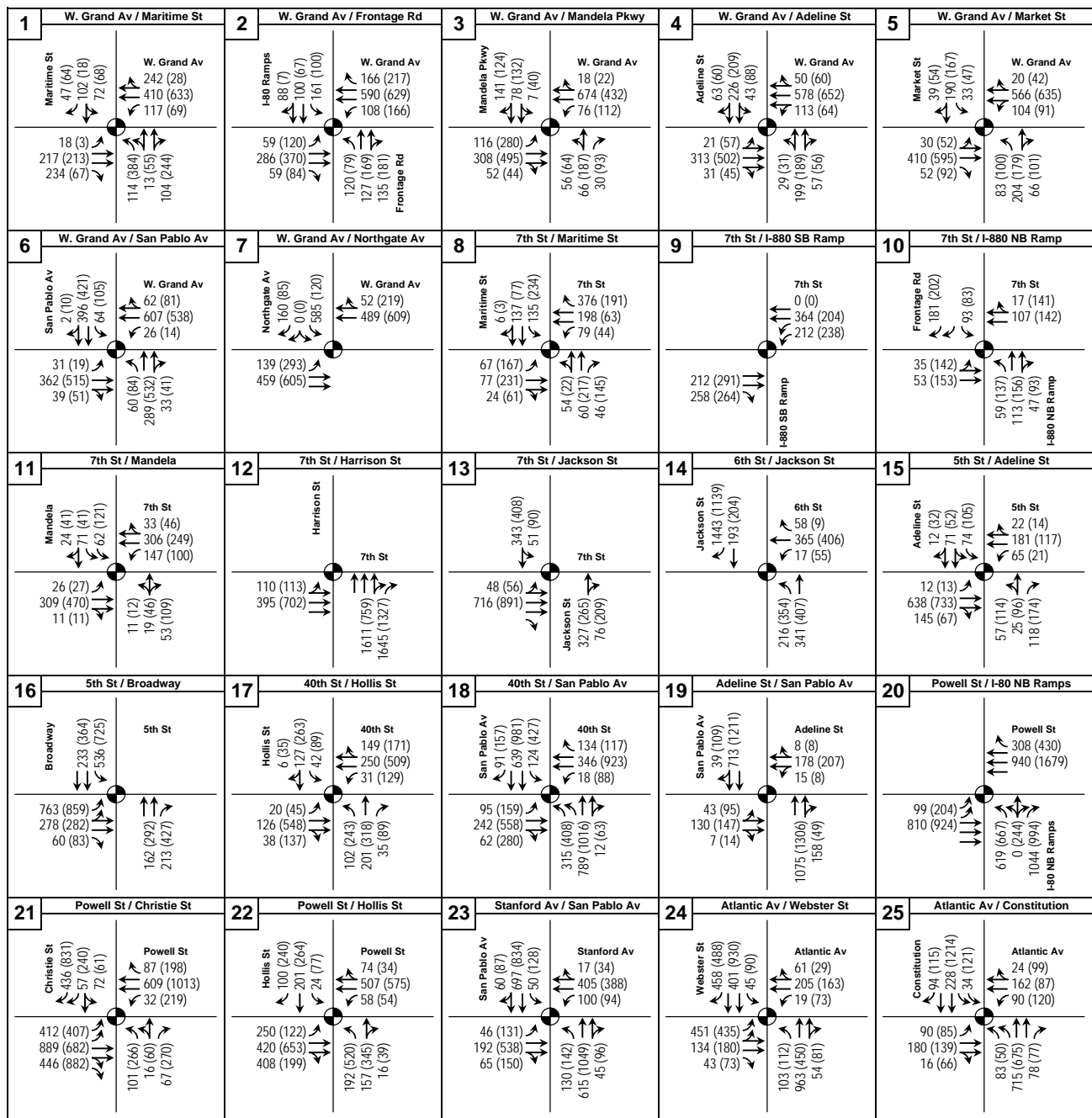


APPENDIX C

TRAFFIC ANALYSIS



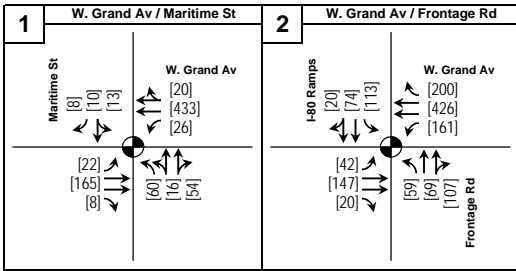
KEY
 31 (27) = AM (PM) peak hour traffic volume
 = Signalized intersection
 = Intersection approach lane

Dowling Associates, Inc.
 OARB Auto Mall Project



Figure 4-2
 Existing Traffic Volumes,
 Lanes, and Traffic Controls

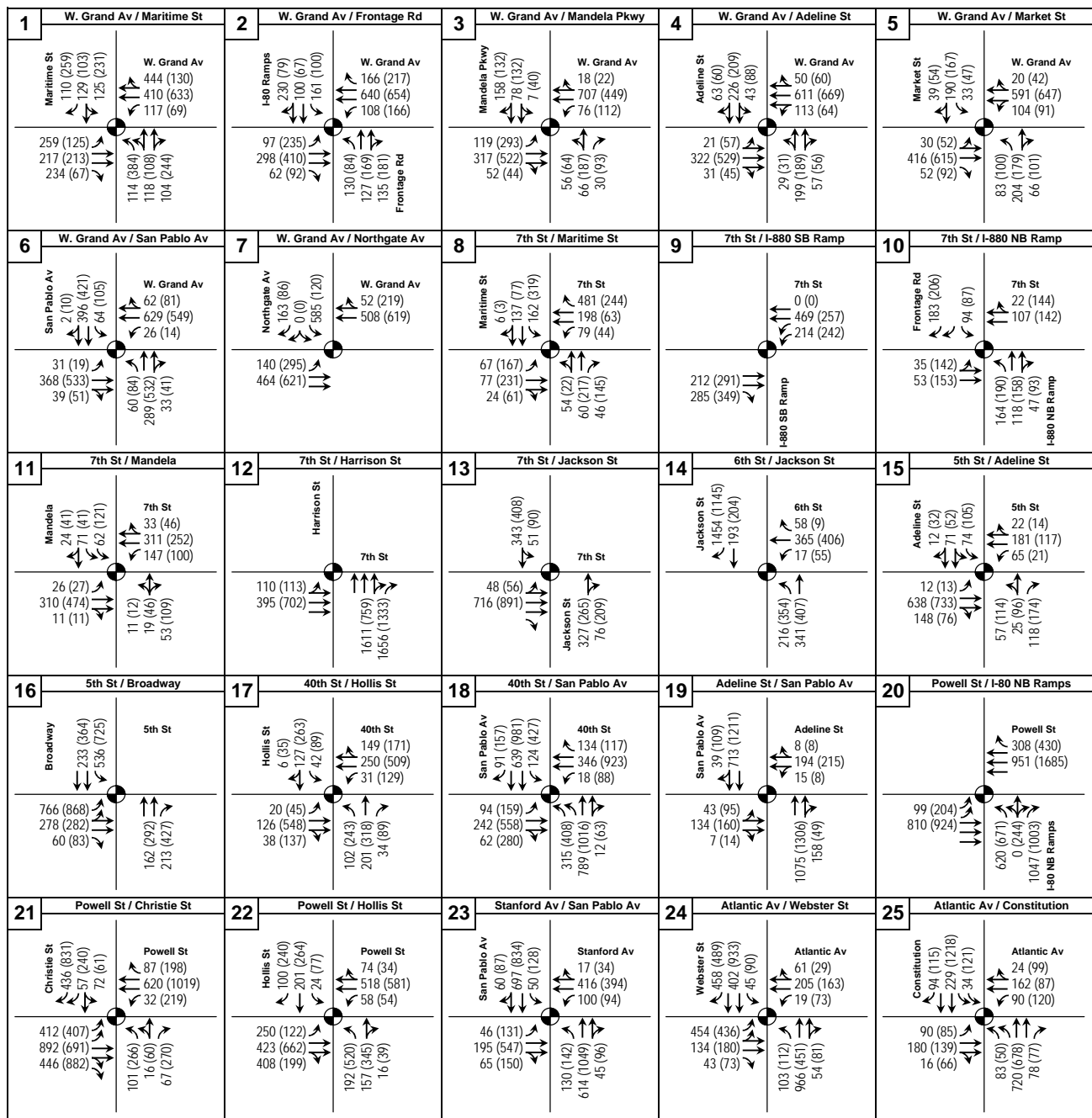
Saturday Traffic Volumes



KEY
 [44] = Saturday peak hour traffic volume
 = Signalized intersection
 = Intersection approach lane



