	E	INRIX	582	14.5	D

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A189	SR 185 (International Blvd) - SB	98th	Broadmoor	Oak	0.75	II	North	2	INRIX	859	15.5	D	INRIX	705	14.6	D
A190	SR 185 (14th) - SB	Broadmoor	Davis	San L	0.73	II	Central	2	INRIX	1,922	17.4	D	INRIX	714	17.2	D
A191	SR 185 (14th) - SB	Davis	San Leandro	San L	1.06	III	Central	2	INRIX	2,156	15.7	C	INRIX	714	18.5	C
A192	SR 185 (14th) - SB	San L Blvd	Hesperian	San L	0.94	II	Central	2	INRIX	3,033	17.9	D	INRIX	720	19.4	C
A193	SR 185 (14th) - SB	Hesperian	Bayfair	San L	0.47	II	Central	2	INRIX	1,905	16.6	D	INRIX	720	19.7	C
A194	SR 185 (14th) - SB	Bayfair	170th	Uninc	1.19	II	South	2	INRIX	1,417	18.6	C	INRIX	720	19.0	C
A195	SR 185 (14th) - SB	170th	Llewelling	Uninc	0.20	II	South	2	INRIX	2,120	19.3	C	INRIX	720	17.7	D
A196	SR 185 (14th) - SB	Llewelling	Sunset	Uninc	1.05	II	South	2	INRIX	1,434	19.9	C	INRIX	720	19.6	C
A197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	Central	2	INRIX	2,632	16.9	C	INRIX	720	18.4	C
A198	SR 185 Hayward - NB	A Street (SR 92/238 until 2012)	Sunset	Hay	0.43	III	Central	2	INRIX	2,018	19.9	B	INRIX	712	22.3	B
A199	SR 185 (14th) - NB	Sunset	Llewelling	Uninc	1.05	II	South	2	INRIX	411	21.2	C	INRIX	712	21.6	C
A200	SR 185 (14th) - NB	Llewelling	170th	Uninc	0.20	II	South	2	INRIX	1,535	22.0	C	INRIX	720	21.0	C
A201	SR 185 (14th) - NB	170th	Bayfair	Uninc	1.19	II	South	2	INRIX	930	16.6	D	INRIX	720	17.7	D
A202	SR 185 (14th) - NB	Bayfair	Hesperian	San L	0.47	II	Central	2	INRIX	1,349	14.7	D	INRIX	720	18.9	C
A203	SR 185 (14th) - NB	Hesperian	San L Blvd	San L	0.94	II	Central	2	INRIX	2,337	20.1	C	INRIX	720	20.1	C
A204	SR 185 (14th) - NB	San Leandro	Davis	San L	1.06	III	Central	1	INRIX	1,279	13.7	C	INRIX	720	18.0	C
A205	SR 185 (14th) - NB	Davis	Broadmoor	San L	0.73	II	Central	2	INRIX	1,855	16.3	D	INRIX	720	16.6	D

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)									2018 Results				2020 Results			
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A206	SR 185 (International Blvd) - NB	Broadmoor	98th	Oak	0.75	II	North	2	INRIX	531	15.0	D	INRIX	709	15.7	D
A207	SR 185 (International Blvd) - NB	98th Ave	73rd Ave	Oak	1.41	II	North	2	INRIX	820	13.0	E	INRIX	647	15.2	D
A208	SR 185 (International Blvd) - NB	73rd Ave	Seminary	Oak	0.80	II	North	2	INRIX	789	13.4	E	INRIX	720	15.6	D
A209	SR 185 (International Blvd) - NB	Seminary	46th St	Oak	0.78	II	0	2	INRIX	1,765	15.1	D	INRIX	720	15.1	D
A210	SR 185 (International Blvd) - NB	46th St	42nd	Oak	0.29	II	0	2	INRIX	743	13.0	E	INRIX	719	13.2	E
A211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.63	III	Central	4	INRIX	3,706	15.3	C	INRIX	720	18.3	C
A212	SR 238 (Foothill) - NB	City Center	I-580	Hay	0.73	II	South	3	INRIX	3,436	20.7	C	INRIX	720	24.4	B
A213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Uninc	0.68	I	South	1	Floating Car	6	37.0	A	INRIX	720	48.9	A
A214	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Uninc	0.73	I	South	3	Floating Car	6	35.9	A	INRIX	720	50.0	A
A215	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay-Uninc	1.04	II	Central	3	INRIX	2,970	18.7	C	INRIX	720	23.3	C
A216	SR 238 (Foothill) - SB	City Center	A Street	Hay	0.16	III	Central	3	INRIX	3,200	16.7	C	INRIX	720	18.6	C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.35	I	South	2	INRIX	1,691	31.0	B	INRIX	720	36.0	A
A218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.43	I	South	2	INRIX	3,641	26.7	C	INRIX	720	30.6	B
A219	SR 238 (Mission) - NB	Nursery	Tamarack	Uni Cty	2.63	I	South	3	INRIX	3,501	31.1	B	INRIX	720	34.2	B
A220	SR 238 (Mission) - NB	Tamarack	Industrial	Uni Cty - Hay	1.96	I	South	3	INRIX	3,706	21.7	D	INRIX	720	28.4	B
A221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.46	II	Central	2	INRIX	3,706	20.7	C	INRIX	720	27.0	B
A222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	Central	2	INRIX	3,622	19.7	C	INRIX	720	20.0	C
A223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	Central	2	INRIX	3,394	22.8	C	INRIX	720	25.0	B
A224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.46	II	Central	2	INRIX	3,588	24.0	B	INRIX	720	27.6	B
A225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay - Uni Cty	1.96	I	Central	3	INRIX	3,611	26.2	C	INRIX	720	28.5	B
A226	SR 238 (Mission) - SB	Tamarack	Nursery	Uni Cty	2.63	I	South	3	INRIX	3,000	32.5	B	INRIX	720	33.1	B
A227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.43	I	South	2	INRIX	2,682	26.9	C	INRIX	720	30.9	B
A228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.35	I	South	2	INRIX	3,643	20.6	D	INRIX	720	33.7	B
A229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak	1.35	I	North	2	INRIX	2,846	26.4	C	Floating Car	6	32.4	B
A230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak	1.43	I	North	2	INRIX	1,201	25.9	C	Floating Car	6	28.7	B

2020 LOS Monitoring Results for Arterials (Tier 1) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.48	I	South	2	INRIX	3,706	21.2	D	INRIX	720	28.9	B
A232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.67	I	South	2	INRIX	3,590	31.8	B	INRIX	720	40.8	A
A233	SR 84 (Liv) - NB - realign	Airway	I-580 WB (off)	Liv	0.52	I	East	3	INRIX	2,874	35.0	B	INRIX	720	34.4	B
A234	SR 84 (Liv) - SB - realign	I-580 WB (off)	Airway)	Liv	0.53	I	East	3	INRIX	2,477	24.8	C	INRIX	720	27.4	C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A1	150th St - EB	Hesperian	I-580	San L	0.49	II	Central	2	INRIX	469	13.4	E	INRIX	702	16.8	D
A2	150th St - WB	I-580	Hesperian	San L	0.49	II	Central	2	INRIX	324	14.5	D	INRIX	689	20.1	C
A3	A Street - EB	I-880	Western	Hay	1.08	II	Central	2	INRIX	1,129	21.1	C	INRIX	677	22.4	C
A4	A Street - EB	Western	SR 185 (previously SR 238)	Hay	0.31	III	Central	2	INRIX	1,868	12.2	D	INRIX	708	23.5	B
A5	A Street - WB	SR 238	Western	Hay	0.54	III	Central	2	INRIX	3,405	16.3	C	INRIX	720	20.4	B
A6	A Street - WB	Western	I-880	Hay	1.07	II	Central	2	INRIX	2,052	19.0	C	INRIX	720	22.9	C
A7	Atlantic - EB	Main	Webster	Ala	0.81	II	North	2	Floating Car	6	21.1	C	INRIX	677	22.4	C
A8	Atlantic - WB	Webster	Main	Ala	0.81	II	North	2	Floating Car	6	26.4	B	INRIX	705	24.0	C
A9	Hegenberger - EB	SR 61	Edgewater	Oak	0.77	I	0	3	INRIX	1,937	23.4	C	INRIX	569	25.5	C
A10	Hegenberger - EB	Edgewater	Baldwin	Oak	0.73	I	North	3	INRIX	3,471	24.2	C	INRIX	720	27.0	C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A11	Hegenberger - EB	Baldwin	E 14th	Oak	1.02	I	North	3	INRIX	2,390	27.6	C	INRIX	688	30.4	B
A12	Hegenberger - WB	E 14th	Baldwin	Oak	1.02	I	North	3	INRIX	2,563	30.5	B	INRIX	720	31.7	B
A13	Hegenberger - WB	Baldwin	Edgewater	Oak	0.72	I	North	3	INRIX	3,126	25.6	C	INRIX	714	29.2	B
A14	Hegenberger - WB	Edgewater	SR 61	Oak	0.77	I	North	3	INRIX	2,896	25.1	C	INRIX	720	26.2	C
A15	Hesperian - NB	Tennyson	SH 92 - WB	Hay	0.49	I	Central	3	INRIX	1,589	15.0	E	INRIX	718	28.7	B
A16	Hesperian - NB	SH 92	La Playa	Hay	0.78	II	Central	3	INRIX	1,536	20.1	C	INRIX	720	30.4	A
A17	Hesperian - NB	La Playa	W.Winton Ave.	Hay	0.43	II	Central	3	INRIX	3,011	20.4	C	INRIX	720	29.9	B
A18	Hesperian - NB	W.Winton Ave	A St	Hay	0.97	II	Central	3	INRIX	3,574	22.6	C	INRIX	720	28.3	B
A19	Hesperian - NB	A St	Hacienda	Uninc	0.67	II	Central	3	INRIX	2,738	23.2	C	INRIX	720	25.4	B
A20	Hesperian - NB	Hacienda	Grant	Uninc	0.66	II	Central	3	INRIX	3,345	24.7	B	INRIX	718	22.3	C
A21	Hesperian - NB	Grant	Llewelling	Uninc	0.27	II	Central	3	INRIX	2,823	12.0	E	INRIX	718	20.5	C
A22	Hesperian - NB	Llewelling	Springlake	Uninc	0.39	II	Central	3	INRIX	2,600	16.9	D	INRIX	718	21.0	C
A23	Hesperian - NB	Springlake	Fairmont	San L	0.66	II	Central	3	INRIX	3,137	17.2	D	INRIX	720	20.4	C
A24	Hesperian - NB	Fairmont	14th	San L	0.31	II	Central	2	INRIX	258	17.4	D	INRIX	343	19.2	C
A25	Hesperian - SB	14th	Fairmont	San L	0.31	II	Central	2	INRIX	177	14.0	D	INRIX	420	20.0	C
A26	Hesperian - SB	Fairmont	Springlake	San L	0.66	II	Central	3	INRIX	2,112	21.2	C	INRIX	719	21.2	C
A27	Hesperian - SB	Springlake	Llewelling	Uninc	0.39	II	Central	3	INRIX	2,950	16.2	D	INRIX	719	21.7	C
A28	Hesperian - SB	Llewelling	Grant	Uninc	0.27	II	Central	3	INRIX	3,421	15.6	D	INRIX	720	21.4	C
A29	Hesperian - SB	Grant	Hacienda	Uninc	0.66	II	Central	3	INRIX	3,541	22.8	C	INRIX	720	23.2	C
A30	Hesperian - SB	Hacienda	A St	Uninc	0.67	II	Central	3	INRIX	3,472	21.3	C	INRIX	720	26.9	B

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A31	Hesperian - SB	A St	W.Winton Ave.	Hay	0.97	II	Central	3	INRIX	3,308	21.1	C	INRIX	720	31.1	A
A32	Hesperian - SB	W.Winton Ave	La Playa	Hay	0.43	II	Central	3	INRIX	3,570	18.9	C	INRIX	720	33.0	A
A33	Hesperian - SB	La Playa	SH 92	Hay	0.78	II	Central	3	INRIX	3,155	18.9	C	INRIX	720	33.6	A
A34	Hesperian - SB	SH 92 - WB	Tennyson	Hay	0.49	I	Central	3	INRIX	2,983	19.2	D	INRIX	718	32.3	B
A35	Mowry - EB	I-880	Farwell	Fre	0.28	II	South	3	Floating Car	6	28.8	B	INRIX	720	27.2	B
A36	Mowry - EB	Farwell	SH 84	Fre	2.48	II	South	3	Floating Car	6	25.5	B	INRIX	704	26.4	B
A37	Mowry - WB	SH 84	Farwell	Fre	2.53	II	South	3	Floating Car	6	21.1	C	INRIX	720	27.6	B
A38	Mowry - WB	Farwell	I-880	Fre	0.28	II	South	3	Floating Car	6	33.8	A	INRIX	720	23.9	C
A39	Park/23rd - EB	Encinal	Santa Clara	Ala	0.23	III	North	2	INRIX	2,654	11.0	D	INRIX	700	16.2	C
A40	Park/23rd - EB	Santa Clara	Kennedy	Ala	0.68	III	North	2	INRIX	2,581	9.9	D	INRIX	10	14.0	C
A41	Park/23rd - EB	Kennedy	E 11th	Oak	0.45	II	North	2	INRIX	2,688	15.4	D	INRIX	695	24.0	B
A42	Park/23rd - WB	E 11th	Kennedy	Oak	0.45	II	North	2	INRIX	66	16.0	D	INRIX	645	19.2	C
A43	Park/23rd - WB	Kennedy	Santa Clara	Ala	0.74	III	North	2	INRIX	52	13.3	C	INRIX	639	16.5	C
A44	Park/23rd - WB	Santa Clara	Encinal	Ala	0.23	III	North	2	INRIX	2,265	10.9	D	INRIX	720	15.9	C
A45	MLK Jr Way - NB	SH 24	Adeline	Oak	1.48	II	North	3	Floating Car	6	24.7	B	INRIX	720	28.9	B
A46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.28	II	North	3	INRIX	1,767	14.2	D	INRIX	717	17.4	D
A47	Adeline - NB	MLK Jr - North	Shattuck/Adeline	Berk	0.61	II	North	3	INRIX	1,756	17.8	D	INRIX	656	18.7	C
A48	Shattuck NB	Shattuck/A deline	Dwight	Berk	0.31	II	North	2	INRIX	2,218	15.9	D	INRIX	2	12.4	E
A49	Shattuck NB	Dwight	University	Berk	0.57	III	North	2	INRIX	2,149	13.3	C	INRIX	410	14.8	C
A50	Shattuck SB	University	Dwight	Berk	0.57	III	North	2	INRIX	2,577	14.1	C	INRIX	22	13.0	D

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A51	Shattuck SB	Dwight	Shattuck/Adeline	Berk	0.30	II	North	2	INRIX	3,018	19.6	C	INRIX	707	18.8	C
A52	Adeline - SB	Shattuck/Adeline	MLK Jr - North	Berk	0.61	II	North	3	INRIX	1,349	19.1	C	INRIX	325	19.5	C
A53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.29	II	North	3	INRIX	1,853	14.1	D	INRIX	660	17.4	D
A54	MLK Jr Way - SB	Adeline	SH 24	Oak	1.39	II	North	3	Floating Car	6	22.0	C	INRIX	704	34.6	A
A55	Tennyson - EB	Hesperian	I-880	Hay	0.86	I	Central	2	INRIX	1,907	19.6	D	INRIX	452	25.7	C
A56	Tennyson - EB	I-880 NB	Rt 238	Hay	1.54	II	Central	2	INRIX	1,929	17.9	D	INRIX	700	22.1	C
A57	Tennyson - WB	Rt 238	I-880	Hay	1.54	II	Central	2	INRIX	1,883	18.0	C	INRIX	700	21.4	C
A58	Tennyson - WB	I-880	Hesperian	Hay	0.86	I	Central	2	INRIX	3,030	17.9	D	INRIX	459	27.3	C
A59	University - EB	I-80 SB	6th	Berk	0.40	II	North	2	INRIX	2,810	15.9	D	INRIX	424	22.3	C
A60	University - EB	6th	San Pablo	Berk	0.32	II	North	2	INRIX	3,330	14.4	D	INRIX	720	17.6	D
A61	University - EB	San Pablo	Sacramento	Berk	0.56	II	North	2	INRIX	3,073	18.6	C	INRIX	720	17.8	D
A62	University - EB	Sacramento	ML King	Berk	0.49	II	North	2	INRIX	3,206	20.8	C	INRIX	719	18.8	C
A63	University - EB	ML King	Shattuck Pl	Berk	0.29	III	North	2	INRIX	1,740	15.9	C	INRIX	681	16.2	C
A64	University - WB	Shattuck Pl	ML King	Berk	0.29	III	North	2	INRIX	1,252	14.8	C	INRIX	346	16.9	C
A65	University - WB	ML King	Sacramento	Berk	0.49	II	North	2	INRIX	3,118	21.9	C	INRIX	709	19.2	C
A66	University - WB	Sacramento	San Pablo	Berk	0.56	II	North	2	INRIX	3,181	18.0	C	INRIX	709	18.7	C
A67	University - WB	San Pablo	6th	Berk	0.32	II	North	2	INRIX	3,197	17.1	D	INRIX	720	18.4	C
A68	University - WB	6th	I-80 SB	Berk	0.40	II	North	2	INRIX	3,116	30.9	A	INRIX	589	29.4	B
A69	SR 13 Ashby - WB	Hiller	Domingo	Oak - Berk	0.81	II	North	1	INRIX	3,175	21.1	C	INRIX	720	23.9	C
A70	SR 13 Ashby - WB	Domingo	College	Berk	0.52	III	North	2	INRIX	2,237	21.1	B	INRIX	715	20.1	B

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A71	SR 13 Ashby - WB	College	Telegraph	Berk	0.37	III	North	2	INRIX	3,158	17.6	C	INRIX	715	19.3	B
A72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	North	2	INRIX	3,158	17.6	C	INRIX	715	19.8	B
A73	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.26	III	North	2	INRIX	2,462	15.8	C	INRIX	712	19.5	B
A74	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.86	III	North	2	INRIX	3,408	17.2	C	INRIX	711	20.9	B
A75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	North	2	INRIX	3,200	21.0	C	INRIX	714	26.5	B
A76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.62	II	North	2	INRIX	3,238	20.0	C	INRIX	720	20.6	C
A77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.86	III	North	2	INRIX	3,287	17.3	C	INRIX	720	19.4	B
A78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.26	III	North	2	INRIX	2,205	13.5	C	INRIX	711	18.4	C
A79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	North	2	INRIX	3,158	17.6	C	INRIX	711	18.7	C
A80	SR 13 Ashby - EB	Telegraph	College	Berk	0.37	III	North	2	INRIX	3,158	17.6	C	INRIX	711	18.4	C
A81	SR 13 Ashby - EB	College	Domingo	Berk	0.52	III	North	2	INRIX	2,141	43.9	A	INRIX	626	19.2	B
A82	SR 13 Ashby - EB	Domingo	Hiller	Berk - Oak	0.81	II	North	1	INRIX	2,141	43.9	A	INRIX	683	28.7	B
A83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.57	III	North	2	INRIX	818	13.8	C	INRIX	714	18.1	C
A84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.74	II	North	2	INRIX	1,636	20.2	C	INRIX	548	20.2	C
A85	SR 61 - SB	Sher/Encino	Park	Ala	1.20	II	North	2	INRIX	1,898	19.6	C	INRIX	511	19.9	C
A86	SR 61 - SB	Park	High/Otis	Ala	1.05	II	North	2	INRIX	632	20.8	C	INRIX	440	20.8	C
A87	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.44	II	North	2	INRIX	2,685	23.2	C	INRIX	714	24.4	B
A88	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay Pkwy	Ala	0.51	I	North	2	INRIX	2,511	28.3	B	INRIX	715	37.2	A
A89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.17	I	North	2	INRIX	1,793	35.9	A	INRIX	708	40.0	A

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)									2018 Results				2020 Results			
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A90	SR 61 (Doolittle) - SB	Airport	Davis	Oak - San L	0.94	I	North	2	INRIX	1,991	30.9	B	INRIX	700	33.0	B
A91	SR 61 (Doolittle) - NB	Davis	Airport	San L - Oak	0.94	I	Central	2	INRIX	3,652	24.0	C	INRIX	720	31.5	B
A92	SR 61 - NB	Airport Dr	Harbor Bay	Oak	2.17	I	North	2	INRIX	3,036	36.1	A	INRIX	720	40.2	A
A93	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.51	I	North	2	INRIX	2,635	18.0	D	INRIX	720	38.0	A
A94	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.44	II	North	2	INRIX	3,076	19.6	C	INRIX	720	23.8	C
A95	SR 61 - NB	High/Otis	Park	Ala	1.05	II	North	2	INRIX	1,211	17.6	D	INRIX	568	20.6	C
A96	SR 61 - NB	Park/Encinal	Sher/Cent	Ala	1.20	II	North	2	INRIX	1,666	16.9	D	INRIX	641	19.7	C
A97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.74	II	North	2	INRIX	1,593	18.3	C	INRIX	605	20.6	C
A98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.57	III	North	2	INRIX	1,585	14.2	C	INRIX	720	19.3	B
A99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.36	I	North	2	INRIX	254	19.2	D	INRIX	450	20.0	D
A100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.36	I	North	2	INRIX	1,074	19.1	D	INRIX	613	20.3	D
A101	Decoto - WB	SH 238/Mission	Union Square	Uni Cty	0.86	II	South	2	INRIX	3,529	19.1	C	INRIX	720	27.7	B
A102	Decoto - WB	Union Square	Alv-Niles Rd	Uni Cty	0.24	II	South	2	INRIX	3,135	18.8	C	INRIX	720	27.7	B
A103	Decoto - WB	Alv-Niles Rd	Fremont CL	Uni Cty	0.65	II	South	2	INRIX	3,135	22.0	C	INRIX	720	28.8	B
A104	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	South	2	INRIX	3,497	18.4	C	INRIX	720	28.9	B
A105	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	South	2	INRIX	2,873	24.2	B	INRIX	719	30.3	A
A106	Decoto - EB	Union City CL	Alv-Niles Rd	Uni Cty	0.66	II	South	2	INRIX	2,922	24.4	B	INRIX	719	27.4	B
A107	Decoto - EB	Alv-Niles Rd	Union Square	Uni Cty	0.24	II	South	2	INRIX	3,399	20.7	C	INRIX	668	25.5	B

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A108	Decoto - EB	Union Square	SH 238/Mission	Uni Cty	0.85	II	South	2	INRIX	380	21.2	C	INRIX	668	24.4	B
A109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.81	I	South	2	INRIX	3,520	30.0	B	INRIX	720	33.1	B
A110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.66	I	South	1	INRIX	1,468	26.8	C	INRIX	670	30.9	B
A111	SR 84/Fremont (Fre)-WB	Peralta	Thornton	Fre	0.33	II	South	2	INRIX	1,691	16.1	D	INRIX	632	20.6	C
A112	SR 84/Thornton (Fre)-WB	Fremont	I-880 SB	Fre	1.26	II	South	3	INRIX	3,423	19.0	C	INRIX	720	27.6	B
A113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	Fre	1.26	II	South	3	INRIX	3,155	18.0	C	INRIX	672	27.1	B
A114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.32	II	South	2	INRIX	2,756	18.1	C	INRIX	692	21.5	C
A115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.64	I	South	1	INRIX	1,087	27.1	C	INRIX	692	30.3	B
A116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.86	I	South	2	INRIX	2,432	23.7	C	INRIX	688	28.5	B
A117	1st Street - SB	I-580 Off	N Mines	Liv	0.60	I	East	3	INRIX	2,919	26.8	C	INRIX	720	33.2	B
A118	1st Street - SB	N Mines	Inman	Liv	1.06	I	East	2	INRIX	3,300	25.8	C	INRIX	720	32.9	B
A119	1st Street - NB	Inman	N Mines	Liv	1.06	I	East	2	INRIX	3,261	22.9	C	INRIX	720	32.0	B
A120	1st Street - NB	N Mines	I-580 Off	Liv	0.60	I	East	3	INRIX	2,904	22.0	C	INRIX	718	25.8	C
A121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.35	41.9	South	1	INRIX	2,583	43.2	A	INRIX	720	44.5	A
A122	SR 84 - EB	Union City Limit	Palomares	Fre	0.86	44.5	South	1	INRIX	2,577	42.3	A	INRIX	720	39.6	B
A123	SR 84 - EB	Palomares	Niles Chyn Quarry	Fre	2.16	43.8	South	1	INRIX	2,578	41.8	A	INRIX	720	41.7	A

