

Appendix A Freeway Segment Levels of Service Under Project Conditions - With Live/Work Units

Freeway	Segment	Direction	Peak Hour	Existing Plus Project Trips										Project Trips					Impact?			
				Mixed-Flow					HOV Lane					Mixed-Flow		HOV Lane						
				Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	% Capacity	Volume		% Capacity		
SR 87	I-280	to Julian St	NB	AM	15	2	4,400	2,954	98.5	F	--	--	--	--	--	17	14	0.3%	3	--	NO	
				PM	66	2	4,400	3,076	23.3	C	--	--	--	--	--	43	36	0.8%	7	--	NO	
SR 87	Julian St	to Coleman Ave	NB	AM	37	2	4,400	4,084	55.2	E	--	--	--	--	--	17	14	0.3%	3	--	NO	
				PM	66	2	4,400	3,206	24.3	C	--	--	--	--	--	43	36	0.8%	7	--	NO	
SR 87	Coleman St	to Taylor St	NB	AM	40	2	4,400	4,174	52.2	E	67	1	1,800	943	14.1	B	17	14	0.3%	3	0.2%	NO
				PM	66	2	4,400	3,336	25.3	C	67	1	1,800	207	3.1	A	43	36	0.8%	7	0.4%	NO
SR 87	Taylor St	to Skyport Dr	NB	AM	50	2	4,400	4,433	44.3	D	67	1	1,800	547	8.2	A	40	33	0.8%	7	0.4%	NO
				PM	67	2	4,400	1,490	11.1	B	67	1	1,800	74	1.1	A	24	20	0.5%	4	0.2%	NO
SR 87	Skyport Dr	to US 101	NB	AM	6	2	4,400	1,773	147.8	F	67	1	1,800	947	14.1	B	40	33	0.8%	7	0.4%	NO
				PM	67	2	4,400	2,300	17.2	B	67	1	1,800	544	8.1	A	24	20	0.5%	4	0.2%	NO
SR 87	US 101	to Skyport Dr	SB	AM	66	2	4,400	3,445	26.1	D	67	1	1,800	133	2.0	A	18	15	0.3%	3	0.2%	NO
				PM	59	2	4,400	4,406	37.3	D	67	1	1,800	807	12.0	B	43	36	0.8%	7	0.4%	NO
SR 87	Skyport Dr	to Taylor St	SB	AM	67	2	4,400	1,485	11.1	B	67	1	1,800	73	1.1	A	18	15	0.3%	3	0.2%	NO
				PM	19	2	4,400	3,226	84.9	F	67	1	1,800	1,217	18.2	C	43	36	0.8%	7	0.4%	NO
SR 87	Taylor St	to Coleman St	SB	AM	67	2	4,400	2,173	16.2	B	--	--	--	--	--	40	33	0.8%	7	--	NO	
				PM	9	2	4,400	2,230	123.9	F	--	--	--	--	--	24	20	0.5%	4	--	NO	
SR 87	Coleman ave	to Julian St	SB	AM	66	2	4,400	2,803	21.2	C	--	--	--	--	--	40	33	0.8%	7	--	NO	
				PM	18	2	4,400	3,220	89.4	F	--	--	--	--	--	24	20	0.5%	4	--	NO	
SR 87	Julian St	to I-280	SB	AM	67	2	4,400	2,443	18.2	C	--	--	--	--	--	40	33	0.8%	7	--	NO	
				PM	9	2	4,400	2,160	120.0	F	--	--	--	--	--	24	20	0.5%	4	--	NO	
US 101	Santa Clara St	to McKee Rd	NB	AM	11	3	6,900	3,663	111.0	F	20	1	1,800	1,641	82.0	F	4	3	0.0%	1	0.0%	NO
				PM	66	3	6,900	4,562	23.0	C	67	1	1,800	802	12.0	B	14	12	0.2%	2	0.1%	NO
US 101	McKee Rd	to Oakland Rd	NB	AM	17	3	6,900	4,642	91.0	F	41	1	1,800	2,090	51.0	E	2	2	0.0%	0	0.0%	NO
				PM	66	3	6,900	4,556	23.0	C	67	1	1,800	601	9.0	A	7	6	0.1%	1	0.1%	NO
US 101	Oakland Rd	to I-880	NB	AM	7	3	6,900	2,750	131.0	F	32	1	1,800	1,950	60.9	F	0	0	0.0%	0	0.0%	NO
				PM	66	3	6,900	4,160	21.0	C	67	1	1,800	540	8.1	A	0	0	0.0%	0	0.0%	NO
US 101	I-880	to Old Bayshore	NB	AM	14	3	6,900	4,160	99.0	F	47	1	1,800	2,160	46.0	D	0	0	0.0%	0	0.0%	NO
				PM	66	3	6,900	4,550	23.0	C	67	1	1,800	670	10.0	A	0	0	0.0%	0	0.0%	NO