Figure 4-2
 Existing Traffic Volumes,
 Lanes, and Traffic Controls

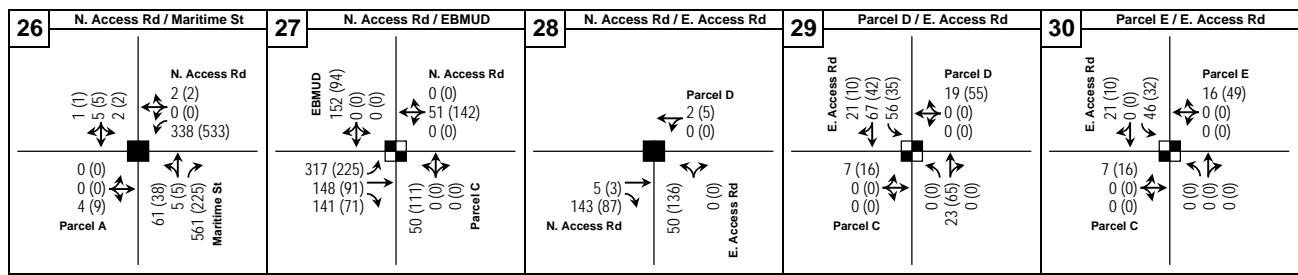


KEY
 31 (27) = AM (PM) peak hour traffic volume
 ● = Signalized intersection
 ✓ = Intersection approach lane

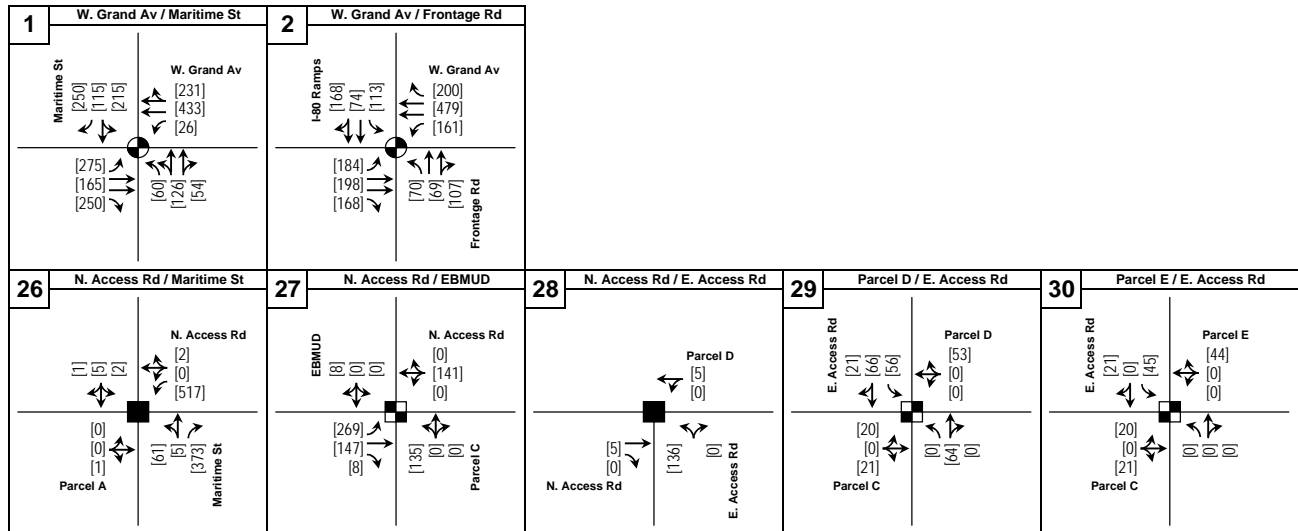
Dowling Associates, Inc.
 OARB Auto Mall Project



Figure A.1
 Existing Plus Project Traffic Volumes,
 Lanes, and Traffic Controls



Saturday Traffic Volumes



KEY

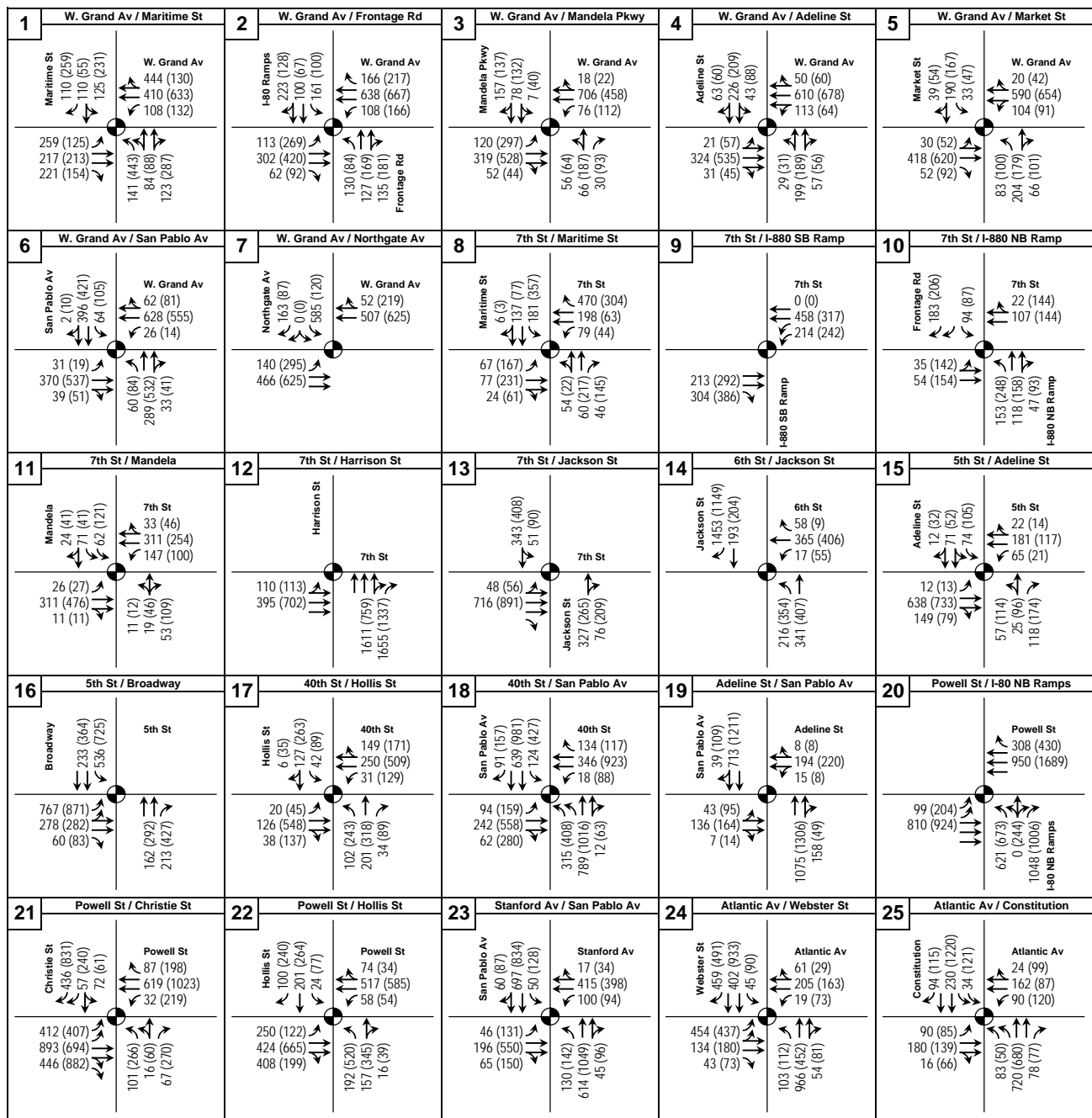
31 (27) [44] = AM (PM) [Saturday] peak hour traffic volumes