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd	Fre	1.74	46.7	South	1	INRIX	2,661	42.8	A	INRIX	718	39.2	B
A125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fre	0.55	27.6	South	1	INRIX	2,655	12.7	F	INRIX	719	37.7	A
A126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	Uninc	0.80	42.9	East	1	INRIX	3,334	21.6	E	INRIX	397	34.0	C
A127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	Uninc	1.05	50.8	East	1	INRIX	3,194	58.3	A	INRIX	684	57.4	A
A128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Cntr	Uninc	1.13	57.5	East	1	INRIX	3,126	55.6	A	INRIX	720	53.2	A
A129	SR 84 - EB	Vallecitos Nuc Center Ent.	Culvert (Lat/Long: 37.613854,-121.817224)	Uninc	1.66	58.3	East	1	INRIX	3,118	56.3	A	INRIX	720	55.7	A
A130	SR 84 - EB	Culvert (Lat/Long: 37.613854,-121.817224)	Ruby Hill /Kaithoff	Uninc	1.63	59.2	East	2	INRIX	3,161	53.4	A	INRIX	720	58.1	A
A131	SR 84 - EB	Ruby Hill./Kaithoff	Isabel/Vallecitos	Liv	0.38	I	East	1	INRIX	3,131	38.2	A	INRIX	720	53.1	A
A132	SR 84 (Liv) - NB	Isabel/Vallecitos	Vineyard	Liv	1.12	I	East	1	INRIX	3,299	35.9	A	INRIX	720	50.4	A
A133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	East	1	INRIX	3,560	25.8	C	INRIX	720	46.4	A
A134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.05	I	East	1	INRIX	3,508	41.3	A	INRIX	720	47.0	A
A135	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd.	Liv	0.90	I	East	1	INRIX	3,536	40.2	A	INRIX	720	41.0	A
A136	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/Kitty Hawk	Liv	0.49	I	East	3	INRIX	3,647	27.8	C	INRIX	720	34.8	B
A137	Airway Blvd (old SR 84) - NB	SR 84	I-580 EB off ramp	Liv	1.06	I	East	1	INRIX	1,480	31.0	B	INRIX	702	34.3	B
A138	Airway Blvd (old SR 84) - SB	I-580 EB off ramp	SR 84	Liv	1.06	I	East	1	INRIX	565	32.4	B	INRIX	288	33.5	B
A139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd.	Liv	0.49	I	East	3	INRIX	3,596	29.1	B	INRIX	720	30.9	B

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A140	SR 84 (Liv) - SB	W. Jack London Blvd.	Stanley	Liv	0.90	I	East	1	INRIX	3,628	43.5	A	INRIX	720	40.9	A
A141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	East	1	INRIX	3,567	19.0	D	INRIX	720	46.2	A
A142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	East	1	INRIX	3,611	14.4	E	INRIX	720	46.9	A
A143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallejos	Liv	1.12	I	East	1	INRIX	3,614	15.8	E	INRIX	720	49.7	A
A144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv	0.38	I	East	1	INRIX	3,704	34.7	B	INRIX	720	45.8	A
A145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37.613854,-121.817224)	Uninc	1.63	55.8	East	2	INRIX	3,701	29.3	E	INRIX	720	35.9	D
A146	SR 84 - WB	Culvert (Lat/Long: 37.613854,-121.817224)	Vallecitos Nuc.Cntr	Uninc	1.65	56.5	East	1	INRIX	3,704	37.4	D	INRIX	720	40.2	C
A147	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln	Uninc	1.14	52.5	South	1	INRIX	3,691	54.1	A	INRIX	720	49.0	A
A148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 On	Uninc	0.86	55.3	South	1	INRIX	2,479	43.6	C	INRIX	710	42.0	C
A149	SR 84 - WB	SR 84/I-680 On	Ple-Sunol Rd	Uninc	0.62	41.4	South	1	INRIX	2,453	35.1	B	INRIX	679	35.7	B
A150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.55	41.9	South	1	INRIX	2,578	42.7	A	INRIX	720	43.8	A
A151	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.74	48.5	South	1	INRIX	3,070	46.3	A	INRIX	720	47.4	A
A152	SR 84 - WB	Niles Canyon Quarry	Eastern Fremont City Limit	Fre	1.00	47.5	South	1	INRIX	3,039	42.7	B	INRIX	720	47.8	A
A153	SR 84 - WB	Eastern Fremont City Limit	Union City Limit	Fre	2.03	41.8	South	1	INRIX	3,073	39.6	A	INRIX	720	41.4	A
A154	SR 84 - WB	Union City Limit	SR 238	Fre	1.35	31.7	South	1	INRIX	3,059	33.3	A	INRIX	720	42.3	A
A155	SR 92 - EB	I-880	Mission	Hay	1.71	II	Central	3	INRIX	2,878	24.5	B	INRIX	687	26.9	B
A156	SR 92 - WB	Mission	I-880	Hay	1.71	II	Central	3	INRIX	3,684	22.3	C	INRIX	720	26.5	B

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A157	SR 112 (Davis) - EB	Doolittle	I-880	San L	0.52	II	Central	2	INRIX	2,931	18.9	C	INRIX	620	17.6	D
A158	SR 112 (Davis) - EB	I-880	San Leandro	San L	0.99	II	Central	2	INRIX	2,632	17.2	D	INRIX	713	21.3	C
A159	SR 112 (Davis) - EB	San Leandro	14th	San L	0.28	III	Central	2	INRIX	2,037	14.6	C	INRIX	626	19.3	B
A160	SR 112 (Davis) - WB	E 14th	San Leandro	San L	0.28	III	Central	2	INRIX	2,935	12.3	D	INRIX	720	19.8	B
A161	SR 112 (Davis) - WB	San Leandro	I-880	San L	0.99	II	Central	2	INRIX	3,524	17.8	D	INRIX	8	21.3	C
A162	SR 112 (Davis) - WB	I-880	Doolittle	San L	0.52	II	Central	2	INRIX	3,611	16.9	D	INRIX	720	19.3	C
A163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.51	II	North	2	INRIX	3,170	17.9	D	INRIX	720	21.3	C
A164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.36	III	North	2	INRIX	2,963	17.2	C	INRIX	720	21.2	B
A165	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.45	II	North	2	INRIX	3,321	17.1	D	INRIX	720	21.5	C
A166	SR 123 San Pablo - SB	Gilman	University	Berk	0.81	II	North	2	INRIX	2,996	17.6	D	INRIX	720	21.0	C
A167	SR 123 San Pablo - SB	University	Allston	Berk	0.19	III	North	2	INRIX	3,017	20.6	B	INRIX	720	22.1	B
A168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.38	II	North	2	INRIX	3,017	20.6	C	INRIX	720	22.3	C
A169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.64	II	North	2	INRIX	2,543	19.8	C	INRIX	703	22.0	C
A170	SR 123 San Pablo - SB	Ashby	Stanford	Oak	0.80	II	North	2	INRIX	2,875	19.0	C	INRIX	696	22.3	C
A171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	North	2	INRIX	2,965	17.3	D	INRIX	720	22.3	C
A172	SR 123 San Pablo - SB	53rd	Park	Emery	0.34	II	North	2	INRIX	2,965	17.3	D	INRIX	720	22.2	C
A173	SR 123 San Pablo - SB	Park	35th	Emery - Oak	0.44	II	North	2	INRIX	1,512	17.8	D	INRIX	716	22.3	C
A174	SR 123 San Pablo - NB	35th	Park	Oak - Emery	0.42	II	North	2	INRIX	1,095	16.4	D	INRIX	672	19.8	C
A175	SR 123 San Pablo - NB	Park	53rd	Emery	0.34	II	North	2	INRIX	3,471	18.7	C	INRIX	661	22.2	C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	North	2	INRIX	3,471	18.7	C	INRIX	633	22.2	C
A177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.80	II	North	2	INRIX	3,076	15.6	D	INRIX	692	20.3	C
A178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.64	II	North	2	INRIX	1,556	22.1	C	INRIX	665	20.8	C
A179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.38	II	North	2	INRIX	2,167	18.9	C	INRIX	686	21.4	C
A180	SR 123 San Pablo - NB	Allston	University	Berk	0.19	III	North	2	INRIX	2,167	18.9	C	INRIX	686	20.6	B
A181	SR 123 San Pablo - NB	University	Gilman	Berk	0.81	II	North	2	INRIX	1,407	17.9	D	INRIX	642	21.1	C
A182	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.45	II	North	2	INRIX	2,249	17.9	D	INRIX	635	21.6	C
A183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.36	III	North	2	INRIX	1,562	18.7	C	INRIX	665	21.6	B
A184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.51	II	North	2	INRIX	2,143	19.7	C	INRIX	660	21.9	C
A185	SR 185 (International Blvd) - SB	42nd	46th St	Oak	0.29	II	North	2	INRIX	585	17.5	D	INRIX	679	16.9	D
A186	SR 185 (International Blvd) - SB	46th St	Seminary	Oak	0.78	II	North	2	INRIX	1,326	20.7	C	INRIX	634	17.3	D
A187	SR 185 (International Blvd) - SB	Seminary	73rd	Oak	0.80	II	North	2	INRIX	897	13.1	E	INRIX	647	17.1	D
A188	SR 185 (International Blvd) - SB	73rd Ave	98th Ave	Oak	1.41	II	North	2	INRIX	337	18.0	C	INRIX	421	17.3	D
A189	SR 185 (International Blvd) - SB	98th	Broadmoor	Oak	0.75	II	North	2	INRIX	1,131	19.3	C	INRIX	661	16.8	D
A190	SR 185 (14th) - SB	Broadmoor	Davis	San L	0.73	II	Central	2	INRIX	2,222	19.3	C	INRIX	690	20.2	C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A191	SR 185 (14th) - SB	Davis	San Leandro	San L	1.06	III	Central	2	INRIX	1,530	19.1	B	INRIX	614	21.1	B
A192	SR 185 (14th) - SB	San L Blvd	Hesperian	San L	0.94	II	Central	2	INRIX	2,278	21.8	C	INRIX	622	22.6	C
A193	SR 185 (14th) - SB	Hesperian	Bayfair	San L	0.47	II	Central	2	INRIX	862	19.8	C	INRIX	677	20.7	C
A194	SR 185 (14th) - SB	Bayfair	170th	Uninc	1.19	II	South	2	INRIX	573	20.0	C	INRIX	681	19.9	C
A195	SR 185 (14th) - SB	170th	Llewelling	Uninc	0.20	II	South	2	INRIX	2,359	21.3	C	INRIX	696	20.2	C
A196	SR 185 (14th) - SB	Llewelling	Sunset	Uninc	1.05	II	South	2	INRIX	1,516	20.3	C	INRIX	715	23.3	C
A197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	Central	2	INRIX	2,996	16.7	C	INRIX	720	20.9	B
A198	SR 185 Hayward - NB	A Street (SR 92/238 until 2012)	Sunset	Hay	0.43	III	Central	2	INRIX	1,390	20.4	B	INRIX	675	23.2	B
A199	SR 185 (14th) - NB	Sunset	Llewelling	Uninc	1.05	II	South	2	INRIX	685	23.2	C	INRIX	670	24.5	B
A200	SR 185 (14th) - NB	Llewelling	170th	Uninc	0.20	II	South	2	INRIX	1,752	25.2	B	INRIX	704	24.2	B
A201	SR 185 (14th) - NB	170th	Bayfair	Uninc	1.19	II	South	2	INRIX	1,386	19.8	C	INRIX	712	21.0	C
A202	SR 185 (14th) - NB	Bayfair	Hesperian	San L	0.47	II	Central	2	INRIX	1,633	20.1	C	INRIX	720	24.1	B
A203	SR 185 (14th) - NB	Hesperian	San L Blvd	San L	0.94	II	Central	2	INRIX	2,986	19.6	C	INRIX	720	23.9	C
A204	SR 185 (14th) - NB	San Leandro	Davis	San L	1.06	III	Central	1	INRIX	1,617	15.4	C	INRIX	685	21.8	B
A205	SR 185 (14th) - NB	Davis	Broadmoor	San L	0.73	II	Central	2	INRIX	2,323	19.9	C	INRIX	661	20.7	C
A206	SR 185 (International Blvd) - NB	Broadmoor	98th	Oak	0.75	II	North	2	INRIX	673	15.9	D	INRIX	665	19.0	C
A207	SR 185 (International Blvd) - NB	98th Ave	73rd Ave	Oak	1.41	II	North	2	INRIX	1,050	15.1	D	INRIX	574	18.9	C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A208	SR 185 (International Blvd) - NB	73rd Ave	Seminary	Oak	0.80	II	North	2	INRIX	1,134	13.8	E	INRIX	682	17.7	D
A209	SR 185 (International Blvd) - NB	Seminary	46th St	Oak	0.78	II	0	2	INRIX	2,245	16.6	D	INRIX	680	16.5	D
A210	SR 185 (International Blvd) - NB	46th St	42nd	Oak	0.29	II	0	2	INRIX	1,453	14.2	D	INRIX	705	14.4	D
A211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.63	III	Central	4	INRIX	3,640	17.7	C	INRIX	715	18.8	C
A212	SR 238 (Foothill) - NB	City Center	I-580	Hay	0.73	II	South	3	INRIX	3,167	25.5	B	INRIX	720	26.6	B
A213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Uninc	0.68	I	South	1	Floating Car	6	49.5	A	INRIX	720	50.4	A
A214	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Uninc	0.73	I	South	3	Floating Car	6	32.9	B	INRIX	720	54.8	A
A215	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay-Uninc	1.04	II	Central	3	INRIX	3,477	21.1	C	INRIX	720	28.4	B
A216	SR 238 (Foothill) - SB	City Center	A Street	Hay	0.16	III	Central	3	INRIX	3,576	18.6	C	INRIX	720	21.9	B
A217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.35	I	South	2	INRIX	2,228	31.7	B	INRIX	720	37.2	A
A218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.43	I	South	2	INRIX	2,926	32.1	B	INRIX	720	35.1	A
A219	SR 238 (Mission) - NB	Nursery	Tamarack	Uni Cty	2.63	I	South	3	INRIX	3,021	34.6	B	INRIX	718	38.7	A

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	2018 Results				2020 Results			
									Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A220	SR 238 (Mission) - NB	Tamarack	Industrial	Uni Cty - Hay	1.96	I	South	3	INRIX	3,692	28.0	B	INRIX	715	33.4	B
A221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.46	II	Central	2	INRIX	3,685	25.6	B	INRIX	720	32.7	A
A222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	Central	2	INRIX	3,652	23.7	C	INRIX	720	28.3	B
A223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	Central	2	INRIX	3,621	24.1	B	INRIX	720	30.6	A
A224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.46	II	Central	2	INRIX	3,706	22.6	C	INRIX	720	31.1	A
A225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay - Uni Cty	1.96	I	Central	3	INRIX	3,706	20.7	D	INRIX	720	31.1	B
A226	SR 238 (Mission) - SB	Tamarack	Nursery	Uni Cty	2.63	I	South	3	INRIX	3,630	26.0	C	INRIX	720	35.2	A
A227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.43	I	South	2	INRIX	3,675	25.7	C	INRIX	720	33.2	B
A228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.35	I	South	2	INRIX	3,098	27.7	C	INRIX	720	36.8	A
A229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak	1.35	I	North	2	INRIX	2,702	16.6	E	Floatin g Car	6	33.2	B
A230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak	1.43	I	North	2	INRIX	300	33.9	B	Floatin g Car	6	34.3	B
A231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.48	I	South	2	INRIX	3,699	31.7	B	INRIX	646	39.2	A
A232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.67	I	South	2	INRIX	3,703	32.1	B	INRIX	703	37.5	A

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)

2020 LOS Monitoring Results for Arterials (Tier 1) - AM Peak Period (INRIX Data)									2018 Results				2020 Results			
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Arterial Class	Plan Area	# Lanes	Method	Sample	Speed	LOS	Method 2	Sample 2	Speed 2	LOS 2
A233	SR 84 (Liv) - NB - realign	Airway	I-580 WB (off)	Liv	0.52	I	East	3	INRIX	3,385	35.0	B	INRIX	720	34.7	B
A234	SR 84 (Liv) - SB - realign	I-580 WB (off)	Airway	Liv	0.53	I	East	3	INRIX	3,263	25.0	C	INRIX	720	26.6	C

APPENDIX C

C.6 | Tier 2 Arterials

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T1	W. Grand Ave - Grand Ave -EB	I-80/Maritime St	San Pablo Ave	Oakland	1.63	North	2	3	776	19.7	C/C	720	23.1	C/C
T2	W. Grand Ave - Grand Ave -EB	San Pablo Ave	Broadway	Oakland	0.40	North	3	4	1,845	12.0	D/D	720	17.5	C/C
T3	W. Grand Ave - Grand Ave -EB	Broadway	I-580	Oakland	1.08	North	3	4	1,647	12.1	D/D	699	15.5	C/C
T4	W. Grand Ave - Grand Ave -WB	I-580	Broadway	Oakland	1.08	North	3	4	814	14.8	C/C	694	16.2	C/C
T5	W. Grand Ave - Grand Ave -WB	Broadway	San Pablo Ave	Oakland	0.40	North	3	4	2,206	13.0	C/D	720	17.3	C/C
T6	W. Grand Ave - Grand Ave -WB	San Pablo Ave	I-80/Maritime St	Oakland	1.63	North	2	3	2,394	26.8	B/B	690	25.2	B/B
T7	11th St - Lake Merritt Blvd - Lakeshore Ave -EB	I-980 ON Ramp/Brush St	Webster	Oakland	0.60	North	3	4	na	na	na	720	14.3	C/C
T8	11th St - Lake Merritt Blvd - Lakeshore Ave -EB	Webster	East side of Lake Merritt Channel	Oakland	0.66	North	3	4	na	na	na	38	15.4	C/C
T9	11th St - Lake Merritt Blvd - Lakeshore Ave -EB	East side of Lake Merritt Channel	MacArthur Blvd/I-580 ON Ramp	Oakland	1.15	North	3	4	1,255	13.0	C/D	652	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	Oakland	1.15	North	3	4	758	15.0	C/C	667	16.6	C/C
T11	12th St - Lake Merritt Blvd - Lakeshore Ave -WB	East side of Lake Merritt Channel	Webster	Oakland	0.64	North	3	4	na	na	na	711	14.1	C/C
T12	12th St - Lake Merritt Blvd - Lakeshore Ave -WB	Webster	I-980 OFF Ramp/Brush St	Oakland	0.60	North	3	4	na	na	na	711	14.2	C/C

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T13	Telegraph Ave-NB	51st Street	Russell St	Oakland	1.41	North	3	4	1,392	15.1	C/C	715	17.4	C/C
T14	Telegraph Ave-NB	Russell St	Bancroft Way	Berkeley	0.77	North	3	4	948	12.9	D/D	720	16.1	C/C
T15	Dana-Dwight-Telegraph-SB	Bancroft Way	Russell St	Berkeley	0.90	North	3	4	na	na	na	435	20.0	B/B
T16	Telegraph Ave-SB	Russell St	51st Street	Oakland	1.41	North	3	4	1,205	16.4	C/C	715	17.5	C/C
T17	Broadway-SB	Broadway/Coll ege Ave	Grand Ave	Oakland	1.91	North	2	3	1,547	11.9	E/E	720	15.3	D/D
T18	Broadway-SB	Grand Ave	14th St	Oakland	0.55	North	3	4	1,654	10.1	D/D	720	13.5	C/C
T19	Broadway-SB	14th St	5th St/Broadway	Oakland	0.48	North	3	4	2,496	7.3	E/E	na	na	na
T20	Broadway (Connection to I-880)-SB	5th St/Broadway	I-880 ON Ramp	Oakland	0.21	North	1	1	na	na	na	720	46.0	A/A
T21	Broadway (Connection to I-880)-NB	I-880 OFF Ramp	5th St/Broadway	Oakland	1.26	North	1	2	na	na	na	720	26.5	C/C
T22	Broadway- NB	5th St/Broadway	14th St	Oakland	0.48	North	3	4	631	8.5	E/E	720	10.2	D/D
T23	Broadway- NB	14th St	Grand Ave	Oakland	0.55	North	3	4	1,411	11.1	D/D	716	13.8	C/C
T24	Broadway- NB	Grand Ave	Broadway/Coll ege Ave	Oakland	1.91	North	2	3	2,357	12.6	E/E	716	16.3	D/D
T25	Durant-EB	Shattuck	College Ave.	Berkeley	0.73	North	3	4	na	na	na	720	15.0	C/C
T26	College Avenue-SB	Bancroft Way/College Ave	Ashby Ave	Berkeley	0.85	North	3	4	1,704	9.1	D/D	680	13.3	C/C
T27	College Avenue-SB	Ashby Ave	Miles Ave/SR 24 OFF Ramp	Oakland	0.83	North	3	4	1,513	11.6	D/D	702	13.9	C/C
T28	College Avenue-SB	Miles Ave/SR 24 OFF Ramp	Broadway/Coll ege Ave	Oakland	0.61	North	3	4	2,378	12.5	D/D	594	14.9	C/C
T29	College Avenue-NB	Broadway/ College Ave	Miles Ave/SR 24 OFF Ramp	Oakland	0.61	North	3	4	2,101	11.5	D/D	519	14.3	C/C
T30	College Avenue-NB	Miles Ave/SR 24 OFF Ramp	Ashby Ave	Oakland	0.83	North	3	4	1,417	9.4	D/D	699	13.8	C/C
T31	College Avenue-NB	Ashby Ave	Bancroft Way/College Ave	Berkeley	0.85	North	3	4	1,658	11.2	D/D	642	13.4	C/C