US 101	Old Bayshore	to N. First St	NB	AM	18	3	6,900	4,700	87.0	F	15	1	1,800	1,430	95.3	F	0	0	0.0%	0	0.0%	NO
				PM	66	3	6,900	5,540	28.0	D	67	1	1,800	800	11.9	B	0	0	0.0%	0	0.0%	NO
US 101	N. First St	to SR 87	NB	AM	25	3	6,900	5,480	73.1	F	19	1	1,800	1,620	85.3	F	0	0	0.0%	0	0.0%	NO
				PM	67	3	6,900	3,020	15.0	B	67	1	1,800	600	9.0	A	0	0	0.0%	0	0.0%	NO
US 101	SR 87	to N. First St	SB	AM	67	3	6,900	2,810	14.0	B	67	1	1,800	270	4.0	A	0	0	0.0%	0	0.0%	NO
				PM	23	3	6,900	5,240	75.9	F	52	1	1,800	2,180	41.9	D	0	0	0.0%	0	0.0%	NO
US 101	N. First St	to Old Bayshore	SB	AM	67	3	6,900	3,420	17.0	B	67	1	1,800	670	10.0	A	0	0	0.0%	0	0.0%	NO
				PM	11	3	6,900	3,630	110.0	F	29	1	1,800	1,890	65.2	F	0	0	0.0%	0	0.0%	NO
US 101	Old Bayshore	to I-880	SB	AM	67	3	6,900	3,220	16.0	B	67	1	1,800	270	4.0	A	0	0	0.0%	0	0.0%	NO
				PM	11	3	6,900	3,700	112.1	F	33	1	1,800	1,980	60.0	F	0	0	0.0%	0	0.0%	NO
US 101	I-880	to Oakland Rd	SB	AM	66	3	6,900	3,760	19.0	C	67	1	1,800	340	5.1	A	0	0	0.0%	0	0.0%	NO
				PM	13	3	6,900	4,100	105.1	F	36	1	1,800	2,020	56.1	E	0	0	0.0%	0	0.0%	NO
US 101	Oakland Rd	to McKee Rd	SB	AM	67	3	6,900	3,625	18.0	C	67	1	1,800	401	6.0	A	6	5	0.1%	1	0.1%	NO
				PM	23	3	6,900	5,313	77.0	F	50	1	1,800	2,201	44.0	D	4	3	0.0%	1	0.0%	NO
US 101	McKee Rd	to Santa Clara St	SB	AM	67	3	6,900	3,630	18.1	C	67	1	1,800	342	5.1	A	12	10	0.1%	2	0.1%	NO
				PM	14	3	6,900	4,167	99.2	F	18	1	1,800	1,571	87.3	F	8	7	0.1%	1	0.1%	NO
I-880	Coleman Ave	to SR 87	NB	AM	20	3	6,900	4,929	82.2	F	--	--	--	--	--	11	9	0.1%	2	--	NO	
				PM	55	3	6,900	6,623	40.1	D	--	--	--	--	--	28	23	0.3%	5	--	NO	
I-880	SR 87	to N. 1st St	NB	AM	22	3	6,900	5,219	79.1	F	--	--	--	--	--	11	9	0.1%	2	--	NO	
				PM	55	3	6,900	6,623	40.1	D	--	--	--	--	--	28	23	0.3%	5	--	NO	
I-880	N. 1st St	to US 101	NB	AM	16	3	6,900	4,440	92.5	F	--	--	--	--	--	24	20	0.3%	4	--	NO	
				PM	46	3	6,900	6,502	47.1	E	--	--	--	--	--	14	12	0.2%	2	--	NO	
I-880	US 101	to E. Brokaw Rd	NB	AM	32	3	6,900	5,893	61.4	F	--	--	--	--	--	40	33	0.5%	7	--	NO	
				PM	65	3	6,900	5,870	30.1	D	--	--	--	--	--	24	20	0.3%	4	--	NO	
I-880	E. Brokaw Rd	to US 101	SB	AM	66	3	6,900	4,965	25.1	C	--	--	--	--	--	18	15	0.2%	3	--	NO	
				PM	18	3	6,900	4,786	88.6	F	--	--	--	--	--	43	36	0.5%	7	--	NO	
I-880	US 101	to N. 1st St	SB	AM	58	3	6,900	6,619	38.0	D	--	--	--	--	--	11	9	0.1%	2	--	NO	
				PM	12	3	6,900	3,842	106.7	F	--	--	--	--	--	26	22	0.3%	4	--	NO	
I-880	N. 1st St	to SR 87	SB	AM	57	3	6,900	6,692	39.1	D	--	--	--	--	--	26	22	0.3%	4	--	NO	
				PM	19	3	6,900	4,913	86.2	F	--	--	--	--	--	16	13	0.2%	3	--	NO	
I-880	SR 87	to Coleman Ave	SB	AM	62	3	6,900	6,532	35.1	D	--	--	--	--	--	26	22	0.3%	4	--	NO	
				PM	40	3	6,900	6,253	52.1	E	--	--	--	--	--	16	13	0.2%	3	--	NO	

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2006.