- = Signalized intersection
- = Intersection approach lane
- = All-way stop controlled intersection
- = Two-way stop controlled intersection
- = Intersection with one stop sign

Dowling Associates, Inc.
OARB Auto Mall Project



Figure A.1
Existing Plus Project Traffic Volumes,
Lanes, and Traffic Controls



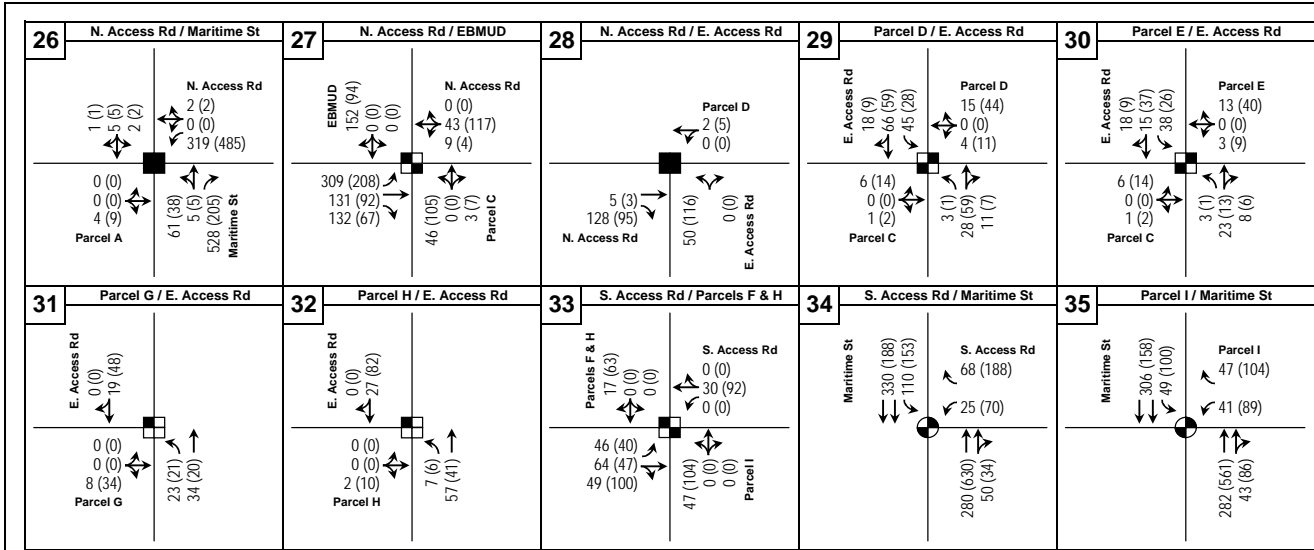
KEY

- 31 (27) = AM (PM) peak hour traffic volume
- ⊙ = Signalized intersection
- ↕ = Intersection approach lane

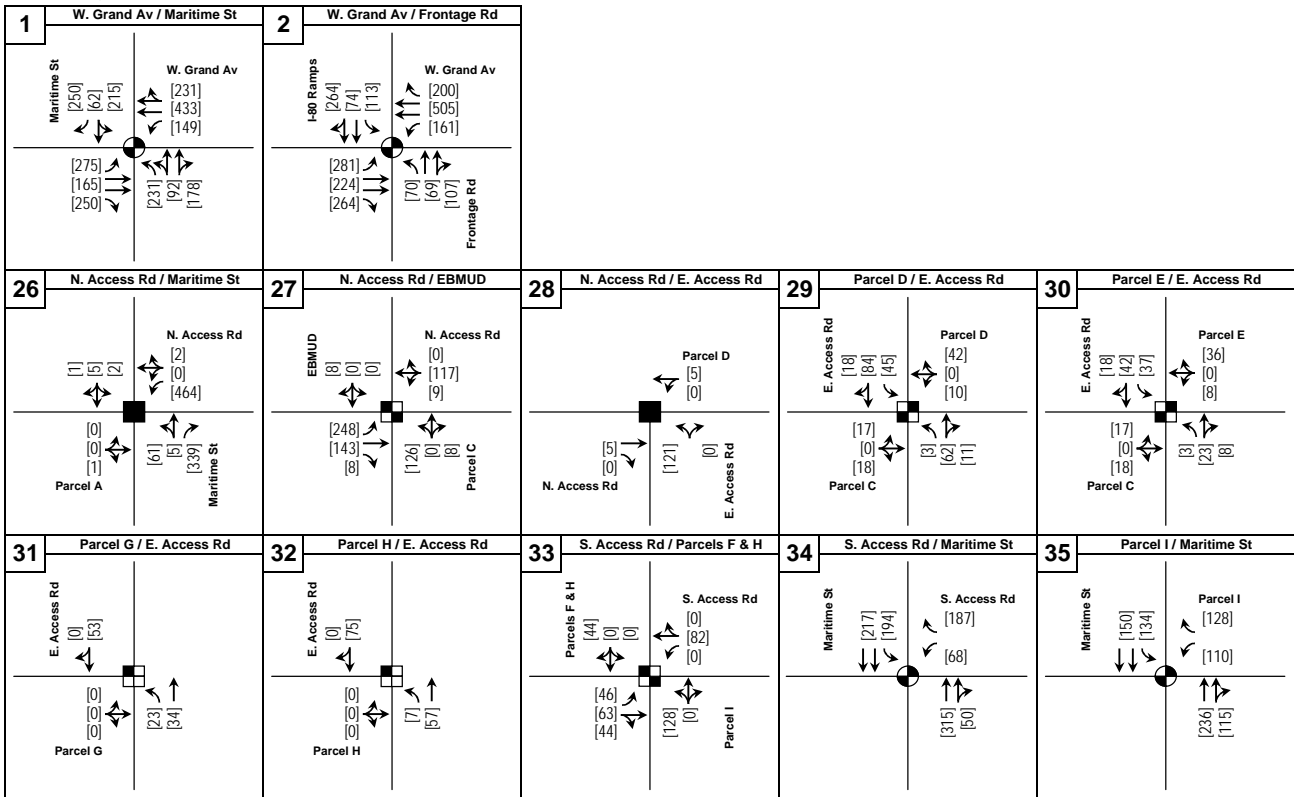
Dowling Associates, Inc.
 OARB Auto Mall Project