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T32	Bancroft-WB	College Ave.	Shattuck	Berkeley	0.73	North	3	4	482	10.8	D/D	620	15.1	C/C
T33	51st Street-EB	SR 24 Off Ramp/52nd St	Broadway	Oakland	0.75	North	3	4	2,981	14.5	C/C	694	18.2	C/C
T34	51st Street-WB	Broadway	SR 24 Off Ramp/52nd St	Oakland	0.75	North	3	4	694	17.4	C/C	678	17.2	C/C
T35	Shattuck Avenue-NB	51st	Alcatraz Ave.	Oakland	0.81	North	3	4	3,062	16.4	C/C	715	18.9	C/C
T36	Shattuck Avenue-NB	Alcatraz Ave.	Adeline St.	Oakland	0.70	North	3	4	2,479	13.6	C/C	720	16.4	C/C
T37	Shattuck Avenue-SB	Adeline St.	Alcatraz Ave.	Oakland	0.70	North	3	4	2,454	10.5	D/D	720	15.0	C/C
T38	Shattuck Avenue-SB	Alcatraz Ave.	51st	Oakland	0.81	North	3	4	3,134	17.3	C/C	720	17.9	C/C
T39	Powell Street-Stanford Avenue-EB	NB I-80 OFF Ramp	San Pablo Ave	Emeryville	0.75	North	2	3	na	na	na	687	15.9	D/D
T40	Powell Street-Stanford Avenue-EB	San Pablo Ave	MLK Jr Way	Oakland	0.76	North	2	3	na	na	na	578	23.2	C/C
T41	Powell Street-Stanford Avenue-WB	MLK Jr Way	San Pablo Ave	Oakland	0.76	North	2	3	na	na	na	464	21.7	C/C
T42	Powell Street-Stanford Avenue-WB	San Pablo Ave	NB I-80 OFF Ramp	Emeryville	0.75	North	2	3	2,181	15.1	D/D	660	17.5	D/D
T43	40thStreet-Shellmound Avenue-EB	Shellmound Way (north of Powell St)	40th St	Emeryville	0.73	North	2	3	na	na	na	720	26.1	B/B
T44	40thStreet-Shellmound Avenue-EB	40th St	San Pablo Ave	Emeryville	0.68	North	3	4	1,142	11.6	D/D	720	18.5	C/C
T45	40thStreet-Shellmound Avenue-WB	San Pablo Ave	40th St	Emeryville	0.68	North	3	4	658	16.6	C/C	720	17.1	C/C
T46	40thStreet-Shellmound Avenue-WB	40th St	Shellmound Way (north of Powell St)	Emeryville	0.73	North	2	3	na	na	na	720	17.0	D/D

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T47	International Boulevard-NB	42nd Ave	Fruitvale Ave	Oakland	0.62	North	3	4	1,240	12.2	D/D	708	14.7	C/C
T48	International Boulevard-NB	Fruitvale Ave	14th Ave	Oakland	1.38	North	3	4	470	18.2	C/C	683	15.9	C/C
T49	International Boulevard-NB	14th Ave	Lake Merritt Blvd	Oakland	0.88	North	3	4	364	18.1	C/C	670	17.1	C/C
T50	International Boulevard-SB	Lake Merritt Blvd	14th Ave	Oakland	0.88	North	3	4	780	18.5	C/C	709	17.1	C/C
T51	International Boulevard-SB	14th Ave	Fruitvale Ave	Oakland	1.38	North	3	4	1,061	17.7	C/C	701	14.9	C/C
T52	International Boulevard-SB	Fruitvale Ave	42nd Ave	Oakland	0.62	North	3	4	1,503	9.0	D/E	720	12.7	D/D
T53	73d Ave-NB	International Blvd/73rd Ave	73rd Ave/Foothill Blvd	Oakland	1.07	North	2	3	2,317	19.1	C/C	716	20.6	C/C
T54	Foothill Boulevard-NB	73rd Ave/Foothill Blvd	Seminary Ave	Oakland	1.02	North	3	4	153	17.4	C/C	462	17.7	C/C
T55	Foothill Boulevard-NB	Seminary Ave	High Street	Oakland	1.22	North	3	4	370	18.2	C/C	671	17.6	C/C
T56	Foothill Boulevard-NB	High Street	Fruitvale Ave	Oakland	0.90	North	3	4	152	10.0	D/D	537	13.6	C/C
T57	Foothill Boulevard-NB	Fruitvale Ave	14th Ave	Oakland	1.32	North	2	3	369	18.5	C/C	469	17.5	D/D
T58	Foothill Boulevard-NB	14th Ave	1st Ave/Lake Shore Blvd	Oakland	0.88	North	3	4	54	17.8	C/C	581	18.9	C/C
T60	Foothill Boulevard-SB	14th Ave	Fruitvale Ave	Oakland	1.32	North	2	3	284	15.8	D/D	640	15.6	D/D
T61	Foothill Boulevard-SB	Fruitvale Ave	High Street	Oakland	0.90	North	3	4	247	9.6	D/D	465	13.3	C/C
T62	Foothill Boulevard-SB	High Street	Seminary Ave	Oakland	1.22	North	3	4	575	17.5	C/C	678	17.0	C/C

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T63	Foothill Boulevard-SB	Seminary Ave	73rd Ave/Foothill Blvd	Oakland	1.02	North	3	4	276	12.9	D/D	551	16.6	C/C
T64	73d Ave-SB	73rd Ave/Foothill Blvd	International Blvd/73rd Ave	Oakland	1.07	North	2	3	1,494	20.2	C/C	720	19.1	C/C
T65	E. 15th Street-SB/14th Avenue	1st Avenue	Foothill Blvd/14th Avenue	Oakland	0.98	North	3	4	na	na	na	na	na	na
T66	High Street-EB	Otis Drive	Central Ave	Alameda	0.58	North	3	4	505	19.2	B/B	707	18.5	C/C
T67	High Street-EB	Central Ave	Fernside Blvd	Alameda	0.48	North	3	4	1,695	16.3	C/C	707	18.5	C/C
T68	High Street-EB	Fernside Blvd	NB I-880 OFF Ramp	Oakland	0.50	North	2	3	576	10.9	E/E	687	12.3	E/E
T69	High Street-EB	NB I-880 OFF Ramp	Foothill Blvd	Oakland	0.61	North	3	4	945	10.6	D/D	713	12.7	D/D
T70	High Street-EB	Foothill Blvd	MacArthur Blvd/WB I-580 OFF Ramp	Oakland	1.29	North	3	4	1,049	18.8	C/C	720	18.0	C/C
T71	High Street-WB	MacArthur Blvd/WB I-580 OFF Ramp	Foothill Blvd	Oakland	1.29	North	3	4	707	18.3	C/C	708	17.4	C/C
T72	High Street-WB	Foothill Blvd	NB I-880 OFF Ramp	Oakland	0.61	North	3	4	1,029	10.2	D/D	720	15.0	C/C
T73	High Street-WB	NB I-880 OFF Ramp	Fernside Blvd	Oakland	0.50	North	2	3	2,068	17.3	D/D	720	14.8	D/D
T74	High Street-WB	Fernside Blvd	Central Ave	Alameda	0.48	North	3	4	2,420	18.5	C/C	720	18.4	C/C
T75	High Street-WB	Central Ave	Otis Drive	Alameda	0.58	North	3	4	1,301	16.8	C/C	594	18.0	C/C
T76	Crow Canyon Road/Grove Way-NB	A Street/Redwood Road	EB I-580 ON Ramp/Grove Way	Alameda County	0.95	Central	2	3	2,008	18.2	C/C	720	23.2	C/C
T77	Crow Canyon Road/Grove Way-NB	EB I-580 ON Ramp/Grove Way	Cull Canyon	Alameda County	0.81	Central	1	2	3,659	22.7	C/C	715	26.6	C/C

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T78	Crow Canyon Road-NB	Cull Canyon	Cold Water Dr	Alameda County	0.88	Central	1	2	3,675	36.7	A/A	720	36.0	A/A
T79	Crow Canyon Road-NB	Cold Water Dr	0.43 miles north of Norris Canyon Rd	Alameda County	2.41	Central	1	2	3,706	36.5	B/-	720	43.0	A/A
T80	Crow Canyon Road-NB	0.43 miles north of Norris Canyon Rd	County Line	Alameda County	2.97	Central	1	1	3,706	36.5	B/-	720	43.3	A/A
T81	Crow Canyon Road-SB	County Line	0.43 miles north of Norris Canyon Rd	Alameda County	2.97	Central	1	1	3,706	37.2	B/-	720	43.0	A/A
T82	Crow Canyon Road-SB	0.43 miles north of Norris Canyon Rd	Cold Water Dr	Alameda County	2.40	Central	1	2	3,706	37.2	B/-	720	42.4	A/A
T83	Crow Canyon Road-SB	Cold Water Dr	Cull Canyon	Alameda County	0.89	Central	1	2	2,981	35.9	A/A	720	33.4	B/B
T84	Crow Canyon Road/Grove Way-SB	Cull Canyon	EB I-580 ON Ramp/Grove Way	Alameda County	0.82	Central	1	2	2,335	25.3	C/C	720	26.2	C/C
T85	Crow Canyon Road/Grove Way-SB	EB I-580 ON Ramp/Grove Way	A Street/Redwood Road	Alameda County	0.94	Central	2	3	935	23.2	C/C	705	24.6	B/B
T86	Winton Avenue - D Street-EB	Hesperian Blvd.	SB I-880 ON Ramp	Hayward	0.39	Central	2	3	3,695	14.7	D/D	720	17.0	D/D
T87	Winton Avenue - D Street-EB	SB I-880 ON Ramp	Santa Clara St	Hayward	0.35	Central	2	3	3,599	18.8	C/C	720	16.8	D/D
T88	Winton Avenue - D Street-EB	Santa Clara St	Soto Rd	Hayward	0.55	Central	2	3	3,666	16.7	D/D	720	20.5	C/C
T89	Winton Avenue - D Street-EB	Soto Rd	Foothill Boulevard/D St	Hayward	0.92	Central	2	3	2,803	13.0	E/E	720	16.6	D/D

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T90	Winton Avenue - D Street-WB	Foothill Boulevard/D St	Soto Rd	Hayward	0.92	Central	2	3	864	17.7	D/D	720	20.3	C/C
T91	Winton Avenue - D Street-WB	Soto Rd	Santa Clara St	Hayward	0.55	Central	2	3	2,572	16.3	D/D	720	21.7	C/C
T92	Winton Avenue - D Street-WB	Santa Clara St	SB I-880 ON Ramp	Hayward	0.35	Central	2	3	2,510	30.2	A/A	720	24.8	B/B
T93	Winton Avenue - D Street-WB	SB I-880 ON Ramp	Hesperian Blvd.	Hayward	0.39	Central	2	3	3,693	19.3	C/C	720	21.6	C/C
T94	A Street-EB	Foothill Boulevard/A St	Redwood Rd/Grove Way	Alameda County	0.80	Central	2	3	3,483	19.0	C/C	720	22.4	C/C
T95	A Street-EB	Redwood Rd/Grove Way	EB I-580 ON Ramp/Grove Way	Alameda County	0.42	Central	2	3	3,293	19.2	C/C	720	22.4	C/C
T96	A Street-WB	EB I-580 ON Ramp/Grove Way	Redwood Rd/Grove Way	Alameda County	0.42	Central	2	3	3,223	20.1	C/C	720	21.4	C/C
T97	A Street-WB	Redwood Rd/Grove Way	Foothill Boulevard/A St	Alameda County	0.80	Central	2	3	3,174	19.1	C/C	720	21.7	C/C
T98	Hesperian Boulevard-Union City Blvd-NB	Union City/Alvarado Blvd	Whipple Rd	Union City	0.98	South	1	2	3,590	12.3	F/F	720	22.3	C/C
T99	Hesperian Boulevard-Union City Blvd-NB	Whipple Rd	Hesperian/Union City Blvd/overbridge	Union City	0.30	South	1	2	3,706	11.9	F/F	720	19.0	D/D
T100	Hesperian Boulevard-Union City Blvd-NB	Hesperian/Union City Blvd/overbridge	Industrial Blvd	Hayward	0.57	South	1	2	3,702	14.3	E/E	720	20.2	D/D
T101	Hesperian Boulevard-Union City Blvd-NB	Industrial Blvd	Tennyson/Hesperian	Hayward	1.05	South	2	3	3,526	23.8	C/C	720	27.5	B/B

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)									2018 Results			2020 Results		
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T102	Hesperian Boulevard-Union City Blvd-SB	Tennyson/Hesperian	Industrial Blvd	Hayward	1.05	South	2	3	2,744	23.0	C/C	720	30.0	A/A
T103	Hesperian Boulevard-Union City Blvd-SB	Industrial Blvd	Hesperian/Union City Blvd/overbridge	Hayward	0.57	South	1	2	757	21.2	D/D	720	23.6	C/C
T104	Hesperian Boulevard-Union City Blvd-SB	Hesperian/Union City Blvd/overbridge	Whipple Rd	Union City	0.30	South	1	2	3,546	23.8	C/C	720	20.7	D/D
T105	Hesperian Boulevard-Union City Blvd-SB	Whipple Rd	Union City/Alvarado Blvd	Union City	0.98	South	1	2	2,565	24.2	C/C	720	28.4	B/B
T106	Alvarado Blvd.-NB	NB I-880 ON Ramp	Deep Creek Rd/SB I-880 OFF Ramp	Fremont	0.22	South	1	2	3,394	26.0	C/C	720	26.9	C/C
T107	Alvarado Blvd.-NB	Deep Creek Rd/SB I-880 OFF Ramp	Fair Ranch Rd	Union City	1.42	South	1	2	2,528	22.7	C/C	720	26.5	C/C
T108	Alvarado Blvd.-NB	Fair Ranch Rd	Union City/Alvarado Blvd	Union City	0.51	South	1	2	2,536	19.9	D/D	720	20.7	D/D
T109	Alvarado Blvd.-SB	Union City/Alvarado Blvd	Fair Ranch Rd	Union City	0.51	South	1	2	2,103	17.3	D/D	720	19.6	D/D
T110	Alvarado Blvd.-SB	Fair Ranch Rd	Deep Creek Rd/SB I-880 OFF Ramp	Union City	1.42	South	1	2	1,879	22.9	C/C	720	25.9	C/C
T111	Alvarado Blvd.-SB	Deep Creek Rd/SB I-880 OFF Ramp	NB I-880 ON Ramp	Fremont	0.22	South	1	2	2,979	24.6	C/C	720	24.2	C/C
T112	Fremont Boulevard-NB	NB I-880 OFF Ramp	Automall Parkway	Fremont	1.28	South	1	2	3,309	20.7	D/D	720	23.1	C/C
T113	Fremont Boulevard-NB	Automall Parkway	Blacow Rd	Fremont	0.91	South	1	2	3,576	31.2	B/B	720	27.2	C/C

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T114	Fremont Boulevard-NB	Blacow Rd	Adams Ave	Fremont	0.38	South	1	2	3,653	24.5	C/C	720	23.7	C/C
T115	Fremont Boulevard-NB	Adams Ave	Stevenson Rd	Fremont	1.17	South	2	3	3,306	24.6	B/B	720	20.5	C/C
T116	Fremont Boulevard-NB	Stevenson Rd	Mowry Ave	Fremont	1.00	South	2	3	2,692	24.4	B/B	720	19.3	C/C
T117	Fremont Boulevard-NB	Mowry Ave	Peralta Blvd	Fremont	1.21	South	2	3	2,911	23.2	C/C	720	22.5	C/C
T118	Fremont Boulevard-NB	Peralta Blvd	Thornton Ave	Fremont	0.33	South	2	3	2,731	15.0	D/D	720	17.7	D/D
T119	Fremont Boulevard-NB	Thornton Ave	Decoto Rd	Fremont	1.33	South	1	2	3,075	25.8	C/C	720	26.5	C/C
T120	Fremont Boulevard-NB	Decoto Rd	Paseo Padre Pkwy	Fremont	0.56	South	1	2	3,185	23.5	C/C	720	25.2	C/C
T121	Fremont Boulevard-NB	Paseo Padre Pkwy	NB I-880 OFF Ramp	Fremont	0.39	South	1	2	3,068	24.2	C/C	720	25.5	C/C
T122	Fremont Boulevard-SB	NB I-880 OFF Ramp	Paseo Padre Pkwy	Fremont	0.39	South	1	2	2,206	22.9	C/C	720	25.6	C/C
T123	Fremont Boulevard-SB	Paseo Padre Pkwy	Decoto Rd	Fremont	0.56	South	1	2	1,709	24.7	C/C	720	25.5	C/C
T124	Fremont Boulevard-SB	Decoto Rd	Thornton Ave	Fremont	1.33	South	1	2	2,060	24.7	C/C	720	25.4	C/C
T125	Fremont Boulevard-SB	Thornton Ave	Peralta Blvd	Fremont	0.32	South	2	3	3,003	17.1	D/D	720	18.5	C/C
T126	Fremont Boulevard-SB	Peralta Blvd	Mowry Ave	Fremont	1.21	South	2	3	2,002	22.8	C/C	700	23.2	C/C
T127	Fremont Boulevard-SB	Mowry Ave	Stevenson Rd	Fremont	1.00	South	2	3	1,593	23.7	C/C	720	19.6	C/C
T128	Fremont Boulevard-SB	Stevenson Rd	Adams Ave	Fremont	1.17	South	2	3	1,705	22.3	C/C	720	20.7	C/C
T129	Fremont Boulevard-SB	Adams Ave	Blacow Rd	Fremont	0.38	South	1	2	2,376	21.9	D/D	720	27.0	C/C

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T130	Fremont Boulevard-SB	Blacow Rd	Automall Parkway	Fremont	0.91	South	1	2	1,994	27.1	C/C	720	27.9	C/C
T131	Fremont Boulevard-SB	Automall Parkway	NB I-880 OFF Ramp	Fremont	1.28	South	1	2	1,407	27.6	C/C	720	25.3	C/C
T132	Automall Parkway-EB	NB I-880 OFF Ramp	Fremont Blvd	Fremont	0.85	South	1	2	3,668	23.8	C/C	720	22.7	C/C
T133	Automall Parkway-EB	Fremont Blvd	NB I-680 ON Ramp	Fremont	0.74	South	1	2	3,634	13.1	E/E	720	20.5	D/D
T134	Automall Parkway-WB	NB I-680 ON Ramp	Fremont Blvd	Fremont	0.75	South	1	2	2,735	21.5	D/D	720	26.9	C/C
T135	Automall Parkway-WB	Fremont Blvd	NB I-880 OFF Ramp	Fremont	0.85	South	1	2	3,443	24.5	C/C	720	24.8	C/C
T136	Vasco Road-NB	WB I-580 OFF Ramp	Scenic Ave	Livermore	0.44	East	1	2	3,599	9.0	F/F	720	25.0	C/C
T137	Vasco Road-NB	Scenic Ave	Dalton Ave/City-County Line	Livermore	0.68	East	1	2	3,705	8.1	F/F	720	25.8	C/C
T138	Vasco Road-NB	Dalton Ave/City-County Line	N. Vasco Rd/Vasco Rd	Alameda County	3.11	East	1	2	3,700	40.6	C/-	720	49.6	A/A
T139	Vasco Road-NB	N. Vasco Rd/Vasco Rd	Local Road underpass/County Line	Alameda County	2.25	East	1	2	3,700	40.6	C/-	na	na	na
T140	Vasco Road-SB	Local Road underpass/County Line	N. Vasco Rd/Vasco Rd	Alameda County	2.25	East	1	2	3,438	56.4	A/-	na	na	na
T141	Vasco Road-SB	N. Vasco Rd/Vasco Rd	Dalton Ave/City-County Line	Alameda County	3.11	East	1	2	3,438	56.4	A/-	720	51.2	A/A
T142	Vasco Road-SB	Dalton Ave/City-County Line	Scenic Ave	Livermore	0.68	East	1	2	3,393	28.4	B/B	720	37.3	A/A
T143	Vasco Road-SB	Scenic Ave	WB I-580 OFF Ramp	Livermore	0.44	East	1	2	1,872	30.2	B/B	720	37.1	A/A
T144	Dublin Blvd.-EB	San Ramon Road	Village Parkway	Dublin	0.73	East	2	3	3,577	15.3	D/D	720	23.5	C/C
T145	Dublin Blvd.-EB	Village Parkway	Dougherty Rd	Dublin	0.81	East	2	3	3,572	24.1	B/B	720	26.9	B/B
T146	Dublin Blvd.-EB	Dougherty Rd	Hacienda Dr	Dublin	1.21	East	1	2	3,705	27.6	C/C	720	28.1	B/B

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T147	Dublin Blvd.-EB	Hacienda Dr	Tassajara Dr	Dublin	0.89	East	1	2	3,468	21.8	D/D	70	23.7	C/C
T148	Dublin Blvd.-WB	Tassajara Dr	Hacienda Dr	Dublin	0.89	East	1	2	3,523	22.4	C/C	720	25.4	C/C
T149	Dublin Blvd.-WB	Hacienda Dr	Dougherty Rd	Dublin	1.21	East	1	2	3,616	26.6	C/C	720	29.6	B/B
T150	Dublin Blvd.-WB	Dougherty Rd	Village Parkway	Dublin	0.81	East	2	3	3,582	22.9	C/C	720	24.7	B/B
T151	Dublin Blvd.-WB	Village Parkway	San Ramon Road	Dublin	0.73	East	2	3	3,122	13.8	E/E	720	23.1	C/C
T152	San Ramon Road-NB	WB I-580 OFF ramp	Silvergate Dr	Dublin	0.64	East	1	2	2,976	21.9	D/D	720	28.4	B/B
T153	San Ramon Road-NB	Silvergate Dr	Alcosta Blvd/Westside Dr/County Line	Dublin	0.99	East	1	2	3,503	32.4	B/B	720	31.0	B/B
T154	San Ramon Road-SB	Alcosta Blvd/Westside Dr/County Line	Silvergate Dr	Dublin	0.99	East	1	2	2,978	33.0	B/B	720	31.7	B/B
T155	San Ramon Road-SB	Silvergate Dr	WB I-580 OFF ramp	Dublin	0.64	East	1	2	1,660	23.1	C/C	720	23.5	C/C
T156	Dougherty Road-NB	WB I-580 OFF ramp	Amador Valley Blvd on SB	Dublin	1.12	East	1	2	3,613	22.0	C/D	na	na	na
T157	Dougherty Road-NB	Amador Valley Blvd on SB	Fallcreek Rd on SB/County Line	Dublin	0.80	East	1	2	3,609	41.6	A/A	720	42.9	A/A
T158	Dougherty Road-SB	Fallcreek Rd on SB/County Line	Amador Valley Blvd on SB	Dublin	0.80	East	1	2	3,378	30.8	B/B	720	40.0	A/A
T159	Dougherty Road-SB	Amador Valley Blvd on SB	WB I-580 OFF ramp	Dublin	1.12	East	1	2	3,537	21.2	D/D	720	29.7	B/B
T160	Tassajara Road-NB	WB I-580 OFF ramp	Central Parkway	Dublin	0.49	East	1	2	na	na	na	720	27.4	C/C
T161	Tassajara Road-NB	Central Parkway	Somerset Ln/N Dublin Ranch Dr	Dublin	0.68	East	1	2	na	na	na	720	29.7	B/B
T162	Tassajara Road-NB	Somerset Ln/N Dublin Ranch Dr	Fallon Rd	Dublin	1.04	East	1	2	na	na	na	720	36.6	A/A

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T163	Tassajara Road-NB	Fallon Rd	County Line	Dublin	0.51	East	1	1	na	na	na	na	na	na
T164	Tassajara Road-SB	County Line	Fallon Rd	Dublin	0.51	East	1	1	na	na	na	na	na	na
T165	Tassajara Road-SB	Fallon Rd	Somerset Ln/N Dublin Ranch Dr	Dublin	1.04	East	1	2	na	na	na	720	37.4	A/A
T166	Tassajara Road-SB	Somerset Ln/N Dublin Ranch Dr	Central Parkway	Dublin	0.68	East	1	2	na	na	na	720	28.1	B/B
T167	Tassajara Road-SB	Central Parkway	WB I-580 OFF ramp	Dublin	0.49	East	1	2	na	na	na	720	29.6	B/B
T168	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	SR 84/Isabel Ave	Murrta Blvd	Livermore	0.91	East	1	2	3,611	26.8	C/C	720	31.8	B/B
T169	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	Murrta Blvd	S Livermore Ave	Livermore	1.07	East	2	3	2,371	21.8	C/C	na	na	na
T170	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	S Livermore Ave	Inman St	Livermore	0.46	East	2	3	450	17.5	D/D	719	18.7	C/C
T171	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	Inman St	S Livermore Ave	Livermore	0.46	East	2	3	194	13.7	E/E	na	na	na
T172	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	S Livermore Ave	Murrta Blvd	Livermore	1.07	East	2	3	1,020	19.5	C/C	na	na	na