Figure A.2
 Existing Plus Option B Traffic Volumes,
 Lanes, and Traffic Controls



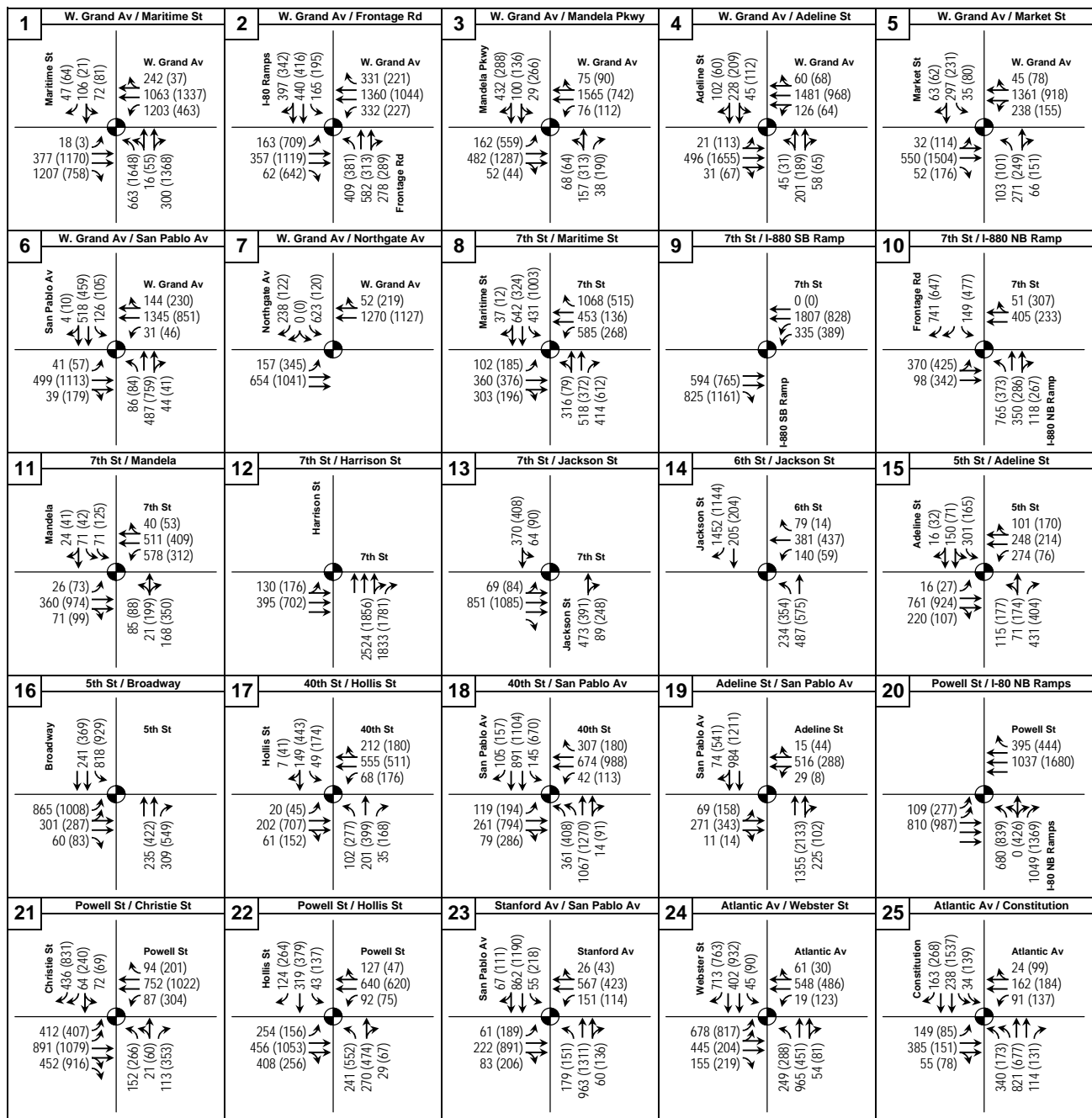
Saturday Traffic Volumes



KEY

- 31 (27) [44] = AM (PM) [Saturday] peak hour traffic volumes
- = Signalized intersection
- ◀ = Intersection approach lane
- = All-way stop controlled intersection
- ◻ = Two-way stop controlled intersection
- ◻ = Intersection with one stop sign





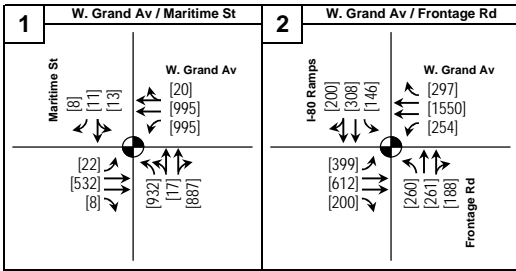
KEY
 31 (27) = AM (PM) peak hour traffic volume
 = Signalized intersection
 = Intersection approach lane

Dowling Associates, Inc.
 OARB Auto Mall Project



Figure A.3
 Cumulative No Project Traffic Volumes,
 Lanes, and Traffic Controls

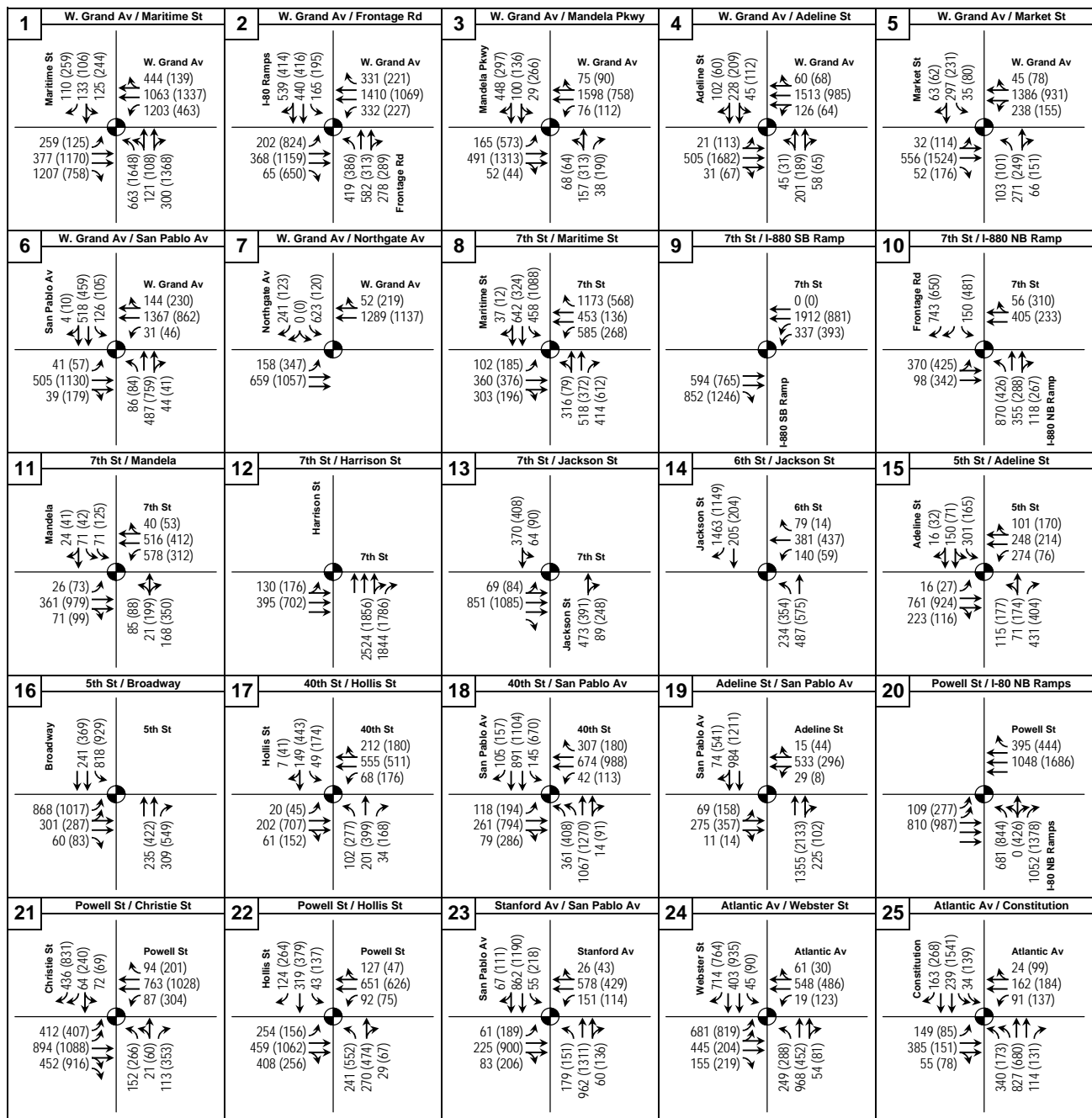
Saturday Traffic Volumes



KEY

- [44] = Saturday peak hour traffic volume
- = Signalized intersection
- ✓ = Intersection approach lane



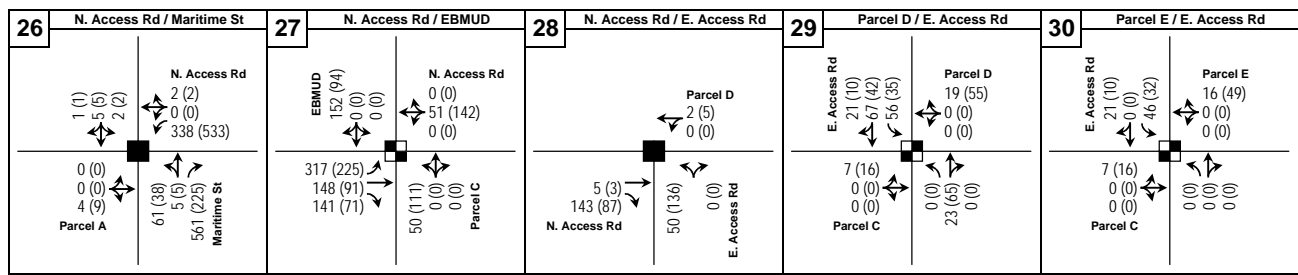


KEY
 31 (27) = AM (PM) peak hour traffic volume
 = Signalized intersection
 = Intersection approach lane

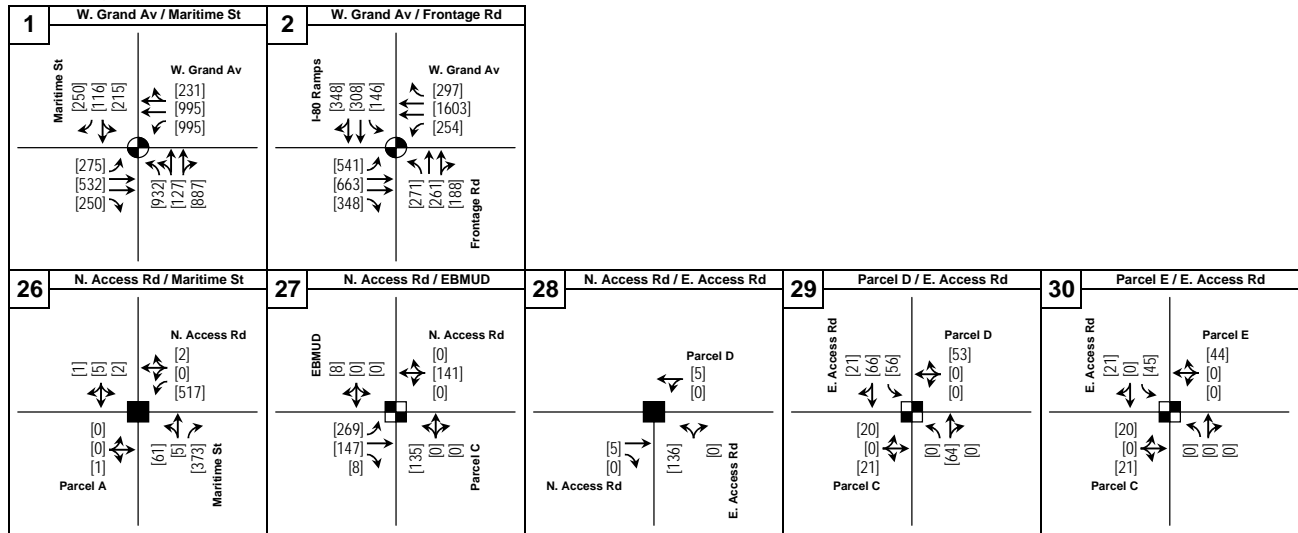
Dowling Associates, Inc.
 OARB Auto Mall Project



Figure A.4
 Cumulative Plus Project Traffic Volumes,
 Lanes, and Traffic Controls



Saturday Traffic Volumes



KEY

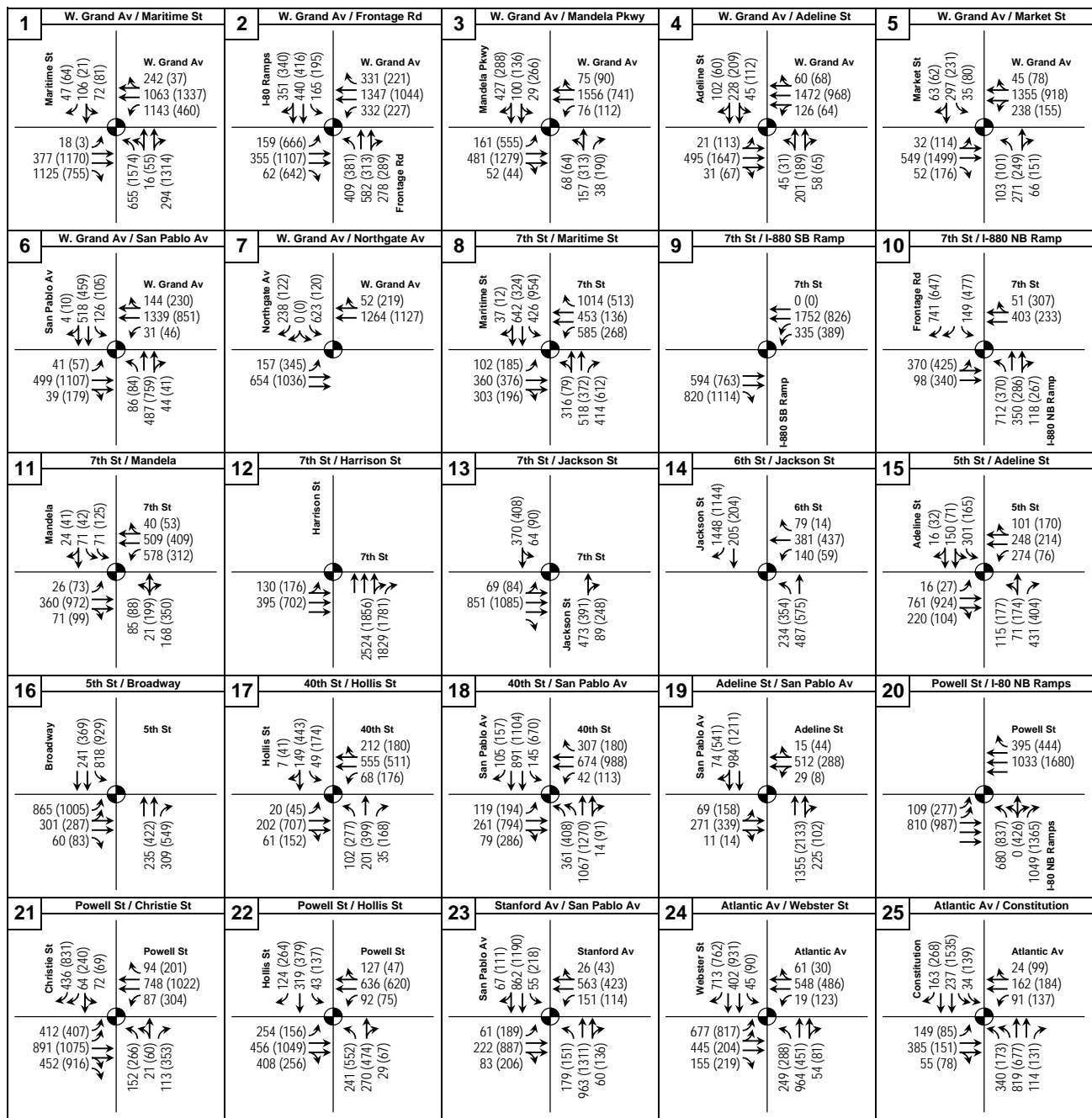
31 (27) [44] = AM (PM) [Saturday] peak hour traffic volumes

- = Signalized intersection
- = Intersection approach lane
- = All-way stop controlled intersection
- = Two-way stop controlled intersection
- = Intersection with one stop sign

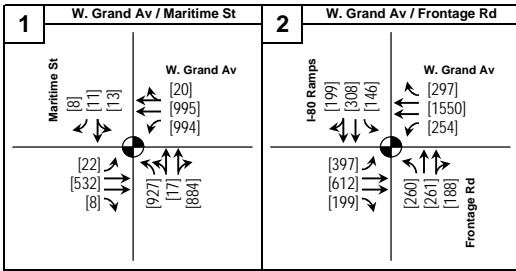
Dowling Associates, Inc.
 OARB Auto Mall Project