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T173	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	Murrita Blvd	SR 84/Isabel Ave	Livermore	0.91	East	1	2	2,664	34.8	B/B	720	33.9	B/B
T174	Stoneridge Drive-EB	SB I-680 OFF Ramp	Hopyard Rd	Pleasanton	0.93	East	1	2	3,697	28.6	B/B	720	30.1	B/B
T175	Stoneridge Drive-EB	Hopyard Rd	Hacienda Dr	Pleasanton	0.49	East	1	2	3,423	28.5	B/B	720	27.2	C/C
T176	Stoneridge Drive-EB	Hacienda Dr	W. Las Positas Blvd	Pleasanton	0.63	East	1	2	3,632	27.2	C/C	720	27.4	C/C
T177	Stoneridge Drive-EB	W. Las Positas Blvd	Santa Rita Road	Pleasanton	0.44	East	1	2	2,947	26.7	C/C	na	na	na
T178	Santa Rita Road-EB	Stoneridge Dr/Santa Rita Road	W. Los Positas Blvd	Pleasanton	0.29	East	1	2	3,424	28.2	B/B	720	28.8	B/B
T179	Santa Rita Road-EB	W. Los Positas Blvd	WB I-580 OFF Ramp	Pleasanton	0.88	East	1	2	3,662	24.5	C/C	720	27.5	C/C
T180	Santa Rita Road-WB	WB I-580 OFF Ramp	W. Los Positas Blvd	Pleasanton	0.88	East	1	2	3,410	27.7	C/C	720	28.3	B/B
T181	Santa Rita Road-WB	W. Los Positas Blvd	Santa Rita Road	Pleasanton	0.29	East	1	2	3,449	25.4	C/C	720	27.5	C/C
T182	Stoneridge Drive-WB	Santa Rita Road	W. Las Positas Blvd	Pleasanton	0.44	East	1	2	1,070	26.5	C/C	na	na	na
T183	Stoneridge Drive-WB	W. Las Positas Blvd	Hacienda Dr	Pleasanton	0.63	East	1	2	3,308	31.4	B/B	na	na	na
T184	Stoneridge Drive-WB	Hacienda Dr	Hopyard Rd	Pleasanton	0.49	East	1	2	2,744	22.1	C/C	720	26.0	C/C
T185	Stoneridge Drive-WB	Hopyard Rd	SB I-680 OFF Ramp	Pleasanton	0.93	East	1	2	3,366	29.4	B/B	720	29.1	B/B
T186	Sunol Blvd.- 1st Street- Stanley Blvd.- NB	NB I-680 OFF	Bernal Ave	Pleasanton	1.23	East	1	2	2,654	27.1	C/C	720	26.2	C/C
T187	Sunol Blvd.- 1st Street- Stanley Blvd.- NB	Bernal Ave	Ray/Vineyard	Pleasanton	0.63	East	3	4	3,640	17.7	C/C	720	16.6	C/C

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CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T188	Sunol Blvd.- 1st Street- Stanley Blvd.- NB	Ray/Vineyard	Bernal Ave/Valley Ave	Pleasanton	0.86	East	2	3	3,171	23.6	C/C	720	24.5	B/B
T189	Sunol Blvd.- 1st Street- Stanley Blvd.- NB	Bernal Ave/Valley Ave	SR 84/Isabel Ave	Livermore	2.98	East	1	1	3,675	48.9	A/A	720	52.9	A/A
T190	Sunol Blvd.- 1st Street- Stanley Blvd.- SB	SR 84/Isabel Ave	Bernal Ave/Valley Ave	Livermore	2.98	East	1	1	3,148	51.1	A/A	720	52.8	A/A
T191	Sunol Blvd.- 1st Street- Stanley Blvd.- SB	Bernal Ave/Valley Ave	Ray/Vineyard	Pleasanton	0.86	East	2	3	1,400	27.2	B/B	720	27.7	B/B
T192	Sunol Blvd.- 1st Street- Stanley Blvd.- SB	Ray/Vineyard	Bernal Ave	Pleasanton	0.63	East	3	4	2,255	19.1	B/B	720	19.7	B/B
T193	Sunol Blvd.- 1st Street- Stanley Blvd.- SB	Bernal Ave	NB I-680 OFF	Pleasanton	1.23	East	1	2	2,417	33.2	B/B	720	30.9	B/B
T194	14th Avenue - EB	E 8th Street	Foothill Boulevard	Oakland	0.26	North	3	3	1,580	10.9	D/E	714	14.0	C/E
T195	14th Street- Lake Merritt Blvd - WB	12th Street	Bush Street	Oakland	1.13	North	3	3	212	12.8	D/E	610	15.0	C/D
T196	20th Street	Harrison Street	San Pablo Avenue	Oakland	0.51	North	2	3	na	na	na	472	12.6	E/E
T197	23rd Avenue - NB	23rd Ave NB/SB Split	E 11th	Oakland	0.15	North	3	3	2,872	22.7	B/C	711	18.0	C/C
T198	23rd Avenue - SB	E 12th St	23rd Ave NB/SB Split	Oakland	0.14	North	3	3	958	19.8	B/C	720	20.5	B/C
T199	29th Avenue	Ford St	International/E 14th	Oakland	0.52	Central	2	3	na	na	na	670	12.0	E/E
T200	40th Street- Shellmound Avenue - WB	Broadway	Powell Boulevard	Oakland	1.31	North	3	3	283	16.2	C/D	720	18.1	C/C

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T201	42nd Avenue-Courtland	International Blvd	High Street	Oakland	0.37	Central	2	3	na	na	na	409	16.6	D/D
T202	52nd Street - WB	Telegraph Avenue	Shattuck	Oakland	0.11	North	3	3	1,000	12.1	D/E	699	17.0	C/D
T203	55th Street	Shattuck Avenue	Market Street	Oakland	0.52	North	2	3	na	na	na	657	16.2	D/D
T204	5th Street	Oak Street	Adeline Street	Oakland	1.32	North	2	3	na	na	na	na	na	na
T205	6th Street	Oak Street	Adeline Street	Oakland	1.32	North	2	3	na	na	na	720	41.8	A/A
T206	73rd Avenue	MacArthur Blvd	I-580	Oakland	0.79	Central	2	3	na	na	na	709	19.4	C/C
T207	7th Street-E 8th Street	14th Avenue	I-880	Oakland	3.43	North	2	3	na	na	na	53	17.6	D/D
T208	8th Street - WB	Harrison	Broadway	Oakland	0.22	North	3	3	1,643	7.2	E/F	720	11.7	D/E
T209	98th Avenue - EB	Airport Access Road	I-580	Oakland	3.25	North	3	3	1,120	16.3	C/D	663	17.0	C/D
T210	Airport Access Road - NB	Dollittle Drive	Hegenberger Road	Oakland	0.32	North	3	3	937	16.6	C/D	585	18.0	C/D
T211	Altamont Pass Road-Grant Line - EB	Greenville Road	County Line (EB)	Alameda County	9.71	East	1	2	2,083	30.2	C/B	715	36.3	A/A
T212	Altamont Pass Road-Grant Line	Laughlin Rd	Greenville Road	Alameda County	0.49	East	1	2	na	na	na	720	24.4	C/C
T213	Altamont Pass-Grant Line	Vasco Road	Laughlin Rd	Livermore	0.90	East	1	2	na	na	na	720	22.8	C/C
T214	Alvarado-Niles/Smith/Niles Blvd - EB	Union City Boulevard	Mission Boulevard	Union City	6.89	South	3	3	1,917	22.9	B/C	713	24.0	B/C
T215	Auto Mall Parkway - EB	Cherry Street	I-880	Fremont	0.75	South	3	3	3,652	17.0	C/D	720	21.1	B/C
T216	B Street	Foothill Boulevard	Mission Boulevard	Hayward	0.20	South	2	3	na	na	na	720	13.8	E/E
T217	Bernal Avenue - EB	Bernal Avenue	Sunol Blvd/First St	Pleasanton	1.37	East	1	1	3,369	27.7	C/C	720	28.6	B/C
T218	Broadway - NB	College Ave	SR24	Oakland	0.94	North	3	3	3,429	19.4	B/C	720	20.0	B/C

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CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T219	Broadway	Encinal Avenue	Tilden Way	Alameda	0.55	Central	2	3	na	na	na	na	na	na
T220	Buchanan Street-Marin Avenue - EB	I-80	Arlington/Del Norte	Albany	2.12	North	3	3	2,355	15.0	C/D	700	16.8	C/D
T221	Bush Street	7th Street	San Pablo Avenue	Oakland	0.87	North	2	3	na	na	na	na	na	na
T223	Carlos Bee Blvd-Hayward Blvd	Campus Drive	Mission Boulevard	Hayward	0.93	South	1	2	na	na	na	720	32.0	B/B
T224	Casto Street - NB	7th Street	San Pablo Avenue	Oakland	0.77	North	3	3	715	17.3	C/D	720	24.8	B/B
T225	Castro Valley Boulevard-Mattox - EB	Mission Boulevard	Crow Canyon Road	Alameda County	2.70	Central	3	3	810	16.9	C/D	716	20.4	B/C
T226	Central Avenue - NB	Cherry Street	I-880	Newark	0.85	South	3	3	846	23.9	B/C	720	27.0	A/B
T227	Cherry-Boyce-Cushing	I-880	Thornton Avenue	Newark	5.67	South	1	2	na	na	na	720	33.3	B/B
T228	Claremont Avenue	Telegraph Avenue	Ashby Avenue	Oakland	2.62	North	2	3	na	na	na	na	na	na
T229	Clawiter Road - SB	Winton Avenue	SR-92	Hayward	1.75	Central	3	3	1,863	20.7	B/C	719	24.3	B/B
T230	Constitution Way-8th Street	Central Avenue	Webster Street	Alameda	0.95	Central	2	3	na	na	na	720	15.9	D/D
T231	Dublin Boulevard	Fallon Road	Tassajara Road	Dublin	1.24	East	1	2	na	na	na	na	na	na
T232	Durant Avenue	Shattuck Avenue	College Avenue	Berkeley	0.73	North	2	3	na	na	na	720	15.0	D/D
T233	Dyer Street - SB	Whipple Road	Alvarado Boulevard	Union City	1.15	South	3	3	1,974	21.3	B/C	720	23.1	B/C
T234	E 12th Street	40th St	Lake Merritt Blvd	Oakland	2.82	North	2	3	na	na	na	na	na	na
T235	E 18th Street - EB	Lakeshore Avenue	Park Boulevard	Oakland	0.22	North	3	3	1,560	12.1	D/E	113	14.3	C/D
T236	East Avenue - EB	Livermore Avenue	Vasco Road	Livermore	2.53	East	2	2	1,577	29.8	B/B	720	28.1	B/B

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T237	El Charro Road - NB	Stoneridge Drive	I-580	Pleasanton	0.26	East	2	2	2,829	23.1	C/C	720	45.2	A/A
T238	Estudillo Avenue - EB	E 14th St	MacArthur Blvd	San Leandro	0.98	Central	3	3	1,742	19.0	B/C	712	20.2	B/C
T239	Fallon Road	I-580	Tassajara Road	Dublin	2.85	East	1	2	na	na	na	38	33.1	B/B
T240	Fernside Boulevard	Otis-Dollittle Drive	High Street	Alameda	1.15	Central	2	3	na	na	na	720	20.6	C/C
T241	First Street - EB	Stanley Boulevard	Railroad Avenue	Livermore	0.88	East	2	2	308	13.3	E/E	131	17.0	D/E
T242	Foothill Road - NB	Stoneridge Drive	I-580	Pleasanton	0.74	East	2	2	3,608	19.5	C/D	720	25.5	B/C
T243	Fremont Boulevard	I-880	County Line	Fremont	3.01	South	1	2	na	na	na	706	39.1	A/A
T244	Fruitvale Avenue - NB	Tilden Way	MacArthur Blvd	Oakland	2.37	North	3	3	277	14.0	C/E	711	15.0	C/D
T245	Gilman Street - EB	I-80	San Pablo Boulevard	Berkeley	0.63	North	3	3	1,564	13.6	C/E	720	15.6	C/D
T246	Gimmer Boulevard - SB	Paseo Padre Parkway	Mission Boulevard	Fremont	5.08	South	3	3	85	26.0	A/B	712	26.8	A/B
T247	Harrison St-Oakland Ave - EB	20th Street	MacArthur Blvd	Oakland	0.99	North	3	3	3,036	17.2	C/D	713	16.5	C/D
T248	High Street - NB	I-580	MacArthur Blvd	Oakland	0.05	North	3	3	1,483	7.1	E/F	720	16.3	C/D
T249	Industrial Blvd-Pkwy West - EB	Clawiter Road	Mission Boulevard	Hayward	5.06	Central	3	3	2,557	22.1	B/C	720	25.6	A/B
T250	Industrial Pkwy Southwest	Industrial Pkwy West	Whipple Road	Hayward	0.92	South	1	2	na	na	na	720	31.3	B/B
T251	Isabel Avenue	Portola Avenue	Airway Boulevard	Livermore	0.85	East	1	2	na	na	na	720	27.1	C/C
T252	Lewelling Boulevard - EB	Hesperian Boulevard	Hesperian Boulevard	Alameda County	1.42	Central	3	3	648	16.8	C/D	720	20.0	B/C
T253	Lewelling Boulevard - WB	Hesperian Boulevard	Wicks Boulevard	San Leandro	1.53	Central	3	3	461	24.4	B/B	720	25.8	A/B

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T254	Livermore Avenue - NB	Tesla Road	I-580	Livermore	3.29	East	2	2	596	22.4	C/C	666	24.2	B/C
T255	MacArthur-Santa Clara - WB	Estudillo Avenue	Seminary Ave	Oakland	4.36	Central - North	3	3	51	20.0	B/C	513	24.0	B/B
T256	Main St-Santa Rita Rd	Bernal Avenue	Stoneridge Drive	Pleasanton	3.10	East	1	2	na	na	na	na	na	na
T257	Marina Boulevard - WB	Dollittle Drive	Washington Avenue	San Leandro	1.80	Central	3	3	1,112	17.8	C/D	621	18.8	C/C
T258	Market Street - NB	55th Street	Stanford Avenue	Oakland	0.36	North	3	3	2,442	14.0	C/E	703	16.7	C/D
T259	Martin Luther King Jr Way - NB	Marin Avenue	Adeline Street	Berkeley	2.67	North	3	3	2,642	15.2	C/D	717	17.1	C/D
T260	Martin Luther King Jr Way - NB	San Pablo Avenue	47th Street	Oakland	1.78	North	3	3	507	16.5	C/D	7	18.4	C/C
T261	Mission Boulevard - SB	I-680	I-680	Fremont	3.01	South	3	3	1,688	27.6	A/B	720	31.0	A/A
T262	Mowry Avenue	I-880	Cherry Street	Newark	0.78	South	1	2	na	na	na	720	21.6	D/D
T263	Neal Street	Main St	1st Street	Pleasanton	0.13	East	1	2	na	na	na	682	19.3	D/D
T264	North Canyons Parkway-Portola	Airway Boulevard	1st Street	Livermore	4.20	East	1	2	na	na	na	720	29.9	B/B
T265	Osgood Road-WarmSprings Blvd	County Line	Fremont/Washington	Fremont	5.48	South	1	2	na	na	na	720	30.1	B/B
T266	Otis Drive	Park Street	Broadway	Alameda	0.24	Central	2	3	na	na	na	720	15.7	D/D
T267	Owens Drive - EB	Willow Road	W Las Positas Blvd	Pleasanton	1.10	East	2	2	2,988	20.5	C/D	655	27.6	B/C
T268	Park Boulevard - EB	E 18th Street	SR-13	Oakland	3.12	North	3	3	1,377	21.7	B/C	634	24.2	B/B

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T269	Park Street - NB	Otis Drive	Encinal Avenue	Alameda	0.42	North	3	3	1,982	15.1	C/D	720	13.8	C/E
T270	Paseo Padre Parkway - WB	Peralta Boulevard	Grimmer Boulevard	Fremont	2.30	South	3	3	2,340	22.1	B/C	720	24.8	B/B
T271	Paseo Padre Parkway - EB	SR-84	Ardenwood Boulevard	Fremont	1.50	South	3	3	3,539	32.4	A/A	720	41.1	A/A
T272	Patterson Pass Road - EB	Vasco Road	County Line (EB)	Livermore	10.11	East	1	2	2,878	37.6	A/A	na	na	na
T273	Redwood Road - NB	I-580	Castro Valley Boul	Alameda County	0.38	Central	3	3	2,735	11.9	D/E	720	15.5	C/D
T274	San Leandro Blvd - EB	E 14th Street	San Leandro/Oakland	San Leandro	2.18	Central	3	3	943	20.7	B/C	683	25.2	A/B
T275	San Leandro Street - EB	Fruitvale Avenue	Oakland//SL border	Oakland	4.33	North	3	3	638	19.3	B/C	714	31.1	A/A
T276	San Pablo Avenue	16th Street	I-580	Oakland	1.70	North	2	3	na	na	na	2	16.7	D/D
T277	Santa Clara Avenue	Webster Street	Broadway	Alameda	2.28	Central	2	3	na	na	na	na	na	na
T278	Seminary Avenue - EB	MacArthur Boulevard	I-580	Oakland	0.67	North	3	3	2,586	21.8	B/C	706	21.8	B/C
T279	Shattuck Avenue	Marin Avenue	University Avenue	Berkeley	1.27	North	2	3	na	na	na	690	18.5	C/C
T280	Solano Avenue	San Pablo Boulevard	Sutter Street	Albany	1.47	North	2	3	na	na	na	618	15.3	D/D
T281	Stevenson Boulevard - NB	Cherry Street	Mission Boulevard	Fremont	4.02	South	3	3	2,495	21.4	B/C	720	23.1	B/C
T282	Stoneridge Dr-Jack London Blvd - WB	Foothill Road	Hopyard Rd	Pleasanton	1.52	East	1	1	3,264	27.0	C/D	720	28.0	B/C
T283	Telegraph Avenue - NB	51st Street	Broadway	Oakland	2.25	North	3	3	1,019	12.9	D/E	672	14.5	C/D
T284	Tennyson Road - WB	Industrial Boulevard	Hesperian Boulevard	Hayward	0.60	Central	3	3	1,346	24.2	B/B	720	22.5	B/C
T285	Tesla Road - EB	Livermore Avenue	County Line (EB)	Alameda County	11.93	East	1	2	2,623	33.3	B/B	na	na	na

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T286	Thornton Avenue - EB	SR-84	I-880	Newark	3.73	South	3	3	1,185	24.0	B/C	720	26.5	A/B
T287	Tilden Way	Park Street	Fruitvale Avenue	Alameda	0.43	Central	2	3	na	na	na	677	15.8	D/D
T288	UC Blvd-Ardenwood-Newark Blvd	Alvarado Blvd	SR 84	Union City	3.57	South	1	2	na	na	na	720	31.0	B/B
T289	Vallecitos Road - NB	SR-84	1st St	Livermore	3.32	East	2	2	1,486	31.8	A/B	720	32.8	A/B
T290	Vasco Road - SB	I-580	Tesla Road	Livermore	4.05	East	2	2	836	32.1	A/B	na	na	na
T291	Village Parkway - NB	Dublin Boulevard	County Line	Dublin	1.50	East	2	2	214	23.2	C/C	720	25.1	B/C
T292	W Las Positas Blvd - EB	Owens Drive	Santa Rita Road	Pleasanton	0.22	East	2	2	2,637	17.3	D/D	na	na	na
T293	Walnut Avenue	Mission Boulevard	Fremont Boulevard	Fremont	1.83	South	1	2	na	na	na	na	na	na
T294	Warren Avenue	Fremont Blvd	Warm Springs Blvd	Fremont	1.04	South	1	2	na	na	na	720	22.1	C/C
T295	Washington Avenue - NB	Juana Avenue	Lewelling Blvd	San Leandro	2.72	Central	3	3	198	16.6	C/D	636	18.6	C/C
T296	Washington Boulevard - WB	Fremont Boulevard	Mission Boulevard	Fremont	2.20	South	3	3	1,571	20.2	B/C	720	27.3	A/B
T297	Whipple Road	Mission Boulevard	Union City Boulevard	Union City	3.43	South	1	2	na	na	na	720	22.7	C/C
T298	Wicks Blvd-Merced Street - SB	Marina Boulevard	Lewelling Blvd	San Leandro	2.19	Central	3	3	473	25.9	A/B	na	na	na
T299	Winton Avenue - WB	Clawiter Road	Hesperian Boulevard	Hayward	0.54	Central	3	3	3,547	25.6	A/B	720	23.6	B/C
T300	14th Avenue - WB	E 8th Street	Foothill Boulevard	Oakland	0.26	North	3	3	1,272	14.3	C/D	na	na	na
T301	14th Street-Lake Merritt Blvd - EB	Bush Street	12th Street	Oakland	1.13	North	3	3	654	11.5	D/E	586	12.9	D/E
T302	20th Street	San Pablo Avenue	Harrison Street	Oakland	0.51	North	2	3	na	na	na	541	12.7	E/E
T303	23rd Avenue - SB	23rd Ave NB/SB Split	E 11th	Oakland	0.15	North	3	3	1,102	23.3	B/C	720	19.8	B/C

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T304	23rd Avenue - NB	E 12th St	23rd Ave NB/SB Split	Oakland	0.14	North	3	3	1,905	14.4	C/D	711	18.6	C/C
T305	29th Avenue	International/E 14th	Ford St	Oakland	0.52	Central	2	3	na	na	na	14	11.8	E/E
T306	40th Street-Shellmound Avenue - EB	Powell Boulevard	Broadway	Oakland	1.31	North	3	3	1,020	17.1	C/D	720	17.3	C/D
T307	42nd Avenue-Courtland	High Street	International Blvd	Oakland	0.37	Central	2	3	na	na	na	523	19.7	C/C
T308	52nd Street - EB	Telegraph Avenue	Shattuck Avenue	Oakland	0.11	North	3	3	3,127	9.7	D/F	694	12.4	D/E
T309	55th Street	Market Street	Shattuck Avenue	Oakland	0.52	North	2	3	na	na	na	708	14.7	D/D
T310	5th Street	Adeline Street	Oak Street	Oakland	1.32	North	2	3	na	na	na	720	22.6	C/C
T312	73rd Avenue	I-580	MacArthur Blvd	Oakland	0.79	Central	2	3	na	na	na	706	15.6	D/D
T313	7th Street-E 8th Street - EB	I-880	14th Avenue	Oakland	3.43	North	3	3	84	13.8	C/E	432	20.0	B/C
T314	98th Avenue - WB	I-580	Airport Access Road	Oakland	3.25	North	3	3	333	17.5	C/D	720	17.8	C/D
T315	Airport Access Road - SB	Hegenberger Road	Dollittle Drive	Oakland	0.32	North	3	3	212	14.2	C/D	152	12.9	D/E
T316	Altamont Pass Road - WB	Greenville Road	County Line	Alameda County	9.71	East	3	3	72	39.0	A/A	17	45.5	A/A
T317	Altamont Pass Road-Grant Line	Greenville Road	Laughlin Rd	Alameda County	0.49	East	1	2	na	na	na	681	37.8	A/A
T318	Altamont Pass-Grant Line	Laughlin Rd	Vasco Road	Livermore	0.90	East	1	2	na	na	na	709	36.3	A/A
T319	Alvarado-Niles/Smith/Niles Blvd - WB	Union City Boulevard	Mission Boulevard	Union City	6.89	South	3	3	680	23.0	B/C	691	23.3	B/C
T320	Auto Mall Parkway - WB	I-880	Cherry Street	Fremont	0.75	South	3	3	3,678	15.7	C/D	720	23.1	B/C