Figure A.4
Cumulative Plus Project Traffic Volumes,
Lanes, and Traffic Controls



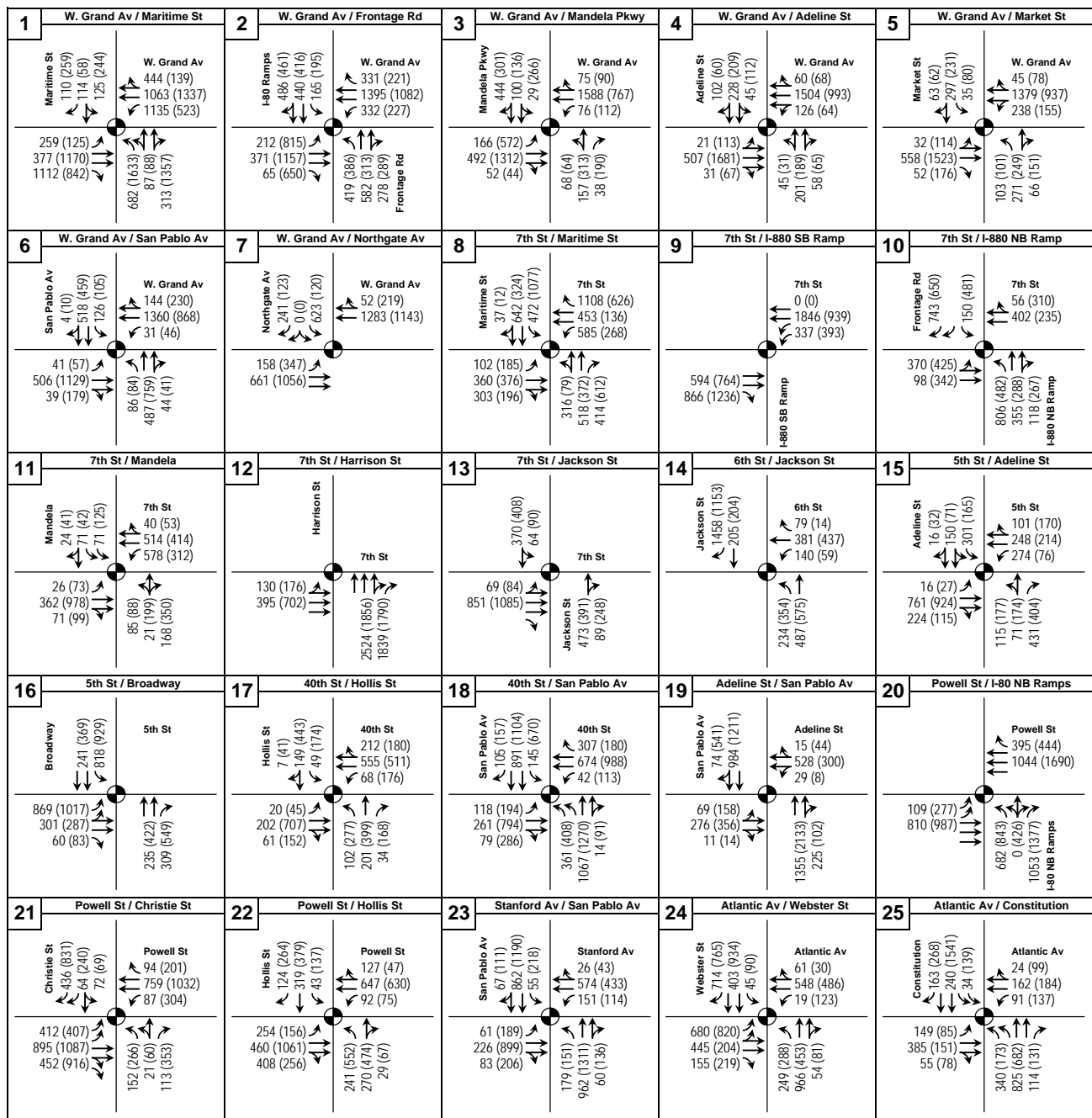
Saturday Traffic Volumes



KEY

- [44] = Saturday peak hour traffic volume
- = Signalized intersection
- ✓ = Intersection approach lane



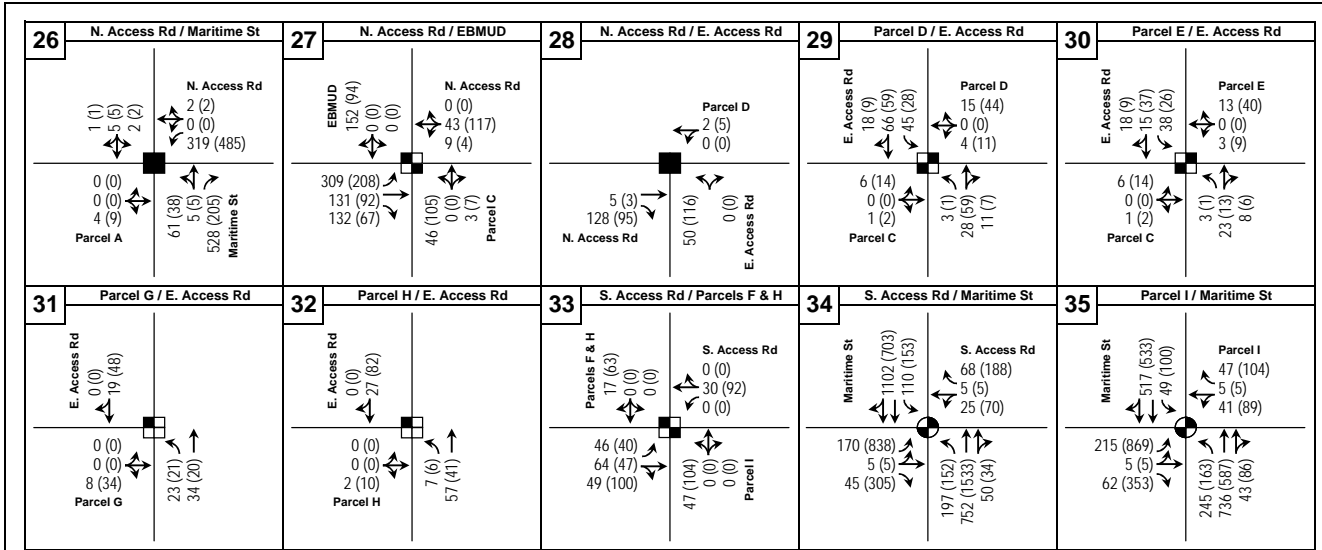


KEY
 31 (27) = AM (PM) peak hour traffic volume
 = Signalized intersection
 = Intersection approach lane