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T321	B Street	Mission Boulevard	Foothill Boulevard	Hayward	0.20	South	2	3	na	na	na	na	na	na
T322	Bernal Avenue - WB	I-680	Sunol Blvd/First St	Pleasanton	1.37	East	1	1	1,481	24.1	C/D	720	27.4	C/C
T323	Broadway - SB	College Ave	SR24	Oakland	0.94	North	3	3	1,538	20.3	B/C	712	23.1	B/C
T324	Broadway	Tilden Way	Encinal Avenue	Alameda	0.55	Central	2	3	na	na	na	na	na	na
T325	Buchanan Street-Marin Avenue - WB	I-80	Arlington/Del Norte	Albany	2.12	North	3	3	890	16.1	C/D	714	15.8	C/D
T326	C Street	Mission Boulevard	Foothill Boulevard	Hayward	0.19	South	2	3	na	na	na	720	14.4	D/D
T327	Carlos Bee Blvd-Hayward Blvd	Mission Boulevard	Campus Drive	Hayward	0.93	South	1	2	na	na	na	720	32.9	B/B
T328	Castro Valley Boulevard-Mattox - WB	Mission Boulevard	Crow Canyon Road	Alameda County	2.70	Central	3	3	565	15.7	C/D	715	18.7	C/C
T329	Central Avenue - SB	I-880	Cherry Street	Newark	0.85	South	3	3	277	23.1	B/C	698	24.4	B/B
T330	Cherry-Boyce-Cushing	Thornton Avenue	I-880	Newark	5.67	South	1	2	na	na	na	715	33.5	B/B
T331	Claremont Avenue	Ashby Avenue	Telegraph Avenue	Oakland	1.68	North	2	3	na	na	na	703	21.6	C/C
T332	Clawiter Road - NB	Winton Avenue	SR-92	Hayward	1.75	Central	3	3	2,982	17.7	C/D	720	20.1	B/C
T333	Constitution Way-8th Street	Webster Street	Central Avenue	Alameda	0.95	Central	2	3	na	na	na	720	18.5	C/C
T334	Dublin Boulevard	Tassajara Road	Fallon Road	Dublin	1.24	East	1	2	na	na	na	na	na	na
T335	Durant Avenue	College Avenue	Shattuck Avenue	Berkeley	0.73	North	2	3	na	na	na	na	na	na
T336	Dyer Street - NB	Whipple Road	Alvarado Boulevard	Union City	1.15	South	3	3	3,002	15.0	C/D	720	20.4	B/C
T337	E 12th Street	Lake Merritt Blvd	High Street	Oakland	3.00	North	2	3	na	na	na	720	26.2	B/B

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T338	E 18th Street - WB	Lakeshore Avenue	Park Boulevard	Oakland	0.22	North	3	3	243	11.5	D/E	525	14.8	C/D
T339	East Avenue - WB	Livermore Avenue	Vasco Road	Livermore	2.53	East	2	2	1,750	26.5	B/C	720	26.8	B/C
T340	El Charro Road - SB	I-580	Stoneridge Drive	Pleasanton	0.26	East	2	2	2,423	25.4	B/C	711	27.7	B/C
T341	Estudillo Avenue - WB	E 14th St	MacArthur Blvd	San Leandro	0.98	Central	3	3	1,249	20.4	B/C	627	21.4	B/C
T342	Fallon Road	Tassajara Road	I-580	Dublin	2.85	East	1	2	na	na	na	720	33.1	B/B
T343	Fernside Boulevard	High Street	Otis-Dollittle Drive	Alameda	1.15	Central	2	3	na	na	na	720	20.3	C/C
T344	First Street - WB	Stanley Boulevard	Railroad Avenue	Livermore	0.88	East	2	2	204	15.1	D/E	310	15.0	D/E
T345	Foothill Road - SB	Stoneridge Drive	I-580	Pleasanton	0.74	East	2	2	3,318	22.8	C/C	720	27.9	B/C
T346	Fremont Boulevard	County Line	I-880	Fremont	3.01	South	1	2	na	na	na	692	37.1	A/A
T347	Fruitvale Avenue - SB	Tilden Way	MacArthur Boulevard	Oakland	2.37	North	3	3	152	11.7	D/E	658	13.9	C/E
T348	Gilman Street - WB	I-80	San Pablo Boulevard	Berkeley	0.63	North	3	3	1,851	15.0	C/D	720	15.7	C/D
T349	Gimmer Boulevard - NB	Paseo Padre Parkway	Mission Boulevard	Fremont	5.08	South	3	3	364	24.7	B/B	568	25.9	A/B
T350	Harrison St-Oakland Ave - SB	MacArthur Blvd	20th Street	Oakland	0.99	North	3	3	423	16.3	C/D	714	18.1	C/C
T351	High Street - WB	I-580	MacArthur Blvd	Oakland	0.05	North	3	3	1,245	12.8	D/E	720	17.1	C/D
T352	Industrial Blvd-Pkwy West - WB	Clawiter Road	Mission Boulevard	Hayward	5.16	Central	3	3	2,393	25.4	A/B	720	25.2	A/B
T353	Industrial Pkwy Southwest	Whipple Road	Industrial Pkwy West	Hayward	0.89	South	1	2	na	na	na	720	28.0	C/C
T354	Isabel Avenue	Airway Boulevard	Portola Avenue	Livermore	0.85	East	1	2	na	na	na	715	33.3	B/B

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)									2018 Results			2020 Results		
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T355	Lewelling Boulevard - WB	Hesperian Boulevard	Mission Boulevard	Alameda County	1.42	Central	3	3	311	17.0	C/D	720	20.6	B/C
T356	Lewelling Boulevard - EB	Wicks Boulevard	Hesperian Boulevard	San Leandro	1.53	Central	3	3	890	19.9	B/C	720	22.5	B/C
T357	Livermore Avenue - SB	I-580	Tesla Road	Livermore	3.29	East	2	2	329	20.4	C/D	672	23.5	C/C
T358	MacArthur-Santa Clara - EB	San Pablo Avenue	Piedmont Ave	Oakland	1.56	North	3	3	1,519	11.8	D/E	24	22.7	B/C
T359	Main St-Santa Rita Rd - SB	Bernal Avenue	Stoneridge Drive	Pleasanton	3.10	East	2	2	3,151	16.9	D/E	na	na	na
T360	Marina Boulevard - EB	Dollittle Drive	Washington Avenue	San Leandro	1.80	Central	3	3	1,028	16.3	C/D	608	18.5	C/C
T361	Market Street - SB	55th Street	Stanford Avenue	Oakland	0.36	North	3	3	1,819	13.9	C/E	709	17.6	C/D
T362	Martin Luther King Jr Way - SB	Marin Avenue	Adeline Street	Berkeley	2.67	North	3	3	1,693	16.5	C/D	684	16.4	C/D
T363	Martin Luther King Jr Way - SB	San Pablo Avenue	47th Street	Oakland	1.78	North	3	3	92	18.5	C/C	208	20.9	B/C
T364	Mission Boulevard - NB	I-680	I-680	Fremont	3.01	South	3	3	3,656	14.0	C/E	720	28.2	A/B
T365	Mowry Avenue	Cherry Street	I-880	Newark	0.78	South	1	2	na	na	na	720	20.2	D/D
T366	Neal Street	1st Street	Main St	Pleasanton	0.13	East	1	2	na	na	na	na	na	na
T367	North Canyons Parkway-Portola	1st Street	Airway Boulevard	Livermore	4.20	East	1	2	na	na	na	660	31.4	B/B
T368	Osgood Road-Warm Springs Blvd	Fremont/Washington	County Line	Fremont	5.48	South	1	2	na	na	na	na	na	na
T369	Otis Drive	Broadway	Park Street	Alameda	0.24	Central	2	3	na	na	na	720	14.6	D/D

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2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T370	Owens Drive - WB	Willow Road	W Las Positas Blvd	Pleasanton	1.10	East	2	2	2,205	19.7	C/D	na	na	na
T371	Park Boulevard - WB	E 18th Street	SR-13	Oakland	3.12	North	3	3	475	22.8	B/C	569	25.8	A/B
T372	Park Street - SB	Otis Drive	Encinal Avenue	Alameda	0.42	North	3	3	2,028	14.0	C/E	720	13.3	C/E
T373	Paseo Padre Parkway - EB	Peralta Boulevard	Grimmer Boulevard	Fremont	2.30	South	3	3	2,503	23.4	B/C	719	25.3	A/B
T374	Paseo Padre Parkway - WB	SR-84	Ardenwood Boulevard	Fremont	1.50	South	3	3	1,419	40.2	A/A	649	42.2	A/A
T375	Patterson Pass Road - WB	Vasco Road	County Line	Livermore	10.11	East	1	2	170	31.2	B/B	na	na	na
T376	Redwood Road - SB	I-580	Castro Valley Boul	Alameda County	0.38	Central	3	3	1,512	14.2	C/D	720	15.6	C/D
T377	San Leandro Blvd - NB	E 14th Street	San Leandro/Oakland	San Leandro	2.18	Central	3	3	252	20.5	B/C	560	26.4	A/B
T378	San Leandro Street - WB	Fruitvale Avenue	Oakland//SL border	Oakland	4.33	North	3	3	94	19.4	B/C	270	25.4	A/B
T379	San Pablo Avenue - SB	I-580	16th Street	Oakland	1.70	North	3	3	60	17.0	C/D	239	16.8	C/D
T380	Santa Clara Avenue	Broadway	Webster Street	Alameda	2.28	Central	2	3	na	na	na	na	na	na
T381	Seminary Avenue - WB	MacArthur Boulevard	I-580	Oakland	0.67	North	3	3	1,731	24.5	B/B	436	23.2	B/C
T382	Shattuck Avenue	University Avenue	Marin Avenue	Berkeley	1.18	North	2	3	na	na	na	713	17.3	D/D
T383	Solano Avenue	San Pablo Boulevard	Sutter Street	Albany	1.47	North	2	3	na	na	na	685	15.2	D/D
T384	Stevenson Boulevard - SB	Cherry Street	Mission Boulevard	Fremont	4.02	South	3	3	1,287	23.7	B/C	719	23.6	B/C
T385	Stoneridge Dr-Jack London Blvd	Isabel Avenue	Santa Rita Rd	Livermore	2.50	East	1	2	na	na	na	720	38.5	A/A
T386	Telegraph Avenue - SB	51st Street	Broadway	Oakland	2.25	North	3	3	216	12.3	D/E	409	14.9	C/D

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T387	Tennyson Road - EB	Industrial Boulevard	Hesperian Boulevard	Hayward	0.60	Central	3	3	2,146	20.2	B/C	720	22.3	B/C
T388	Tesla Road	County Line	Livermore Avenue	Alameda County	11.93	East	1	2	na	na	na	na	na	na
T389	Thornton Avenue - WB	SR-84	I-880	Newark	3.73	South	3	3	1,320	24.8	B/B	720	28.6	A/B
T390	Tilden Way	Fruitvale Avenue	Park Street	Alameda	0.43	Central	2	3	na	na	na	720	15.2	D/D
T391	UC Blvd-Ardenwood-Newark Blvd - WB	Central Avenue	SR 84	Newark	2.15	South	3	3	1,589	20.5	B/C	720	22.1	B/C
T392	Vallecitos Road - SB	SR-84	1st St	Livermore	3.32	East	2	2	1,095	30.2	A/B	8	32.0	A/B
T393	Vasco Road - NB	I-580	Tesla Road	Livermore	3.11	East	2	2	2,099	28.8	B/B	720	31.7	A/B
T394	Village Parkway - SB	Dublin Boulevard	County Line	Dublin	1.50	East	2	2	1,023	23.3	C/C	720	24.6	B/C
T395	W Las Positas Blvd - WB	Owens Drive	Santa Rita Road	Pleasanton	0.22	East	2	2	1,018	19.0	C/D	720	21.5	C/D
T396	Walnut Avenue	Fremont Boulevard	Mission Boulevard	Fremont	1.83	South	1	2	na	na	na	na	na	na
T397	Warren Avenue	Warm Springs Blvd	Fremont Blvd	Fremont	1.04	South	1	2	na	na	na	720	21.8	D/D
T398	Washington Avenue - SB	Juana Avenue	Lewelling Blvd	San Leandro	2.72	Central	3	3	197	17.5	C/D	719	19.1	B/C
T399	Washington Boulevard - EB	Fremont Boulevard	Mission Boulevard	Fremont	2.20	South	3	3	1,970	16.2	C/D	720	27.6	A/B
T400	Whipple Road	Union City Boulevard	Mission Boulevard	Union City	3.43	South	1	2	na	na	na	720	22.5	C/C
T401	Wicks Blvd-Merced Street - NB	Marina Boulevard	Lewelling Blvd	San Leandro	2.19	Central	3	3	300	24.9	B/B	na	na	na
T402	Winton Avenue - EB	Clawiter Road	Hesperian Boulevard	Hayward	0.54	Central	3	3	3,703	12.8	D/E	720	18.6	C/C
T403	Stoneridge Dr-Jack London Blvd - WB	Hopyard Rd	Santa Rita Rd	Pleasanton	1.56	East	2	2	2,498	27.2	B/C	720	27.6	B/C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 2) - PM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T404	Stoneridge Dr-Jack London Blvd	Santa Rita Rd	Isabel Avenue	Livermore	4.34	East	1	2	na	na	na	720	33.9	B/B
T405	Stoneridge Dr-Jack London Blvd - EB	Santa Rita Rd	Hopyard Rd	Pleasanton	1.56	East	2	2	3,577	27.3	B/C	720	28.9	B/B
T406	Stoneridge Dr-Jack London Blvd - EB	Hopyard Rd	Foothill Road	Pleasanton	1.52	East	1	1	3,585	25.2	C/D	586	28.4	B/C
T407	UC Blvd-Ardenwood-Newark Blvd - EB	SR 84	Central Ave	Newark	2.15	South	3	3	1,459	21.9	B/C	720	24.8	B/B
T408	UC Blvd-Ardenwood-Newark Blvd	SR 84	Alvarado Blvd	Union City	3.57	South	1	2	na	na	na	720	30.8	B/B
T409	SantaClara - NB	I-580	Okland Avenue	Oakland	0.82	North	3	3	515	18.9	C/C	37	21.1	B/C
T410	MacArthur-SantaClara	Seminary Ave	Grand Ave	Oakland	4.79	North	2	3	na	na	na	23	20.6	C/C
T411	MacArthur-SantaClara	Grand Ave	Piedmont Ave	Oakland	0.74	North	2	3	na	na	na	106	19.8	C/C
T412	MacArthur-SantaClara - WB	Piedmont Ave	San Pablo Avenue	Oakland	1.56	North	3	3	1,244	15.9	C/D	145	19.1	B/C
T413	MacArthur-Santa Clara	Piedmont Avenue	Grand Ave	Oakland	1.08	North	2	3	na	na	na	513	21.7	C/C
T414	MacArthur-Santa Clara - EB	Grand Ave	Seminary Ave	Oakland	4.77	North	3	3	61	15.3	C/D	38	18.3	C/C
T415	MacArthur-Santa Clara - SB	Seminary Ave	Estudillo Ave	Oakland	0.32	Norh-Central	3	3	61	18.5	C/C	349	21.6	B/C
T416	El Charro Road - SB	Stoneridge Drive	eridge Drive to Buach Rd	Pleasanton	0.09	East	2	2	2,514	24.8	B/C	720	23.1	C/C
T417	El Charro Road - NB	Stoneridge Drive	eridge Drive to Buach Rd	Pleasanton	0.09	East	2	2	2,987	21.0	C/D	711	22.5	C/C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T1	W.Grand Ave - Grand Ave -EB	I-80/Maritime St	San Pablo Ave	Oakland	1.63	North	2	3	314	21.4	C/C	713	23.0	C/C
T2	W.Grand Ave - Grand Ave -EB	San Pablo Ave	Broadway	Oakland	0.40	North	3	4	1,741	12.7	D/D	713	17.9	C/C
T3	W.Grand Ave - Grand Ave -EB	Broadway	I-580	Oakland	1.08	North	3	4	471	16.1	C/C	412	16.7	C/C
T4	W.Grand Ave - Grand Ave -WB	I-580	Broadway	Oakland	1.08	North	3	4	1,370	14.5	C/C	633	18.2	C/C
T5	W.Grand Ave - Grand Ave -WB	Broadway	San Pablo Ave	Oakland	0.40	North	3	4	1,415	12.6	D/D	711	17.7	C/C
T6	W.Grand Ave - Grand Ave -WB	San Pablo Ave	I-80/Maritime St	Oakland	1.63	North	2	3	2,686	24.8	B/B	711	24.1	B/B
T7	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	I-980 ON Ramp/Brush St	Webster	Oakland	0.60	North	3	4	na	na	na	710	13.0	C/C
T8	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	Webster	East side of Lake Merritt Channel	Oakland	0.66	North	3	4	na	na	na	6	14.2	C/C
T9	11th St - Lake Merritt Blvd - Lakeshore Ave-EB	East side of Lake Merritt Channel	MacArthur Blvd/I-580 ON Ramp	Oakland	1.15	North	3	4	187	16.6	C/C	221	17.4	C/C
T10	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	MacArthur Blvd/I-580 ON Ramp	East side of Lake Merritt Channel	Oakland	1.15	North	3	4	1,559	17.5	C/C	676	19.1	B/B
T11	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	East side of Lake Merritt Channel	Webster	Oakland	0.64	North	3	4	na	na	na	715	13.1	C/C
T12	12th St - Lake Merritt Blvd - Lakeshore Ave-WB	Webster	I-980 OFF Ramp/Brush St	Oakland	0.60	North	3	4	na	na	na	715	13.1	C/C
T13	Telegraph Ave-NB	51st Street	Russell St	Oakland	1.41	North	3	4	1,038	16.1	C/C	702	20.0	B/B

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T14	Telegraph Ave-NB	Russell St	Bancroft Way	Berkeley	0.77	North	3	4	735	15.5	C/C	720	19.6	B/B
T15	Dana-Dwight-Telegraph-SB	Bancroft Way	Russell St	Berkeley	0.90	North	3	4	na	na	na	219	21.6	B/B
T16	Telegraph Ave-SB	Russell St	51st Street	Oakland	1.41	North	3	4	1,043	17.9	C/C	549	20.4	B/B
T17	Broadway-SB	Broadway/College Ave	Grand Ave	Oakland	1.91	North	2	3	1,523	13.4	E/E	698	17.3	D/D
T18	Broadway-SB	Grand Ave	14th St	Oakland	0.55	North	3	4	1,292	12.1	D/D	688	14.1	C/C
T19	Broadway-SB	14th St	5th St/Broadway	Oakland	0.48	North	3	4	1,357	9.1	D/D	na	na	na
T20	Broadway (Connection to I-880)-SB	5th St/Broadway	I-880 ON Ramp	Oakland	0.21	North	1	1	na	na	na	720	52.8	A/A
T21	Broadway (Connection to I-880)-NB	I-880 OFF Ramp	5th St/Broadway	Oakland	1.26	North	1	2	na	na	na	701	29.5	B/B
T22	Broadway-NB	5th St/Broadway	14th St	Oakland	0.48	North	3	4	770	9.4	D/D	692	10.5	D/D
T23	Broadway-NB	14th St	Grand Ave	Oakland	0.55	North	3	4	1,382	11.0	D/D	690	14.0	C/C
T24	Broadway-NB	Grand Ave	Broadway/College Ave	Oakland	1.91	North	2	3	1,091	13.8	E/E	662	17.3	D/D
T25	Durant-EB	Shattuck	College Ave.	Berkeley	0.73	North	3	4	na	na	na	566	15.8	C/C
T26	College Avenue-SB	Bancroft Way/College Ave	Ashby Ave	Berkeley	0.85	North	3	4	725	14.9	C/C	270	16.3	C/C
T27	College Avenue-SB	Ashby Ave	Miles Ave/SR 24 OFF Ramp	Oakland	0.83	North	3	4	838	15.0	C/C	383	17.6	C/C
T28	College Avenue-SB	Miles Ave/SR 24 OFF Ramp	Broadway/College Ave	Oakland	0.61	North	3	4	1,558	15.2	C/C	288	17.7	C/C
T29	College Avenue-NB	Broadway/College Ave	Miles Ave/SR 24 OFF Ramp	Oakland	0.61	North	3	4	1,930	14.4	C/C	371	16.9	C/C
T30	College Avenue-NB	Miles Ave/SR 24 OFF Ramp	Ashby Ave	Oakland	0.83	North	3	4	1,423	12.8	D/D	561	16.2	C/C
T31	College Avenue-NB	Ashby Ave	Bancroft Way/College Ave	Berkeley	0.85	North	3	4	1,485	14.4	C/C	541	15.4	C/C
T32	Bancroft-WB	College Ave.	Shattuck	Berkeley	0.73	North	3	4	440	13.0	C/D	231	15.8	C/C
T33	51st Street-EB	SR 24 Off Ramp/52nd St	Broadway	Oakland	0.75	North	3	4	1,973	14.5	C/C	641	20.0	B/B

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T34	51st Street-WB	Broadway	SR 24 Off Ramp/52nd St	Oakland	0.75	North	3	4	1,318	18.5	C/C	489	20.3	B/B
T35	Shattuck Avenue-NB	51st	Alcatraz Ave.	Oakland	0.81	North	3	4	2,002	20.3	B/B	661	20.8	B/B
T36	Shattuck Avenue-NB	Alcatraz Ave.	Adeline St.	Oakland	0.70	North	3	4	1,707	16.3	C/C	710	18.5	C/C
T37	Shattuck Avenue-SB	Adeline St.	Alcatraz Ave.	Oakland	0.70	North	3	4	2,492	16.9	C/C	689	19.6	B/B
T38	Shattuck Avenue-SB	Alcatraz Ave.	51st	Oakland	0.81	North	3	4	2,880	19.7	B/B	700	22.2	B/B
T39	Powell Street-Stanford Avenue-EB	NB I-80 OFF Ramp	San Pablo Ave	Emeryville	0.75	North	2	3	na	na	na	418	18.8	C/C
T40	Powell Street-Stanford Avenue-EB	San Pablo Ave	MLK Jr Way	Oakland	0.76	North	2	3	na	na	na	337	24.9	B/B
T41	Powell Street-Stanford Avenue-WB	MLK Jr Way	San Pablo Ave	Oakland	0.76	North	2	3	na	na	na	200	24.7	B/B
T42	Powell Street-Stanford Avenue-WB	San Pablo Ave	NB I-80 OFF Ramp	Emeryville	0.75	North	2	3	2,207	18.7	C/C	426	20.6	C/C
T43	40thStreet-Shellmound Avenue-EB	Shellmound Way (north of Powell St)	40th St	Emeryville	0.73	North	2	3	na	na	na	501	34.1	A/A
T44	40thStreet-Shellmound Avenue-EB	40th St	San Pablo Ave	Emeryville	0.68	North	3	4	333	17.5	C/C	501	25.2	A/A
T45	40thStreet-Shellmound Avenue-WB	San Pablo Ave	40th St	Emeryville	0.68	North	3	4	534	21.1	B/B	475	20.7	B/B
T46	40thStreet-Shellmound Avenue-WB	40th St	Shellmound Way (north of Powell St)	Emeryville	0.73	North	2	3	na	na	na	475	24.8	B/B
T47	International Boulevard-NB	42nd Ave	Fruitvale Ave	Oakland	0.62	North	3	4	2,015	10.8	D/D	659	16.1	C/C
T48	International Boulevard-NB	Fruitvale Ave	14th Ave	Oakland	1.38	North	3	4	993	16.9	C/C	619	15.8	C/C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T49	International Boulevard-NB	14th Ave	Lake Merritt Blvd	Oakland	0.88	North	3	4	878	16.7	C/C	545	16.0	C/C
T50	International Boulevard-SB	Lake Merritt Blvd	14th Ave	Oakland	0.88	North	3	4	196	19.0	B/C	616	17.5	C/C
T51	International Boulevard-SB	14th Ave	Fruitvale Ave	Oakland	1.38	North	3	4	421	17.7	C/C	564	17.4	C/C
T52	International Boulevard-SB	Fruitvale Ave	42nd Ave	Oakland	0.62	North	3	4	747	14.8	C/C	648	15.7	C/C
T53	73d Ave-NB	International Blvd/73rd Ave	73rd Ave/Foothill Blvd	Oakland	1.07	North	2	3	1,753	19.7	C/C	706	22.8	C/C
T54	Foothill Boulevard-NB	73rd Ave/Foothill Blvd	Seminary Ave	Oakland	1.02	North	3	4	113	16.0	C/C	263	19.1	B/B
T55	Foothill Boulevard-NB	Seminary Ave	High Street	Oakland	1.22	North	3	4	446	16.9	C/C	419	19.1	B/B
T56	Foothill Boulevard-NB	High Street	Fruitvale Ave	Oakland	0.90	North	3	4	438	9.5	D/D	373	15.0	C/C
T57	Foothill Boulevard-NB	Fruitvale Ave	14th Ave	Oakland	1.32	North	2	3	465	19.0	C/C	494	17.8	D/D
T58	Foothill Boulevard-NB	14th Ave	1st Ave/Lake Shore Blvd	Oakland	0.88	North	3	4	117	20.0	B/B	466	19.4	B/B
T60	Foothill Boulevard-SB	14th Ave	Fruitvale Ave	Oakland	1.32	North	2	3	62	18.1	C/C	318	18.0	D/D
T61	Foothill Boulevard-SB	Fruitvale Ave	High Street	Oakland	0.90	North	3	4	307	13.9	C/C	182	16.8	C/C
T62	Foothill Boulevard-SB	High Street	Seminary Ave	Oakland	1.22	North	3	4	353	18.4	C/C	351	18.9	C/C
T63	Foothill Boulevard-SB	Seminary Ave	73rd Ave/Foothill Blvd	Oakland	1.02	North	3	4	269	15.1	C/C	283	19.0	C/C
T64	73d Ave-SB	73rd Ave/Foothill Blvd	International Blvd/73rd Ave	Oakland	1.07	North	2	3	2,006	19.9	C/C	698	22.1	C/C
T65	E. 15th Street-SB/14th Avenue	1st Avenue	Foothill Blvd/14th Avenue	Oakland	0.98	North	3	4	na	na	na	na	na	na
T66	High Street-EB	Otis Drive	Central Ave	Alameda	0.58	North	3	4	985	17.4	C/C	700	20.1	B/B
T67	High Street-EB	Central Ave	Fernside Blvd	Alameda	0.48	North	3	4	2,521	16.0	C/C	700	20.1	B/B
T68	High Street-EB	Fernside Blvd	NB I-880 OFF Ramp	Oakland	0.50	North	2	3	1,599	11.4	E/E	704	15.8	D/D

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T69	High Street-EB	NB I-880 OFF Ramp	Foothill Blvd	Oakland	0.61	North	3	4	1,967	13.5	C/C	660	15.6	C/C
T70	High Street-EB	Foothill Blvd	MacArthur Blvd/WB I-580 OFF Ramp	Oakland	1.29	North	3	4	1,728	15.7	C/C	720	20.1	B/B
T71	High Street-WB	MacArthur Blvd/WB I-580 OFF Ramp	Foothill Blvd	Oakland	1.29	North	3	4	832	19.6	B/B	668	21.3	B/B
T72	High Street-WB	Foothill Blvd	NB I-880 OFF Ramp	Oakland	0.61	North	3	4	1,018	11.1	D/D	720	16.7	C/C
T73	High Street-WB	NB I-880 OFF Ramp	Fernside Blvd	Oakland	0.50	North	2	3	1,393	17.7	D/D	720	16.9	D/D
T74	High Street-WB	Fernside Blvd	Central Ave	Alameda	0.48	North	3	4	2,173	20.7	B/B	692	20.3	B/B
T75	High Street-WB	Central Ave	Otis Drive	Alameda	0.58	North	3	4	1,160	18.9	C/C	443	19.9	B/B
T76	Crow Canyon Road/Grove Way-NB	A Street/Redwood Road	EB I-580 ON Ramp/Grove Way	Alameda County	0.95	Central	2	3	844	21.1	C/C	553	24.4	B/B
T77	Crow Canyon Road/Grove Way-NB	EB I-580 ON Ramp/Grove Way	Cull Canyon	Alameda County	0.81	Central	1	2	2,635	20.4	D/D	551	28.7	B/B
T78	Crow Canyon Road-NB	Cull Canyon	Cold Water Dr	Alameda County	0.88	Central	1	2	2,848	38.3	A/A	720	38.6	A/A
T79	Crow Canyon Road-NB	Cold Water Dr	0.43 miles north of Norris Canyon Rd	Alameda County	2.41	Central	1	2	3,666	38.4	A/-	720	45.4	A/A
T80	Crow Canyon Road-NB	0.43 miles north of Norris Canyon Rd	County Line	Alameda County	2.97	Central	1	1	3,666	38.4	A/-	720	45.0	A/A
T81	Crow Canyon Road-SB	County Line	0.43 miles north of Norris Canyon Rd	Alameda County	2.97	Central	1	1	3,692	39.4	A/-	720	44.1	A/A
T82	Crow Canyon Road-SB	0.43 miles north of Norris Canyon Rd	Cold Water Dr	Alameda County	2.40	Central	1	2	3,692	39.4	A/-	720	44.4	A/A
T83	Crow Canyon Road-SB	Cold Water Dr	Cull Canyon	Alameda County	0.89	Central	1	2	3,147	37.7	A/A	720	36.4	A/A
T84	Crow Canyon Road/Grove Way-SB	Cull Canyon	EB I-580 ON Ramp/Grove Way	Alameda County	0.82	Central	1	2	2,892	26.7	C/C	720	28.4	B/B

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T85	Crow Canyon Road/Grove Way-SB	EB I-580 ON Ramp/Grove Way	A Street/Redwood Road	Alameda County	0.94	Central	2	3	1,993	24.0	B/C	673	25.7	B/B
T86	Winton Avenue - D Street-EB	Hesperian Blvd.	SB I-880 ON Ramp	Hayward	0.39	Central	2	3	3,692	22.0	C/C	720	20.0	C/C
T87	Winton Avenue - D Street-EB	SB I-880 ON Ramp	Santa Clara St	Hayward	0.35	Central	2	3	2,803	23.3	C/C	665	24.4	B/B
T88	Winton Avenue - D Street-EB	Santa Clara St	Soto Rd	Hayward	0.55	Central	2	3	3,291	17.6	D/D	684	24.9	B/B
T89	Winton Avenue - D Street-EB	Soto Rd	Foothill Boulevard/D St	Hayward	0.92	Central	2	3	2,019	13.8	E/E	664	20.4	C/C
T90	Winton Avenue - D Street-WB	Foothill Boulevard/D St	Soto Rd	Hayward	0.92	Central	2	3	2,099	16.5	D/D	720	22.0	C/C
T91	Winton Avenue - D Street-WB	Soto Rd	Santa Clara St	Hayward	0.55	Central	2	3	3,350	17.6	D/D	720	25.1	B/B
T92	Winton Avenue - D Street-WB	Santa Clara St	SB I-880 ON Ramp	Hayward	0.35	Central	2	3	3,374	28.2	B/B	707	28.6	B/B
T93	Winton Avenue - D Street-WB	SB I-880 ON Ramp	Hesperian Blvd.	Hayward	0.39	Central	2	3	3,706	14.8	D/D	720	19.8	C/C
T94	A Street-EB	Foothill Boulevard/A St	Redwood Rd/Grove Way	Alameda County	0.80	Central	2	3	3,183	20.9	C/C	696	26.7	B/B
T95	A Street-EB	Redwood Rd/Grove Way	EB I-580 ON Ramp/Grove Way	Alameda County	0.42	Central	2	3	3,105	21.9	C/C	700	28.0	B/B
T96	A Street-WB	EB I-580 ON Ramp/Grove Way	Redwood Rd/Grove Way	Alameda County	0.42	Central	2	3	3,622	22.4	C/C	720	26.6	B/B
T97	A Street-WB	Redwood Rd/Grove Way	Foothill Boulevard/A St	Alameda County	0.80	Central	2	3	3,655	16.9	D/D	720	25.4	B/B
T98	Hesperian Boulevard-Union City Blvd-NB	Union City/Alvarado Blvd	Whipple Rd	Union City	0.98	South	1	2	2,405	24.6	C/C	720	29.8	B/B
T99	Hesperian Boulevard-Union City Blvd-NB	Whipple Rd	Hesperian/Union City Blvd/overbridge	Union City	0.30	South	1	2	3,545	26.5	C/C	720	28.5	B/B

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)									2018 Results			2020 Results		
CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T100	Hesperian Boulevard-Union City Blvd-NB	Hesperian/Union City Blvd/overbridge	Industrial Blvd	Hayward	0.57	South	1	2	3,507	19.1	D/D	720	28.4	B/B
T101	Hesperian Boulevard-Union City Blvd-NB	Industrial Blvd	Tennyson/Hesperian	Hayward	1.05	South	2	3	3,323	23.4	C/C	720	29.7	B/B
T102	Hesperian Boulevard-Union City Blvd-SB	Tennyson/Hesperian	Industrial Blvd	Hayward	1.05	South	2	3	3,555	16.6	D/D	720	32.3	A/A
T103	Hesperian Boulevard-Union City Blvd-SB	Industrial Blvd	Hesperian/Union City Blvd/overbridge	Hayward	0.57	South	1	2	1,718	22.0	C/D	720	28.5	B/B
T104	Hesperian Boulevard-Union City Blvd-SB	Hesperian/Union City Blvd/overbridge	Whipple Rd	Union City	0.30	South	1	2	3,700	25.6	C/C	720	28.9	B/B
T105	Hesperian Boulevard-Union City Blvd-SB	Whipple Rd	Union City/Alvarado Blvd	Union City	0.98	South	1	2	3,588	25.2	C/C	720	30.9	B/B
T106	Alvarado Blvd.-NB	NB I-880 ON Ramp	Deep Creek Rd/SB I-880 OFF Ramp	Fremont	0.22	South	1	2	1,915	26.0	C/C	720	30.5	B/B
T107	Alvarado Blvd.-NB	Deep Creek Rd/SB I-880 OFF Ramp	Fair Ranch Rd	Union City	1.42	South	1	2	1,450	23.4	C/C	692	30.2	B/B
T108	Alvarado Blvd.-NB	Fair Ranch Rd	Union City/Alvarado Blvd	Union City	0.51	South	1	2	1,627	18.9	D/D	703	23.7	C/C
T109	Alvarado Blvd.-SB	Union City/Alvarado Blvd	Fair Ranch Rd	Union City	0.51	South	1	2	2,410	17.5	D/D	692	23.5	C/C
T110	Alvarado Blvd.-SB	Fair Ranch Rd	Deep Creek Rd/SB I-880 OFF Ramp	Union City	1.42	South	1	2	2,405	23.0	C/C	692	29.6	B/B
T111	Alvarado Blvd.-SB	Deep Creek Rd/SB I-880 OFF Ramp	NB I-880 ON Ramp	Fremont	0.22	South	1	2	3,166	27.7	C/C	717	28.8	B/B
T112	Fremont Boulevard-NB	NB I-880 OFF Ramp	Automall Parkway	Fremont	1.28	South	1	2	1,147	24.5	C/C	720	25.3	C/C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T113	Fremont Boulevard-NB	Automall Parkway	Blacow Rd	Fremont	0.91	South	1	2	2,171	28.8	B/B	678	31.6	B/B
T114	Fremont Boulevard-NB	Blacow Rd	Adams Ave	Fremont	0.38	South	1	2	3,414	23.5	C/C	600	27.7	C/C
T115	Fremont Boulevard-NB	Adams Ave	Stevenson Rd	Fremont	1.17	South	2	3	2,853	23.2	C/C	603	23.7	C/C
T116	Fremont Boulevard-NB	Stevenson Rd	Mowry Ave	Fremont	1.00	South	2	3	1,399	26.2	B/B	720	22.5	C/C
T117	Fremont Boulevard-NB	Mowry Ave	Peralta Blvd	Fremont	1.21	South	2	3	1,493	20.9	C/C	530	26.3	B/B
T118	Fremont Boulevard-NB	Peralta Blvd	Thornton Ave	Fremont	0.33	South	2	3	1,433	16.1	D/D	632	20.8	C/C
T119	Fremont Boulevard-NB	Thornton Ave	Decoto Rd	Fremont	1.33	South	1	2	2,075	23.5	C/C	707	29.3	B/B
T120	Fremont Boulevard-NB	Decoto Rd	Paseo Padre Pkwy	Fremont	0.56	South	1	2	1,840	25.6	C/C	720	28.5	B/B
T121	Fremont Boulevard-NB	Paseo Padre Pkwy	NB I-880 OFF Ramp	Fremont	0.39	South	1	2	1,528	25.7	C/C	720	28.9	B/B
T122	Fremont Boulevard-SB	NB I-880 OFF Ramp	Paseo Padre Pkwy	Fremont	0.39	South	1	2	2,785	26.3	C/C	718	28.7	B/B
T123	Fremont Boulevard-SB	Paseo Padre Pkwy	Decoto Rd	Fremont	0.56	South	1	2	2,684	17.9	D/D	718	28.3	B/B
T124	Fremont Boulevard-SB	Decoto Rd	Thornton Ave	Fremont	1.33	South	1	2	2,649	21.7	D/D	709	27.9	C/C
T125	Fremont Boulevard-SB	Thornton Ave	Peralta Blvd	Fremont	0.32	South	2	3	2,908	17.7	D/D	692	21.5	C/C
T126	Fremont Boulevard-SB	Peralta Blvd	Mowry Ave	Fremont	1.21	South	2	3	2,572	21.7	C/C	628	26.1	B/B
T127	Fremont Boulevard-SB	Mowry Ave	Stevenson Rd	Fremont	1.00	South	2	3	2,495	26.2	B/B	715	23.6	C/C
T128	Fremont Boulevard-SB	Stevenson Rd	Adams Ave	Fremont	1.17	South	2	3	2,404	25.9	B/B	689	24.0	C/C
T129	Fremont Boulevard-SB	Adams Ave	Blacow Rd	Fremont	0.38	South	1	2	2,789	26.2	C/C	689	29.5	B/B
T130	Fremont Boulevard-SB	Blacow Rd	Automall Parkway	Fremont	0.91	South	1	2	2,780	27.6	C/C	689	29.1	B/B
T131	Fremont Boulevard-SB	Automall Parkway	NB I-880 OFF Ramp	Fremont	1.28	South	1	2	2,791	30.4	B/B	720	25.9	C/C
T132	Automall Parkway-EB	NB I-880 OFF Ramp	Fremont Blvd	Fremont	0.85	South	1	2	3,371	26.6	C/C	720	25.1	C/C

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CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T133	Automall Parkway-EB	Fremont Blvd	NB I-680 ON Ramp	Fremont	0.74	South	1	2	3,357	21.1	D/D	720	24.1	C/C
T134	Automall Parkway-WB	NB I-680 ON Ramp	Fremont Blvd	Fremont	0.75	South	1	2	3,339	21.4	D/D	720	27.5	C/C
T135	Automall Parkway-WB	Fremont Blvd	NB I-880 OFF Ramp	Fremont	0.85	South	1	2	3,678	31.2	B/B	720	26.5	C/C
T136	Vasco Road-NB	WB I-580 OFF Ramp	Scenic Ave	Livermore	0.44	East	1	2	3,253	28.1	B/B	720	34.7	B/B
T137	Vasco Road-NB	Scenic Ave	Dalton Ave/City-County Line	Livermore	0.68	East	1	2	3,441	30.3	B/B	720	35.8	A/A
T138	Vasco Road-NB	Dalton Ave/City-County Line	N. Vasco Rd/Vasco Rd	Alameda County	3.11	East	1	2	3,602	55.0	A/-	720	50.0	A/A
T139	Vasco Road-NB	N. Vasco Rd/Vasco Rd	Local Road underpass/Coun ty Line	Alameda County	2.25	East	1	2	3,602	55.0	A/-	na	na	na
T140	Vasco Road-SB	Local Road underpass/Cou nty Line	N. Vasco Rd/Vasco Rd	Alameda County	2.25	East	1	2	3,706	28.6	D/-	na	na	na
T141	Vasco Road-SB	N. Vasco Rd/Vasco Rd	Dalton Ave/City-County Line	Alameda County	3.11	East	1	2	3,706	28.6	D/-	720	39.7	A/A
T142	Vasco Road-SB	Dalton Ave/City-County Line	Scenic Ave	Livermore	0.68	East	1	2	3,703	28.7	B/B	720	34.0	B/B
T143	Vasco Road-SB	Scenic Ave	WB I-580 OFF Ramp	Livermore	0.44	East	1	2	3,520	28.9	B/B	720	33.6	B/B
T144	Dublin Blvd.-EB	San Ramon Road	Village Parkway	Dublin	0.73	East	2	3	1,847	20.6	C/C	718	26.2	B/B
T145	Dublin Blvd.-EB	Village Parkway	Dougherty Rd	Dublin	0.81	East	2	3	2,073	22.6	C/C	720	26.8	B/B
T146	Dublin Blvd.-EB	Dougherty Rd	Hacienda Dr	Dublin	1.21	East	1	2	3,507	25.6	C/C	720	27.7	C/C
T147	Dublin Blvd.-EB	Hacienda Dr	Tassajara Dr	Dublin	0.89	East	1	2	1,266	23.5	C/C	12	25.7	C/C
T148	Dublin Blvd.-WB	Tassajara Dr	Hacienda Dr	Dublin	0.89	East	1	2	3,265	26.4	C/C	714	28.9	B/B
T149	Dublin Blvd.-WB	Hacienda Dr	Dougherty Rd	Dublin	1.21	East	1	2	3,561	25.4	C/C	720	28.6	B/B
T150	Dublin Blvd.-WB	Dougherty Rd	Village Parkway	Dublin	0.81	East	2	3	3,424	24.6	B/B	720	26.6	B/B
T151	Dublin Blvd.-WB	Village Parkway	San Ramon Road	Dublin	0.73	East	2	3	2,225	18.3	C/C	720	25.1	B/B

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2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T152	San Ramon Road-NB	WB I-580 OFF ramp	Silvergate Dr	Dublin	0.64	East	1	2	1,300	22.9	C/C	710	28.7	B/B
T153	San Ramon Road-NB	Silvergate Dr	Alcosta Blvd/Westside Dr/County Line	Dublin	0.99	East	1	2	2,703	29.4	B/B	667	30.3	B/B
T154	San Ramon Road-SB	Alcosta Blvd/Westside Dr/County Line	Silvergate Dr	Dublin	0.99	East	1	2	3,093	32.0	B/B	710	33.5	B/B
T155	San Ramon Road-SB	Silvergate Dr	WB I-580 OFF ramp	Dublin	0.64	East	1	2	2,318	24.7	C/C	710	26.9	C/C
T156	Dougherty Road-NB	WB I-580 OFF ramp	Amador Valley Blvd on SB	Dublin	1.12	East	1	2	3,456	18.8	D/D	na	na	na
T157	Dougherty Road-NB	Amador Valley Blvd on SB	Fallcreek Rd on SB/County Line	Dublin	0.80	East	1	2	3,361	37.1	A/A	719	41.4	A/A
T158	Dougherty Road-SB	Fallcreek Rd on SB/County Line	Amador Valley Blvd on SB	Dublin	0.80	East	1	2	3,692	33.8	B/B	720	43.2	A/A
T159	Dougherty Road-SB	Amador Valley Blvd on SB	WB I-580 OFF ramp	Dublin	1.12	East	1	2	3,619	20.5	D/D	720	30.7	B/B
T160	Tassajara Road-NB	WB I-580 OFF ramp	Central Parkway	Dublin	0.49	East	1	2	na	na	na	720	29.6	B/B
T161	Tassajara Road-NB	Central Parkway	Somerset Ln/N Dublin Ranch Dr	Dublin	0.68	East	1	2	na	na	na	685	31.5	B/B
T162	Tassajara Road-NB	Somerset Ln/N Dublin Ranch Dr	Fallon Rd	Dublin	1.04	East	1	2	na	na	na	623	36.4	A/A
T163	Tassajara Road-NB	Fallon Rd	County Line	Dublin	0.51	East	1	1	na	na	na	na	na	na
T164	Tassajara Road-SB	County Line	Fallon Rd	Dublin	0.51	East	1	1	na	na	na	na	na	na
T165	Tassajara Road-SB	Fallon Rd	Somerset Ln/N Dublin Ranch Dr	Dublin	1.04	East	1	2	na	na	na	720	40.3	A/A
T166	Tassajara Road-SB	Somerset Ln/N Dublin Ranch Dr	Central Parkway	Dublin	0.68	East	1	2	na	na	na	720	31.6	B/B
T167	Tassajara Road-SB	Central Parkway	WB I-580 OFF ramp	Dublin	0.49	East	1	2	na	na	na	720	32.8	B/B