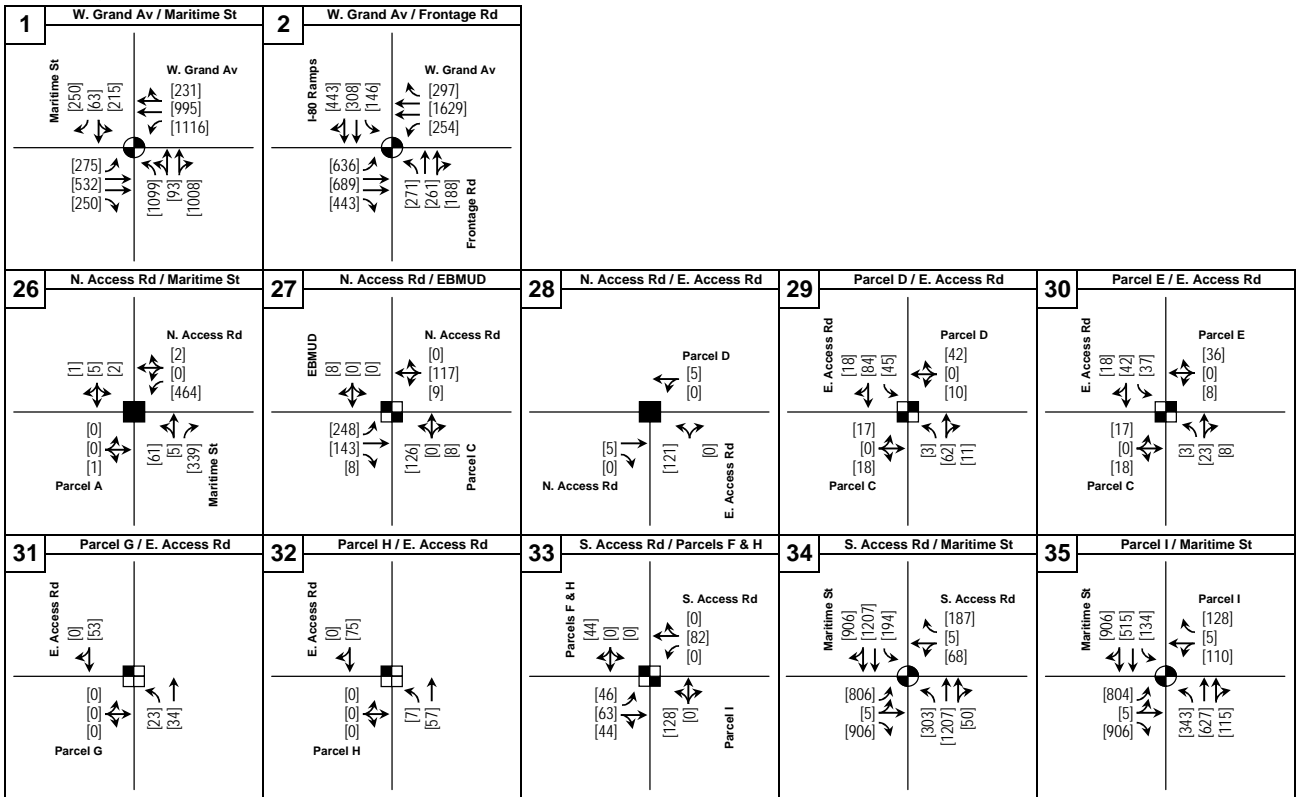
Dowling Associates, Inc.
 OARB Auto Mall Project



Figure A.6
 Cumulative Plus Option B Traffic Volumes,
 Lanes, and Traffic Controls



Saturday Traffic Volumes



KEY
 31 (27) [44] = AM (PM) [Saturday] peak hour traffic volumes
 ● = Signalized intersection
 ◀ = Intersection approach lane
 ■ = All-way stop controlled intersection
 ▣ = Two-way stop controlled intersection
 □ = Intersection with one stop sign



OARB Automall EIR
Existing Freeway Level of Service Summary for Proposed Project

April 10, 2006

Freeway Segment	Existing				Existing Plus Project				Lanes	Existing		Project Traffic		Significant? AM PM		
	AM		PM		AM		PM			Traffic Volume	AM	PM	(in PCEs)			
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C					AM			PM
I-80 at the Bay Bridge																
Eastbound	C	0.584	F	1.134	C	0.592	F	1.138	5	5,314	10,318	71	36			
Westbound	F	1.098	D	0.825	F	1.100	D	0.831	5	9,992	7,505	19	58			
I-80 between I-880 and I-580																
Eastbound	B	0.465	D	0.902	B	0.469	D	0.917	5	4,228	8,209	44	137			
Westbound	D	0.874	C	0.656	D	0.892	C	0.666	5	7,949	5,971	170	86			
I-80 East of I-80/I-580 Split																
Eastbound	C	0.619	F	1.221	C	0.624	F	1.230	5	5,637	11,115	38	115			
Westbound	F	1.165	D	0.888	F	1.180	D	0.896	5	10,599	8,085	142	72			
I-880 Connector to I-80 East																
Northbound	C	0.684	C	0.633	C	0.694	C	0.664	2	2,489	2,302	38	115			
Southbound	C	0.677	C	0.677	C	0.716	C	0.697	2	2,464	2,465	142	72			
I-880 Connector to I-80 West																
Northbound	B	0.507	B	0.380	B	0.524	B	0.434	2	1,846	1,384	63	195			
Southbound	A	0.248	B	0.426	A	0.314	B	0.459	2	902	1,549	241	122			
I-880 North of 7th St.																
Northbound	D	0.794	C	0.675	D	0.794	C	0.675	3	4,335	3,687	0	0			
Southbound	C	0.616	C	0.735	C	0.616	C	0.735	3	3,365	4,013	0	0			
I-880 South of 7th St.																
Northbound	D	0.860	D	0.797	D	0.880	D	0.807	3	4,695	4,353	110	55			
Southbound	C	0.734	C	0.680	C	0.739	C	0.697	3	4,005	3,714	29	89			
I-880 North of I-980																
Northbound	D	0.850	D	0.788	D	0.870	D	0.798	3	4,641	4,303	110	55			
Southbound	C	0.725	C	0.672	C	0.730	C	0.687	3	3,959	3,671	26	80			

Existing Freeway Level of Service Summary for Proposed Project

April 10, 2006

Freeway Segment	Existing				Existing Plus Project				Lanes	Existing Traffic Volume		Project Traffic (in PCEs)		Significant? AM PM	
	AM		PM		AM		PM			AM	PM	AM	PM		
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C							
I-880 South of I-980															
Northbound	F	1.201	F	1.164	F	1.214	F	1.171	4	8,740	8,477	99	50		
Southbound	E	0.970	F	1.171	E	0.974	F	1.182	4	7,063	8,523	26	80		
I-880 North of I-238															
Northbound	F	1.208	F	1.171	F	1.209	F	1.172	4	8,791	8,527	11	6		
Southbound	E	0.976	F	1.178	E	0.976	F	1.179	4	7,104	8,573	3	9		
I-580 East of I-980/SH-24															
Eastbound	D	0.831	F	1.114	D	0.835	F	1.127	4	6,050	8,110	31	97		
Westbound	F	1.025	D	0.919	F	1.041	D	0.927	4	7,461	6,690	121	61		
I-580 West of I-980/SH-24															
Eastbound	C	0.760	F	1.174	C	0.765	F	1.189	5	6,919	10,680	44	137		
Westbound	F	1.197	F	1.013	F	1.215	F	1.023	5	10,888	9,220	170	86		
I-980															
Eastbound	B	0.415	C	0.717	B	0.415	C	0.717	4	3,018	5,216	0	0		
Westbound	C	0.752	B	0.479	C	0.752	B	0.479	4	5,477	3,484	0	0		
SH 24 East of I-580															
Eastbound	B	0.437	D	0.896	B	0.439	D	0.903	4	3,180	6,526	14	44		
Westbound	F	1.077	C	0.615	F	1.084	C	0.618	4	7,839	4,474	55	28		

Source: Dowling Associates, Inc.

Freeway Capacity Source: 1985 Highway Capacity Manual	Ideal Freeway Capacity =	2000 (p. 3-8)	V/C	LOS
	Percent Trucks =	10.0%	0.350	A
	Actual Capacity / Ideal Capacity =	91%	0.540	B
	Adjusted Freeway Capacity =	1820	0.770	C
			0.930	D
			1.000	E

**OARB Automall EIR
Existing Freeway Level of Service Summary for Option B**

April 10, 2006

Freeway Segment	Existing				Existing Plus Option B				Lanes	Existing		Option B		Significant? AM PM
	AM		PM		AM		PM			Traffic Volume AM PM	(in PCEs)			
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C			AM	PM		
I-80 at the Bay Bridge														
Eastbound	C	0.584	F	1.134	C	0.591	F	1.141	5	5,314	10,318	67	63	
Westbound	F	1.098	D	0.825	F	1.101	D	0.833	5	9,992	7,505	27	76	
I-80 between I-880 and I-580														
Eastbound	B	0.465	D	0.902	B	0.472	D	0.922	5	4,228	8,209	63	178	
Westbound	D	0.874	C	0.656	D	0.891	C	0.672	5	7,949	5,971	161	146	
I-80 East of I-80/I-580 Split														
Eastbound	C	0.619	F	1.221	C	0.625	F	1.240	5	5,637	11,115	54	149	
Westbound	F	1.165	D	0.888	F	1.180	D	0.902	5	10,599	8,085	135	121	
I-880 Connector to I-80 East														
Northbound	C	0.684	C	0.633	C	0.699	C	0.673	2	2,489	2,302	54	149	
Southbound	C	0.677	C	0.677	C	0.714	C	0.710	2	2,464	2,465	135	121	
I-880 Connector to I-80 West														
Northbound	B	0.507	B	0.380	B	0.532	B	0.450	2	1,846	1,384	90	254	
Southbound	A	0.248	B	0.426	A	0.310	B	0.483	2	902	1,549	228	209	
I-880 North of 7th St.														
Northbound	D	0.794	C	0.675	D	0.794	C	0.675	3	4,335	3,687	0	0	
Southbound	C	0.616	C	0.735	C	0.616	C	0.735	3	3,365	4,013	0	0	
I-880 South of 7th St.														
Northbound	D	0.860	D	0.797	D	0.878	D	0.818	3	4,695	4,353	99	114	
Southbound	C	0.734	C	0.680	C	0.742	C	0.703	3	4,005	3,714	47	126	
I-880 North of I-980														
Northbound	D	0.850	D	0.788	D	0.868	D	0.809	3	4,641	4,303	99	114	
Southbound	C	0.725	C	0.672	C	0.733	C	0.693	3	3,959	3,671	43	114	