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T168	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	SR 84/Isabel Ave	Murrita Blvd	Livermore	0.91	East	1	2	2,082	25.1	C/C	720	31.0	B/B
T169	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	Murrita Blvd	S Livermore Ave	Livermore	1.07	East	2	3	699	22.1	C/C	na	na	na
T170	E. Stanley Blvd - Railroad Avenue - 1st Street-NB	S Livermore Ave	Inman St	Livermore	0.46	East	2	3	93	18.8	C/C	555	22.5	C/C
T171	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	Inman St	S Livermore Ave	Livermore	0.46	East	2	3	325	22.1	C/C	na	na	na
T172	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	S Livermore Ave	Murrita Blvd	Livermore	1.07	East	2	3	2,809	22.8	C/C	na	na	na
T173	E. Stanley Blvd - Railroad Avenue - 1st Street-SB	Murrita Blvd	SR 84/Isabel Ave	Livermore	0.91	East	1	2	3,649	35.1	A/A	720	35.3	A/A
T174	Stoneridge Drive-EB	SB I-680 OFF Ramp	Hopyard Rd	Pleasanton	0.93	East	1	2	3,233	28.0	B/C	714	33.5	B/B
T175	Stoneridge Drive-EB	Hopyard Rd	Hacienda Dr	Pleasanton	0.49	East	1	2	1,474	24.7	C/C	693	29.7	B/B
T176	Stoneridge Drive-EB	Hacienda Dr	W. Las Positas Blvd	Pleasanton	0.63	East	1	2	2,116	29.2	B/B	693	29.6	B/B
T177	Stoneridge Drive-EB	W. Las Positas Blvd	Santa Rita Road	Pleasanton	0.44	East	1	2	531	21.4	D/D	na	na	na
T178	Santa Rita Road-EB	Stoneridge Dr/Santa Rita Road	W. Los Positas Blvd	Pleasanton	0.29	East	1	2	3,170	28.6	B/B	720	32.6	B/B
T179	Santa Rita Road-EB	W. Los Positas Blvd	WB I-580 OFF Ramp	Pleasanton	0.88	East	1	2	3,304	31.4	B/B	720	34.5	B/B
T180	Santa Rita Road-WB	WB I-580 OFF Ramp	W. Los Positas Blvd	Pleasanton	0.88	East	1	2	3,414	28.7	B/B	720	32.4	B/B
T181	Santa Rita Road-WB	W. Los Positas Blvd	Santa Rita Road	Pleasanton	0.29	East	1	2	3,529	25.1	C/C	720	31.3	B/B
T182	Stoneridge Drive-WB	Santa Rita Road	W. Las Positas Blvd	Pleasanton	0.44	East	1	2	2,092	28.1	B/B	na	na	na
T183	Stoneridge Drive-WB	W. Las Positas Blvd	Hacienda Dr	Pleasanton	0.63	East	1	2	3,380	34.4	B/B	na	na	na
T184	Stoneridge Drive-WB	Hacienda Dr	Hopyard Rd	Pleasanton	0.49	East	1	2	3,015	24.6	C/C	720	29.1	B/B

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2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T185	Stoneridge Drive-WB	Hopyard Rd	SB I-680 OFF Ramp	Pleasanton	0.93	East	1	2	3,110	29.6	B/B	715	32.6	B/B
T186	Sunol Blvd.- 1st Street- Stanley Blvd.-NB	NB I-680 OFF	Bernal Ave	Pleasanton	1.23	East	1	2	1,237	28.7	B/B	510	29.1	B/B
T187	Sunol Blvd.- 1st Street- Stanley Blvd.-NB	Bernal Ave	Ray/Vineyard	Pleasanton	0.63	East	3	4	3,002	22.8	B/B	719	23.0	B/B
T188	Sunol Blvd.- 1st Street- Stanley Blvd.-NB	Ray/Vineyard	Bernal Ave/Valley Ave	Pleasanton	0.86	East	2	3	1,313	27.3	B/B	682	28.3	B/B
T189	Sunol Blvd.- 1st Street- Stanley Blvd.-NB	Bernal Ave/Valley Ave	SR 84/Isabel Ave	Livermore	2.98	East	1	1	2,895	47.4	A/A	712	50.7	A/A
T190	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	SR 84/Isabel Ave	Bernal Ave/Valley Ave	Livermore	2.98	East	1	1	3,695	50.4	A/A	720	52.7	A/A
T191	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	Bernal Ave/Valley Ave	Ray/Vineyard	Pleasanton	0.86	East	2	3	3,245	26.4	B/B	720	29.5	B/B
T192	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	Ray/Vineyard	Bernal Ave	Pleasanton	0.63	East	3	4	3,538	16.0	C/C	720	21.6	B/B
T193	Sunol Blvd.- 1st Street- Stanley Blvd.-SB	Bernal Ave	NB I-680 OFF	Pleasanton	1.23	East	1	2	3,660	23.9	C/C	720	31.4	B/B
T194	14th Avenue - EB	E 8th Street	Foothill Boulevard	Oakland	0.26	North	3	3	684	11.3	D/E	603	14.8	C/D
T195	14th Street-Lake Merritt Blvd - WB	12th Street	Bush Street	Oakland	1.13	North	3	3	171	12.1	D/E	521	13.8	C/E
T196	20th Street	Harrison Street	San Pablo Avenue	Oakland	0.51	North	2	3	na	na	na	470	12.4	E/E
T197	23rd Avenue - NB	23rd Ave NB/SB Split	E 11th	Oakland	0.15	North	3	3	3,028	22.0	B/C	691	20.6	B/C
T198	23rd Avenue - SB	E 12th St	23rd Ave NB/SB Split	Oakland	0.14	North	3	3	803	15.0	C/D	711	21.3	B/C
T199	29th Avenue	Ford St	International/E 14th	Oakland	0.52	Central	2	3	na	na	na	492	14.2	D/D

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CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T200	40th Street-Shellmound Avenue - WB	Broadway	Powell Boulevard	Oakland	1.31	North	3	3	568	17.6	C/D	577	19.6	B/C
T201	42nd Avenue-Courtland	International Blvd	High Street	Oakland	0.37	Central	2	3	na	na	na	194	18.1	C/C
T202	52nd Street - WB	Telegraph Avenue	Shattuck	Oakland	0.11	North	3	3	1,691	13.1	C/E	446	16.9	C/D
T203	55th Street	Shattuck Avenue	Market Street	Oakland	0.52	North	2	3	na	na	na	525	17.1	D/D
T204	5th Street	Oak Street	Adeline Street	Oakland	1.32	North	2	3	na	na	na	na	na	na
T205	6th Street	Oak Street	Adeline Street	Oakland	1.32	North	2	3	na	na	na	720	41.1	A/A
T206	73rd Avenue	MacArthur Blvd	I-580	Oakland	0.79	Central	2	3	na	na	na	696	20.8	C/C
T207	7th Street-E 8th Street	14th Avenue	I-880	Oakland	3.43	North	2	3	na	na	na	22	17.9	D/D
T208	8th Street - WB	Harrison	Broadway	Oakland	0.22	North	3	3	1,438	9.7	D/F	708	12.0	D/E
T209	98th Avenue - EB	Airport Access Road	I-580	Oakland	3.25	North	3	3	968	16.0	C/D	441	20.1	B/C
T210	Airport Access Road - NB	Dollittle Drive	Hegenberger Road	Oakland	0.32	North	3	3	911	13.9	C/E	608	18.3	C/C
T211	Altamont Pass Road-Grant Line - EB	Greenville Road	County Line (EB)	Alameda County	9.71	East	1	2	189	38.4	A/A	49	45.9	A/A
T212	Altamont Pass Road-Grant Line	Laughlin Rd	Greenville Road	Alameda County	0.49	East	1	2	na	na	na	399	35.6	A/A
T213	AltamontPass-Grant Line	Vasco Road	Laughlin Rd	Livermore	0.90	East	1	2	na	na	na	307	33.1	B/B
T214	Alvarado-Niles/Smith/Niles Blvd - EB	Union City Boulevard	Mission Boulevard	Union City	6.89	South	3	3	1,148	21.0	B/C	477	26.4	A/B
T215	Auto Mall Parkway - EB	Cherry Street	I-880	Fremont	0.75	South	3	3	3,478	20.7	B/C	720	21.4	B/C
T216	B Street	Foothill Boulevard	Mission Boulevard	Hayward	0.20	South	2	3	na	na	na	720	15.4	D/D
T217	Bernal Avenue - EB	Bernal Avenue	Sunol Blvd/First St	Pleasanton	1.37	East	1	1	2,459	27.6	C/C	590	29.8	B/C
T218	Broadway - NB	College Ave	SR24	Oakland	0.94	North	3	3	1,737	22.2	B/C	631	24.7	B/B
T219	Broadway	Encinal Avenue	Tilden Way	Alameda	0.55	Central	2	3	na	na	na	na	na	na

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									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T220	Buchanan Street-Marin Avenue - EB	I-80	Arlington/Del Norte	Albany	2.12	North	3	3	1,200	15.6	C/D	280	17.0	C/D
T221	Bush Street	7th Street	San Pablo Avenue	Oakland	0.87	North	2	3	na	na	na	na	na	na
T223	Carlos Bee Blvd-Hayward Blvd	Campus Drive	Mission Boulevard	Hayward	0.93	South	1	2	na	na	na	715	33.8	B/B
T224	Casto Street - NB	7th Street	San Pablo Avenue	Oakland	0.77	North	3	3	162	16.3	C/D	615	23.2	B/C
T225	Castro Valley Boulevard-Mattox - EB	Mission Boulevard	Crow Canyon Road	Alameda County	2.70	Central	3	3	652	17.6	C/D	656	22.4	B/C
T226	Central Avenue - NB	Cherry Street	I-880	Newark	0.85	South	3	3	659	22.1	B/C	674	28.1	A/B
T227	Cherry-Boyce-Cushing	I-880	Thornton Avenue	Newark	5.67	South	1	2	na	na	na	685	33.2	B/B
T228	Claremont Avenue	Telegraph Avenue	Ashby Avenue	Oakland	2.62	North	2	3	na	na	na	na	na	na
T229	Clawiter Road - SB	Winton Avenue	SR-92	Hayward	1.75	Central	3	3	3,244	19.0	B/C	720	22.1	B/C
T230	Constitution Way-8th Street	Central Avenue	Webster Street	Alameda	0.95	Central	2	3	na	na	na	720	18.6	C/C
T231	Dublin Boulevard	Fallon Road	Tassajara Road	Dublin	1.24	East	1	2	na	na	na	na	na	na
T232	Durant Avenue	Shattuck Avenue	College Avenue	Berkeley	0.73	North	2	3	na	na	na	566	15.8	D/D
T233	Dyer Street - SB	Whipple Road	Alvarado Boulevard	Union City	1.15	South	3	3	2,169	22.8	B/C	684	26.6	A/B
T234	E 12th Street	40th St	Lake Merritt Blvd	Oakland	2.82	North	2	3	na	na	na	na	na	na
T235	E 18th Street - EB	Lakeshore Avenue	Park Boulevard	Oakland	0.22	North	3	3	304	16.0	C/D	55	14.1	C/D
T236	East Avenue - EB	Livermore Avenue	Vasco Road	Livermore	2.53	East	2	2	1,698	28.9	B/B	709	28.5	B/B
T237	El Charro Road - NB	Stoneridge Drive	I-580	Pleasanton	0.26	East	2	2	2,030	22.5	C/C	660	44.0	A/A
T238	Estudillo Avenue - EB	E 14th St	MacArthur Blvd	San Leandro	0.98	Central	3	3	1,064	21.7	B/C	535	22.8	B/C
T239	Fallon Road	I-580	Tassajara Road	Dublin	2.85	East	1	2	na	na	na	23	32.1	B/B

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T240	Fernside Boulevard	Otis-Dollittle Drive	High Street	Alameda	1.15	Central	2	3	na	na	na	720	21.8	C/C
T241	First Street - EB	Stanley Boulevard	Railroad Avenue	Livermore	0.88	East	2	2	109	15.7	D/E	25	20.6	C/D
T242	Foothill Road - NB	Stoneridge Drive	I-580	Pleasanton	0.74	East	2	2	2,195	21.3	C/D	720	30.2	A/B
T243	Fremont Boulevard	I-880	County Line	Fremont	3.01	South	1	2	na	na	na	611	38.6	A/A
T244	Fruitvale Avenue - NB	Tilden Way	MacArthur Blvd	Oakland	2.37	North	3	3	317	13.1	C/E	662	16.7	C/D
T245	Gilman Street - EB	I-80	San Pablo Boulevard	Berkeley	0.63	North	3	3	1,825	16.3	C/D	710	16.5	C/D
T246	Gimmer Boulevard - SB	Paseo Padre Parkway	Mission Boulevard	Fremont	5.08	South	3	3	241	22.1	B/C	329	27.0	A/B
T247	Harrison St-Oakland Ave - EB	20th Street	MacArthur Blvd	Oakland	0.99	North	3	3	579	19.2	B/C	436	17.2	C/D
T248	High Street - NB	I-580	MacArthur Blvd	Oakland	0.05	North	3	3	1,779	8.9	E/F	720	18.6	C/C
T249	Industrial Blvd-Pkwy West - EB	Clawiter Road	Mission Boulevard	Hayward	5.06	Central	3	3	2,449	23.0	B/C	720	26.3	A/B
T250	Industrial Pkwy Southwest	Industrial Pkwy West	Whipple Road	Hayward	0.92	South	1	2	na	na	na	717	33.9	B/B
T251	Isabel Avenue	Portola Avenue	Airway Boulevard	Livermore	0.85	East	1	2	na	na	na	705	26.2	C/C
T252	Lewelling Boulevard - EB	Hesperian Boulevard	Hesperian Boulevard	Alameda County	1.42	Central	3	3	434	19.1	B/C	682	23.5	B/C
T253	Lewelling Boulevard - WB	Hesperian Boulevard	Wicks Boulevard	San Leandro	1.53	Central	3	3	1,337	23.5	B/C	705	26.3	A/B
T254	Livermore Avenue - NB	Tesla Road	I-580	Livermore	3.29	East	2	2	612	24.4	B/C	511	25.2	B/C
T255	MacArthur-SantaClara - WB	Estudillo Avenue	Seminary Ave	Oakland	4.36	Central - North	3	3	146	17.3	C/D	178	25.1	A/B
T256	Main St-Santa Rita Rd	Bernal Avenue	Stoneridge Drive	Pleasanton	3.10	East	1	2	na	na	na	na	na	na
T257	Marina Boulevard - WB	Washington Avenue	Dollittle Drive	San Leandro	1.80	Central	3	3	1,306	17.5	C/D	529	19.6	B/C
T258	Market Street - NB	55th Street	Stanford Avenue	Oakland	0.36	North	3	3	909	17.6	C/D	238	18.5	C/C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T259	Martin Luther King Jr Way - NB	Adeline Street	Marin Avenue	Berkeley	2.67	North	3	3	921	15.9	C/D	320	17.9	C/D
T260	Martin Luther King Jr Way - NB	San Pablo Avenue	47th Street	Oakland	1.78	North	3	3	54	18.2	C/C	9	20.3	B/C
T261	Mission Boulevard - SB	I-680	I-680	Fremont	3.01	South	3	3	2,250	28.1	A/B	683	33.1	A/A
T262	Mowry Avenue	I-880	Cherry Street	Newark	0.78	South	1	2	na	na	na	720	22.4	C/C
T263	Neal Street	Main St	1st Street	Pleasanton	0.13	East	1	2	na	na	na	396	19.4	D/D
T264	North Canyons Parkway-Portola	Airway Boulevard	1st Street	Livermore	4.20	East	1	2	na	na	na	453	29.7	B/B
T265	Osgood Road-WarmSpringsBlvd	County Line	Fremont/Washington	Fremont	5.48	South	1	2	na	na	na	631	30.0	B/B
T266	Otis Drive	Park Street	Broadway	Alameda	0.24	Central	2	3	na	na	na	720	20.0	C/C
T267	Owens Drive - EB	Willow Road	W Las Positas Blvd	Pleasanton	1.10	East	2	2	967	21.5	C/D	208	28.9	B/B
T268	Park Boulevard - EB	E. 18th Street	SR-13	Oakland	3.12	North	3	3	370	20.9	B/C	292	24.6	B/B
T269	Park Street - NB	Otis Drive	Encinal Avenue	Alameda	0.42	North	3	3	1,405	16.0	C/D	700	16.6	C/D
T270	Paseo Padre Parkway - WB	Grimmer Boulevard	Peralta Boulevard	Fremont	2.30	South	3	3	1,437	25.8	A/B	700	26.1	A/B
T271	Paseo Padre Parkway - EB	Sr-84	Ardenwood Boulevard	Fremont	1.50	South	3	3	835	36.8	A/A	634	39.3	A/A
T272	Patterson Pass Road - EB	Vasco	County Line	Livermore	10.11	East	1	2	349	30.3	C/B	na	na	na
T273	Redwood Road - NB	I-580	Catro Valley Boul	Alameda County	0.38	Central	3	3	1,707	14.2	C/D	718	20.8	B/C
T274	San Leandro Blvd - EB	San Leandro/Oakland	E 14th Street	San Leandro	2.18	Central - North	3	3	507	20.9	B/C	270	27.2	A/B
T275	San Leandro Street - EB	Fruitvale Avenue	Oakland//SL border	Oakland	4.33	North	3	3	167	21.2	B/C	492	26.7	A/B
T276	San Pablo Avenue	16th Street	I-580	Oakland	1.70	North	2	3	na	na	na	4	13.8	E/E
T277	Santa Clara Avenue	Webster Street	Broadway	Alameda	2.28	Central	2	3	na	na	na	na	na	na
T278	Seminary Avenue - EB	MacArthur Boulevard	I-580	Oakland	0.67	North	3	3	1,665	21.1	B/C	662	23.6	B/C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T279	Shattuck Avenue	Marin Avenue	University Avenue	Berkeley	1.27	North	2	3	na	na	na	510	19.4	C/C
T280	Solano Avenue	San Pablo Boulevard	Sutter Street	Albany	1.47	North	2	3	na	na	na	330	17.9	D/D
T281	Stevenson Boulevard - NB	Cherry Street	Mission Boulevard	Fremont	4.02	South	3	3	1,815	23.2	B/C	697	24.8	B/B
T282	Stoneridge Dr-Jack London Blvd - WB	Hopyard Rd	Foothill Road	Pleasanton	1.52	East	1	1	3,250	27.6	C/C	651	32.0	B/C
T283	Telegraph Avenue - NB	Broadway	51st Street	Oakland	2.25	North	3	3	303	14.8	C/D	438	16.7	C/D
T284	Tennyson Road - WB	Hesperian Boulevard	Industrial Boulevard	Hayward	0.60	Central	3	3	2,255	25.3	A/B	720	24.8	B/B
T285	Tesla Road - WB	Livermore Avenue	County Line (EB)	Alameda County	11.93	East	1	2	67	36.5	A/-	na	na	na
T286	Thornton Avenue - EB	SR-84	I-880	Newark	3.73	South	3	3	2,013	25.1	A/B	715	27.9	A/B
T287	Tilden Way	Park Street	Fruitvale Avenue	Alameda	0.43	Central	2	3	na	na	na	506	17.4	D/D
T288	UC Blvd-Ardenwood-Newark Blvd	Alvarado Blvd	SR 84	Union City	3.57	South	1	2	na	na	na	708	34.0	B/B
T289	Vallecitos Road - NB	Sr-84	1st St	Livermore	3.32	East	2	2	1,201	32.4	A/B	656	35.5	A/A
T290	Vasco Road - SB	I-580	Tesla Road	Livermore	4.05	East	2	2	1,843	32.3	A/B	na	na	na
T291	Village Parkway - NB	Dublin Boulevard	County Line	Dublin	1.50	East	2	2	110	19.1	C/D	610	24.6	B/C
T292	W Las Positas Blvd - EB	Owens Drive	Santa Rita Road	Pleasanton	0.22	East	2	2	887	15.6	D/E	na	na	na
T293	Walnut Avenue	Mission Boulevard	Fremont Boulevard	Fremont	1.83	South	1	2	na	na	na	na	na	na
T294	Warren Avenue	Fremont Blvd	Warm Springs Blvd	Fremont	1.04	South	1	2	na	na	na	707	23.1	C/C
T295	Washington Avenue - NB	Lewelling Blvd	Juana Avenue	San Leandro	2.72	Central	3	3	395	17.7	C/D	304	21.1	B/C
T296	Washington Boulevard - WB	Mission Boulevard	Fremont Boulevard	Fremont	2.20	South	3	3	1,735	26.1	A/B	694	29.1	A/B
T297	Whipple Road	Mission Boulevard	Union City Boulevard	Union City	3.43	South	1	2	na	na	na	713	24.1	C/C

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2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T298	Wicks Blvd- Merced Street - SB	Marina Boulevard	Lewelling Blvd	San Leandro	2.19	Central	3	3	213	27.0	A/B	na	na	na
T299	Winton Avenue - WB	Hesperian Boulevard	Clawiter Road	Hayward	0.54	Central	3	3	3,667	24.9	B/B	720	21.0	B/C
T300	14th Avenue - WB	Foothill Boulevard	E 8th Street	Oakland	0.26	North	3	3	987	13.8	C/E	na	na	na
T301	14th Street-Lake Merritt Blvd - EB	Brush Street	12th Street	Oakland	1.13	North	3	3	228	11.8	D/E	212	13.7	C/E
T302	20th Street	San Pablo Avenue	Harrison Street	Oakland	0.51	North	2	3	na	na	na	542	12.7	E/E
T303	23rd Avenue - SB	E 11th	23rd Ave NB/SB Split	Oakland	0.15	North	3	3	1,011	15.4	C/D	711	20.6	B/C
T304	23rd Avenue - NB	23rd Ave NB/SB Split	E 12 St	Oakland	0.14	North	3	3	1,849	16.6	C/D	691	21.1	B/C
T305	29th Avenue	International/E 14th	Ford St	Oakland	0.52	Central	2	3	na	na	na	634	14.3	D/D
T306	40th Street- Shellmound Avenue - EB	Powell Boulevard	Broadway	Oakland	1.31	North	3	3	108	16.2	C/D	603	19.0	B/C
T307	42nd Avenue- Courtland	High Street	International Blvd	Oakland	0.37	Central	2	3	na	na	na	408	20.3	C/C
T308	52nd Street - EB	Shattuck Avenue	Telegraph Avenue	Oakland	0.11	North	3	3	2,489	10.3	D/E	679	12.9	D/E
T309	55th Street	Market Street	Shattuck Avenue	Oakland	0.52	North	2	3	na	na	na	506	16.4	D/D
T310	5th Street	Adeline Street	Oak Street	Oakland	1.32	North	2	3	na	na	na	713	25.5	B/B
T312	73rd Avenue	I-580	MacArthur Blvd	Oakland	0.79	Central	2	3	na	na	na	597	21.0	C/C
T313	7th Street-E 8th Street - EB	I-880	14th Avenue	Oakland	3.43	North	3	3	91	16.4	C/D	145	19.6	B/C
T314	98th Avenue - WB	I-580	Airport Access Road	Oakland	3.25	North	3	3	517	15.2	C/D	611	20.1	B/C
T315	Airport Access Road - SB	Hegenberger Road	Dollittle Drive	Oakland	0.32	North	3	3	56	11.0	D/E	45	13.0	C/E
T316	Altamont Pass Road-Grant Line - WB	County Line (WB)	Greenville Road	Alameda County	9.71	East	1	2	2,790	32.8	A/B	627	45.4	A/A
T317	Altamont Pass Road-Grant Line	Greenville Road	Laughlin Rd	Alameda County	0.49	East	1	2	na	na	na	720	32.8	B/B

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T318	AltamontPass-Grant Line	Laughlin Rd	Vasco Road	Livermore	0.90	East	1	2	na	na	na	720	34.6	B/B
T319	Alvarado-Niles/Smith/Niles Blvd - WB	Mission Boulevard	Union City Boulevard	Union City	6.89	South	3	3	1,190	23.3	B/C	613	26.1	A/B
T320	Auto Mall Parkway - WB	I-880	Cherry Street	Fremont	0.75	South	3	3	3,626	19.2	B/C	720	24.0	B/B
T321	B Street	Mission Boulevard	Foothill Boulevard	Hayward	0.20	South	2	3	na	na	na	na	na	na
T322	Bernal Avenue - WB	Sunol Blvd/First St	I-680	Pleasanton	1.37	East	1	1	2,246	23.9	C/D	720	29.1	B/C
T323	Broadway - SB	SR-24	College Ave	Oakland	0.94	North	3	3	2,299	22.5	B/C	720	26.5	A/B
T324	Broadway	Tilden Way	Encinal Avenue	Alameda	0.55	Central	2	3	na	na	na	na	na	na
T325	Buchanan Street-Marin Avenue - WB	Arlington/Del Nort	I-80	Albany	2.12	North	3	3	834	18.6	C/C	608	21.3	B/C
T326	C Street	Mission Boulevard	Foothill Boulevard	Hayward	0.19	South	2	3	na	na	na	531	14.2	D/D
T327	Carlos Bee Blvd-Hayward Blvd	Mission Boulevard	Campus Drive	Hayward	0.93	South	1	2	na	na	na	688	30.4	B/B
T328	Castro Valley Boulevard-Mattox - WB	Crow Canyon Road	Mission Boulevard	Alameda County	2.70	Central	3	3	887	18.9	C/C	672	23.1	B/C
T329	Central Avenue - SB	I-880	Cherry Street	Newark	0.85	South	3	3	945	20.5	B/C	619	25.3	A/B
T330	Cherry-Boyce-Cushing	Thornton Avenue	I-880	Newark	5.67	South	1	2	na	na	na	718	32.4	B/B
T331	Claremont Avenue	Ashby Avenue	Telegraph Avenue	Oakland	1.68	North	2	3	na	na	na	563	22.1	C/C
T332	Clawiter Road - NB	Winton Avenue	SR-92	Hayward	1.75	Central	3	3	1,767	19.3	B/C	700	20.5	B/C
T333	Constitution Way-8th Street	Webster Street	Central Avenue	Alameda	0.95	Central	2	3	na	na	na	652	23.1	C/C
T334	Dublin Boulevard	Tassajara Road	Fallon Road	Dublin	1.24	East	1	2	na	na	na	na	na	na
T335	Durant Avenue	College Avenue	Shattuck Avenue	Berkeley	0.73	North	2	3	na	na	na	na	na	na
T336	Dyer Street - NB	Alvarado Boulevard	Whipple Road	Union City	1.15	South	3	3	1,433	20.3	B/C	719	25.0	A/B

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2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T337	E 12th Street	Lake Merritt Blvd	High Street	Oakland	3.00	North	2	3	na	na	na	369	24.0	C/C
T338	E 18th Street - WB	Park Boulevard	Lakeshore Avenue	Oakland	0.22	North	3	3	723	13.1	C/E	429	15.6	C/D
T339	East Avenue - WB	Vasco Road	Livermore Avenue	Livermore	2.53	East	2	2	1,926	25.6	B/C	707	28.8	B/B
T340	El Charro Road - SB	I-580	Stoneridge Drive	Pleasanton	0.26	East	2	2	2,339	26.9	B/C	603	31.8	A/B
T341	Estudillo Avenue - WB	MacArthur Boulevard	E 14th St	San Leandro	0.98	Central	3	3	1,969	19.1	B/C	488	22.8	B/C
T342	Fallon Road	Tassajara Road	I-580	Dublin	2.85	East	1	2	na	na	na	712	36.5	A/A
T343	Fernside Boulevard	High Street	Otis-Dollittle Drive	Alameda	1.15	Central	2	3	na	na	na	672	22.4	C/C
T344	First Street - WB	Stoneridge Drive	I-580	Livermore	0.88	East	2	2	282	16.6	D/E	274	17.5	D/D
T345	Foothill Road - SB	I-580	Stoneridge Drive	Pleasanton	0.74	East	2	2	3,359	27.0	B/C	720	31.8	A/B
T346	Fremont Boulevard	County Line	I-880	Fremont	3.01	South	1	2	na	na	na	683	36.8	A/A
T347	Fruitvale Avenue - SB	MacArthur Boulevard	Tilden Way	Oakland	2.37	North	3	3	259	13.3	C/E	435	17.1	C/D
T348	Gilman Street - WB	San Pablo Boulevard	I-80	Berkeley	0.63	North	3	3	1,516	19.3	B/C	662	18.7	C/C
T349	Gimmer Boulevard - NB	Mission Boulevard	Paseo Padre Parkway	Fremont	5.08	South	3	3	151	23.3	B/C	366	26.0	A/B
T350	Harrison St- Oakland Ave - SB	MacArthur Blvd	20th Street	Oakland	0.99	North	3	3	1,646	14.5	C/D	687	17.9	C/D
T351	High Street - WB	MacArthur Blvd	I-580	Oakland	0.05	North	3	3	1,718	14.0	C/E	716	21.8	B/C
T352	Industrial Blvd- Pkwy West - WB	Mission Boulevard	Clawiter Road	Hayward	5.16	Central	3	3	2,942	25.5	A/B	692	27.6	A/B
T353	Industrial Pkwy Southwest	Whipple Road	Industrial Pkwy West	Hayward	0.89	South	1	2	na	na	na	629	30.6	B/B
T354	Isabel Avenue	Airway Boulevard	Portola Avenue	Livermore	0.85	East	1	2	na	na	na	683	35.1	A/A
T355	Lewelling Boulevard - WB	Mission Boulevard	Hespedian Boulevard	Alameda County	1.42	Central	3	3	636	18.4	C/C	690	23.0	B/C
T356	Lewelling Boulevard - EB	Wicks Boulevard	Hespedian Boulevard	San Leandro	1.53	Central	3	3	591	18.6	C/C	720	24.9	B/B

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T357	Livermore Avenue - SB	I-580	Tesla Road	Livermore	3.29	East	2	2	253	22.7	C/C	382	26.5	B/C
T358	MacArthur-SantaClara - EB	San Pablo Avenue	Piedmont Ave	Oakland	1.56	North	3	3	217	15.2	C/D	514	22.4	B/C
T359	Main St-Santa Rita Rd - SB	Stoneridge Drive	Bernal Avenue	Pleasanton	3.10	East	2	2	3,312	17.5	D/D	na	na	na
T360	Marina Boulevard - EB	Dollittle Drive	Washington Avenue	San Leandro	1.80	Central	3	3	417	17.5	C/D	244	19.7	B/C
T361	Market Street - SB	Stanford Avenue	55th Street	Oakland	0.36	North	3	3	1,725	17.9	C/D	546	20.7	B/C
T362	Martin Luther King Jr Way - SB	Marin Avenue	Adeline Street	Berkeley	2.67	North	3	3	1,775	17.2	C/D	588	19.4	B/C
T363	Martin Luther King Jr Way - SB	47th Street	San Pablo Avenue	Oakland	1.78	North	3	3	80	21.7	B/C	100	22.2	B/C
T364	Mission Boulevard - NB	I-680	I-680	Fremont	3.01	South	3	3	1,410	26.7	A/B	691	32.6	A/A
T365	Mowry Avenue	Cherry Street	I-880	Newark	0.78	South	1	2	na	na	na	714	19.0	D/D
T366	Neal Street	1st Street	Main St	Pleasanton	0.13	East	1	2	na	na	na	na	na	na
T367	North Canyons Parkway-Portola	1st Street	Airway Boulevard	Livermore	4.20	East	1	2	na	na	na	641	32.2	B/B
T368	Osgood Road-WarmSpringsBlvd	Fremont/Washington	County Line	Fremont	5.48	South	1	2	na	na	na	na	na	na
T369	Otis Drive	Broadway	Park Street	Alameda	0.24	Central	2	3	na	na	na	720	20.2	C/C
T370	Owens Drive - WB	W Las Positas Blvd	Willow Road	Pleasanton	1.10	East	2	2	1,570	23.1	C/C	na	na	na
T371	Park Boulevard - WB	SR-13	E 18th Street	Oakland	3.12	North	3	3	674	19.9	B/C	287	27.4	A/B
T372	Park Street - SB	Encinal Avenue	Otis Drive	Alameda	0.42	North	3	3	1,291	16.4	C/D	720	16.2	C/D
T373	Paseo Padre Parkway - EB	Peralta Boulevard	Grimmer Boulevard	Fremont	2.30	South	3	3	2,334	24.1	B/B	699	27.0	A/B
T374	Paseo Padre Parkway - WB	SR-84	Ardenwood Boulevard	Fremont	1.50	South	3	3	3,335	40.5	A/A	637	43.6	A/A
T375	Patterson Pass Road - WB	County Line	Vasco Road	Livermore	10.11	East	1	2	2,435	34.2	B/B	na	na	na

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T376	Redwood Road - SB	Castro Valley Boul	I-580	Alameda County	0.38	Central	3	3	2,139	15.1	C/D	720	19.5	B/C
T377	San Leandro Blvd - NB	E 14th Street	San Leandro/Oakland	San Leandro	2.18	Central - North	3	3	477	19.1	B/C	481	29.5	A/B
T378	San Leandro Street - WB	Oakland//SL border	Fruitvale Avenue	Oakland	4.33	North	3	3	1,090	16.5	C/D	580	29.7	A/B
T379	San Pablo Avenue - SB	I-580	16th Street	Oakland	1.70	North	3	3	305	20.9	B/C	127	20.0	B/C
T380	Santa Clara Avenue	Broadway	Webster Street	Alameda	2.28	Central	2	3	na	na	na	na	na	na
T381	Seminary Avenue - WB	I-580	MacArthur Boulevard	Oakland	0.67	North	3	3	1,772	25.6	A/B	363	26.6	A/B
T382	Shattuck Avenue	University Avenue	Marin Avenue	Berkeley	1.18	North	2	3	na	na	na	281	19.1	C/C
T383	Solano Avenue	San Pablo Boulevard	Sutter Street	Albany	1.47	North	2	3	na	na	na	124	18.6	C/C
T384	Stevenson Boulevard - SB	Mission Boulevard	Cherry Street	Fremont	4.02	South	3	3	2,303	22.8	B/C	720	25.2	A/B
T385	Stoneridge Dr-Jack London Blvd	Isabel Avenue	Santa Rita Rd	Livermore	2.50	East	1	2	na	na	na	703	40.9	A/A
T386	Telegraph Avenue - SB	51st Street	Broadway	Oakland	2.25	North	3	3	252	14.0	C/E	362	17.4	C/D
T387	Tennyson Road - EB	Industrial Boulevard	Hesperian Boulevard	Hayward	0.60	Central	3	3	1,479	19.6	B/C	715	22.9	B/C
T388	Tesla Road - WB	County Line	Livermore Avenue	Alameda County	11.93	East	1	2	2,226	37.1	B/A	na	na	na
T389	Thornton Avenue - WB	I-880	SR-84	Newark	3.73	South	3	3	2,258	26.3	A/B	717	29.6	A/B
T390	Tilden Way	Fruitvale Avenue	Park Street	Alameda	0.43	Central	2	3	na	na	na	506	16.0	D/D
T391	UC Blvd-Ardenwood-Newark Blvd - WB	Central Avenue	SR 84	Newark	2.15	South	3	3	1,013	23.3	B/C	664	24.9	B/B
T392	Vallecitos Road - SB	1st St	SR-84	Livermore	3.32	East	2	2	1,793	17.4	D/D	634	32.5	A/B
T393	Vasco Road - NB	Tesla Road	I-580	Livermore	3.11	East	2	2	1,903	30.2	A/B	720	30.1	A/B

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T394	Village Parkway - SB	County Line	Dublin Boulevard	Dublin	1.50	East	2	2	820	23.3	C/C	597	24.9	B/C
T395	W Las Positas Blvd - WB	Santa Rita Road	Owens Drive	Pleasanton	0.22	East	2	2	1,074	19.5	C/D	677	22.0	C/D
T396	Walnut Avenue	Fremont Boulevard	Mission Boulevard	Fremont	1.83	South	1	2	na	na	na	na	na	na
T397	Warren Avenue	Warm Springs Blvd	Fremont Blvd	Fremont	1.04	South	1	2	na	na	na	720	24.4	C/C
T398	Washington Avenue - SB	Juana Avenue	Lewelling Blvd	San Leandro	2.72	Central	3	3	319	19.5	B/C	602	21.5	B/C
T399	Washington Boulevard - EB	Fremont Boulevard	Mission Boulevard	Fremont	2.20	South	3	3	885	23.6	B/C	717	29.0	A/B
T400	Whipple Road	Union City Boulevard	Mission Boulevard	Union City	3.43	South	1	2	na	na	na	669	24.4	C/C
T401	Wicks Blvd- Merced Street - NB	Lewelling Blvd	Marina Boulevard	San Leandro	2.19	Central	3	3	109	22.5	B/C	na	na	na
T402	Winton Avenue - EB	Clawiter Road	Hespedian Boulevard	Hayward	0.54	Central	3	3	3,706	22.6	B/C	720	20.8	B/C
T403	Stoneridge Dr- Jack London Blvd - WB	Santa Rita Road	Hopyard Rd	Pleasanton	1.56	East	2	2	2,891	29.4	B/B	616	29.5	B/B
T404	Stoneridge Dr- Jack London Blvd	Santa Rita Rd	Isabel Avenue	Livermore	4.34	East	1	2	na	na	na	506	33.9	B/B
T405	Stoneridge Dr- Jack London Blvd - EB	Hopyard Rd	Santa Rita Road	Pleasanton	1.56	East	2	2	1,414	25.5	B/C	716	31.6	A/B
T406	Stoneridge Dr- Jack London Blvd - EB	Foothill Boulevard	Hopyard Rd	Pleasanton	1.52	East	1	1	1,970	27.4	C/C	269	30.8	B/C
T407	UC Blvd- Ardenwood- Newark Blvd - EB	SR 84	Central Ave	Newark	2.15	South	3	3	2,259	25.1	A/B	693	27.2	A/B
T408	UC Blvd- Ardenwood- Newark Blvd	SR 84	Alvarado Blvd	Union City	3.57	South	1	2	na	na	na	639	34.9	B/B
T409	SantaClara - NB	I-580	Okland Avenue	Oakland	0.82	North	3	3	790	18.6	C/C	52	18.8	C/C

APPENDIX C

2020 LOS Monitoring Results for Arterials (Tier 2) - AM Peak Period (INRIX Data)

CMP ID	CMP Route	From	To	Jurisdiction	Length (mi)	Plan Area	Class (1985)	Class (2000)	2018 Results			2020 Results		
									Sample	Speed	LOS (85/00)	Sample 2	Speed 2	LOS (85/00) 2
T410	MacArthur-SantaClara - WB	Seminary Ave	Grand Ave	Oakland	4.79	North	3	3	53	13.9	C/E	10	21.2	B/C
T411	MacArthur-SantaClara	Grand Ave	Piedmont Ave	Oakland	0.74	North	2	3	na	na	na	86	17.7	D/D
T412	MacArthur-SantaClara - WB	Piedmont Ave	San Pablo Avenue	Oakland	1.56	North	3	3	578	16.4	C/D	53	19.5	B/C
T413	MacArthur-SantaClara	Piedmont Avenue	Grand Ave	Oakland	1.08	North	2	3	na	na	na	141	26.7	B/B
T414	MacArthur-SantaClara - EB	Grand Ave	Seminary Ave	Oakland	4.77	North	3	3	61	15.7	C/D	6	21.8	B/C
T415	MacArthur-SantaClara - SB	Seminary Ave	Estudillo Ave	Oakland	0.32	Norh-Central	3	3	51	22.4	B/C	103	21.6	B/C
T416	El Charro Road - SB	Stoneridge Drive	Bauch Rd	Pleasanton	0.09	East	2	2	2,579	24.3	B/C	660	22.0	C/D
T417	El Charro Road - NB	Bauch Rd	Stoneridge Drive	Pleasanton	0.09	East	2	2	2,411	21.0	C/D	642	25.3	B/C

Appendix D | Freeway Corridor Performance

Driving trips, especially commute trips, nearly always cover several CMP segments and commonly traverse multiple freeways. It is thus useful to aggregate the results for the entire corridor to understand changes in travel demand.

Corridor performance analysis was focused on seven freeway corridors within the County, separated by directions, as shown in Figure D-1. The east-west corridors include I-580 (between SR 238 and I-205) and SR 24, while majority of the corridors are in the north-south direction, including I-80, I-580 (between I-80 and I-238), I-680, I-880, and SR 13.

Average speeds on the freeway corridors were separated by directions. As show in Figure D-1, average speeds in the afternoon peak period have remained relatively stable from 2010 to 2018, but increased in 2020 due to the COVID-19 pandemic. The increase in corridor average speeds ranged from 2 to 29 mph. The lowest speed occurred on I-80 in the EB direction, but average speed still increased by about 7 mph on this corridor in 2020.

Very low speeds (below 35 mph) were still seen in 2020 on the I-80 EB corridor and SR 24 EB corridor during the afternoon peak period, both of which have experienced very low speeds historically. In 2020, the average speeds still increased by about 7 mph on the I-80 EB corridor and 10 mph on the SR 24 EB corridor.

FREEWAY CORRIDOR PERFORMANCE

Figure D-1: Freeway Corridor Average Speeds (2010 – 2020) – PM Peak Period

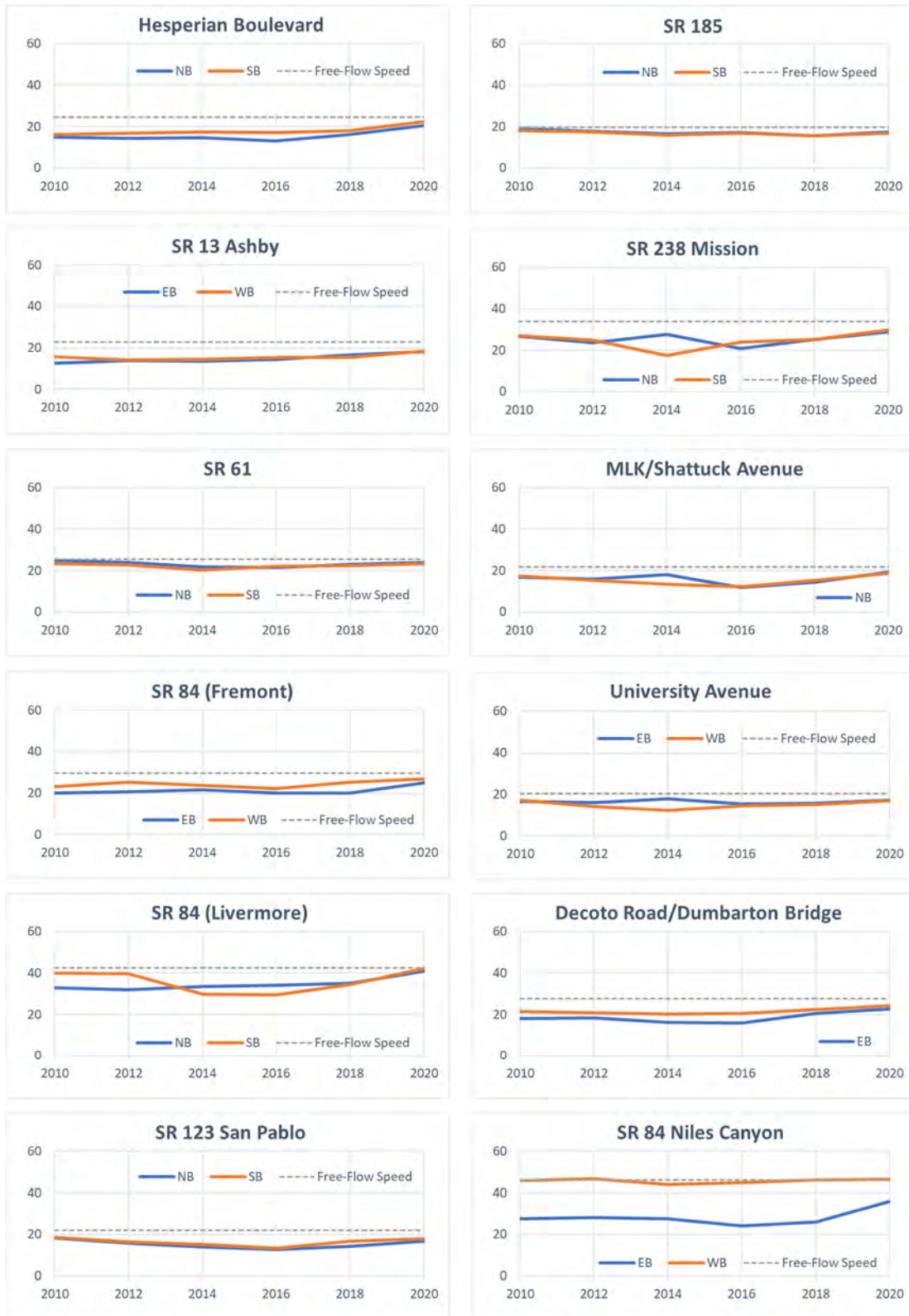


Appendix E | Arterial Corridor Performance

Corridor performance analysis was focused on 12 Tier 1 arterials within the County during the afternoon peak period, separated by directions, as shown in **Figure E-1**. Average speeds in the afternoon peak period have remained relatively stable from 2010 to 2018, but increased in 2020 due to the COVID-19 pandemic. The increase in corridor average speeds ranged from 1 to 10 mph. Corridors with the highest increase in average speeds were SR 84 Niles Canyon EB (+10 mph), SR 84 Livermore SB (+8 mph), SR 84 Livermore NB (+6 mph), and SR 238 Mission Boulevard SB (+5 mph). On the other hand, corridors with the lowest increase in average speeds included SR 13 Ashby EB (+1 mph), University Avenue EB (+1 mph), and SR 123 San Pablo Avenue SB (+1 mph). It seems that the corridors with speed increased the most were mostly located at suburban areas, while those with speed increased the least were mostly located in urban areas. In suburban areas, traffic signals are typically dispersed (i.e., lower traffic signal density) which makes it easier for speed increase when traffic demand is lower. However, in urban areas, traffic signals are typically closely-spaced and signal timings are more competitive among various users (e.g., crossing traffic, bicycles, pedestrians), which makes it harder for speed increase.

ARTERIAL CORRIDOR PERFORMANCE

Figure E-1: Tier 1 Arterial Corridor Average Speeds (2010 – 2020) - PM Peak Period



Appendix F | CMP Conformity

Tier 1 roadways that report LOS F conditions in the afternoon peak period are further analyzed for CMP conformity. As shown in **Table F-1**, only the Tier 1 CMP network in the afternoon peak period is subject to LOS conformance and associated deficiency planning (where applicable). All other monitoring and data collected are used for informational purposes only.

Table F-1: CMP Network Monitoring Periods and Purposes

Tier	Time Period	CMP Category	Purpose
Tier 1	PM	Freeways	Legislative Conformity
		Arterials	
		Special Segments	
	AM	Freeways	Informational only
		Arterials	
		Ramps & Special Segments	
Weekends	Freeways		
Tier 2	AM and PM	Arterials	
Other	AM and PM	HOV & Express Lanes	
		Transit	

Based on the analysis, if the roadway is identified to be deficient, state legislation requires the respective local jurisdiction to prepare a deficiency plan that details the cause of the deficiency, identifies measures to improve the performance of the roadway, and a funding plan for the proposed improvements. A roadway may be exempt from being identified as deficient for the following reasons:

- It operated at LOS F in the base monitoring year (1991 and 1992 when the CMP network was formed) and is therefore *grandfathered* in at LOS F;
- It is located within an Infill Opportunity Zone;
- Construction activities affected the normal flow of traffic;
- It carries a certain volume of interregional trips (analysis performed using the Alameda Countywide Travel Demand Model);
- It is impacted due to freeway ramp metering or recent traffic signal coordination;
- It operated at LOS F due to traffic generated by developments such as low-income housing, a high-density development, or a mixed-use development subject to certain criteria.

There were 20 Tier 1 segments operating at LOS F in 2020 in the afternoon peak period. Of these 20 segments, 18 were exempt from deficiency planning requirements because they were grandfathered as LOS F in the 1991-1992 LOS surveys. Alameda CTC’s travel model was used to estimate interregional trips (one of several possible exemptions identified in state legislation) on the remaining two segments. After removing trips originating from outside Alameda County, LOS was estimated. Based on this analysis, no new deficient segments were identified.