Existing Freeway Level of Service Summary for Option B

April 10, 2006

Freeway Segment	Existing				Existing Plus Option B				Lanes	Existing		Option B		Significant? AM PM
	AM		PM		AM		PM			Traffic Volume AM PM	(in PCEs)			
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C			AM	PM		
I-880 South of I-980														
Northbound	F	1.201	F	1.164	F	1.213	F	1.179	4	8,740	8,477	89	104	
Southbound	E	0.970	F	1.171	E	0.976	F	1.186	4	7,063	8,523	43	114	
I-880 North of I-238														
Northbound	F	1.208	F	1.171	F	1.209	F	1.173	4	8,791	8,527	10	12	
Southbound	E	0.976	F	1.178	E	0.977	F	1.179	4	7,104	8,573	5	13	
I-580 East of I-980/SH-24														
Eastbound	D	0.831	F	1.114	D	0.837	F	1.131	4	6,050	8,110	43	124	
Westbound	F	1.025	D	0.919	F	1.041	E	0.933	4	7,461	6,690	115	100	
I-580 West of I-980/SH-24														
Eastbound	C	0.760	F	1.174	C	0.767	F	1.193	5	6,919	10,680	63	178	
Westbound	F	1.197	F	1.013	F	1.214	F	1.029	5	10,888	9,220	161	146	
I-980														
Eastbound	B	0.415	C	0.717	B	0.415	C	0.717	4	3,018	5,216	0	0	
Westbound	C	0.752	B	0.479	C	0.752	B	0.479	4	5,477	3,484	0	0	
SH 24 East of I-580														
Eastbound	B	0.437	D	0.896	B	0.440	D	0.904	4	3,180	6,526	21	58	
Westbound	F	1.077	C	0.615	F	1.084	C	0.621	4	7,839	4,474	52	49	

Source: Dowling Associates, Inc.

Freeway Capacity Source: 1985 Highway Capacity Manual	Ideal Freeway Capacity =	2000 (p. 3-8)	V/C	LOS
	Percent Trucks =	10.0%	0.350	A
	Actual Capacity / Ideal Capacity =	91%	0.540	B
	Adjusted Freeway Capacity =	1820	0.770	C
			0.930	D
			1.000	E

**OARB Automall EIR
Cumulative Freeway Level of Service Summary for Proposed Project**

April 10, 2006

Freeway Segment	Cumulative No Project						Cumulative with Project						Lanes	Significant?		Considerable Contribution?	
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour							
	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.		AM	PM	AM	PM
I-80 at the Bay Bridge																	
Eastbound	C	0.604	5,496	F	1.448	13,181	C	0.612	5,568	F	1.452	13,217	5				
Westbound	F	1.518	13,814	F	1.094	9,955	F	1.520	13,833	F	1.100	10,012	5				
I-80 between I-880 and I-580																	
Eastbound	B	0.470	4,276	F	1.006	9,156	B	0.475	4,320	F	1.021	9,293	5				
Westbound	E	0.996	9,065	C	0.719	6,544	F	1.015	9,235	C	0.729	6,630	5	Yes		Yes	
I-80 East of I-80/I-580 Split																	
Eastbound	C	0.713	6,492	F	1.253	11,401	C	0.718	6,531	F	1.265	11,516	5				
Westbound	F	1.260	11,469	E	0.994	9,048	F	1.276	11,611	F	1.002	9,120	5		Yes		Yes
I-880 Connector to I-80 East																	
Northbound	F	1.007	3,666	D	0.834	3,036	F	1.018	3,704	D	0.866	3,151	2				
Southbound	D	0.820	2,987	D	0.848	3,086	D	0.859	3,129	D	0.867	3,158	2				
I-880 Connector to I-80 West																	
Northbound	C	0.693	2,522	B	0.501	1,825	C	0.710	2,585	C	0.555	2,020	2				
Southbound	A	0.323	1,177	C	0.620	2,256	B	0.389	1,418	C	0.653	2,378	2				
I-880 North of 7th St.																	
Northbound	E	0.964	5,262	C	0.759	4,144	E	0.964	5,262	C	0.759	4,144	3				
Southbound	C	0.633	3,454	D	0.820	4,475	C	0.633	3,454	D	0.820	4,475	3				
I-880 South of 7th St.																	
Northbound	F	1.215	6,636	E	0.980	5,351	F	1.235	6,746	E	0.990	5,407	3				
Southbound	D	0.858	4,687	E	0.957	5,227	D	0.864	4,715	E	0.973	5,315	3				
I-880 North of I-980																	
Northbound	F	1.232	6,725	E	0.967	5,282	F	1.252	6,835	E	0.978	5,338	3				
Southbound	D	0.874	4,771	D	0.895	4,885	D	0.879	4,797	D	0.909	4,964	3				

Cumulative Freeway Level of Service Summary for Proposed Project

April 10, 2006

Freeway Segment	Cumulative No Project						Cumulative with Project						Lanes	Significant? AM PM		Considerable Contribution? AM PM	
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour							
	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.					
I-880 South of I-980																	
Northbound	F	1.531	11,146	F	1.314	9,569	F	1.544	11,244	F	1.321	9,620	4				
Southbound	F	1.112	8,094	F	1.385	10,084	F	1.115	8,119	F	1.396	10,164	4				
I-880 North of I-238																	
Northbound	F	1.380	10,043	F	1.296	9,438	F	1.381	10,054	F	1.297	9,444	4				
Southbound	F	1.241	9,034	F	1.410	10,267	F	1.241	9,037	F	1.412	10,276	4				
I-580 East of I-980/SH-24																	
Eastbound	D	0.836	6,085	F	1.178	8,574	D	0.840	6,117	F	1.191	8,672	4				
Westbound	F	1.138	8,287	F	1.058	7,702	F	1.155	8,408	F	1.066	7,763	4				
I-580 West of I-980/SH-24																	
Eastbound	C	0.766	6,967	F	1.265	11,509	D	0.770	7,011	F	1.280	11,646	5				
Westbound	F	1.356	12,336	F	1.089	9,913	F	1.374	12,505	F	1.099	9,999	5				
I-980																	
Eastbound	B	0.481	3,500	D	0.875	6,368	B	0.481	3,500	D	0.875	6,368	4				
Westbound	D	0.876	6,376	C	0.619	4,504	D	0.876	6,376	C	0.619	4,504	4				
SH 24 East of I-580																	
Eastbound	B	0.482	3,509	F	1.031	7,506	B	0.484	3,523	F	1.037	7,551	4				
Westbound	F	1.180	8,594	C	0.722	5,253	F	1.188	8,649	C	0.725	5,281	4				

Source: Dowling Associates, Inc.

Freeway Capacity Source: 1985 Highway Capacity Manu	Ideal Freeway Capacity =	2000 (p. 3-8)	V/C	LOS
	Percent Trucks =	10.0%	0.350	A
	Actual Capacity / Ideal Capacity =	91%	0.540	B
	Adjusted Freeway Capacity =	1820	0.770	C
			0.930	D
			1.000	E

**OARB Automall EIR
Cumulative Freeway Level of Service Summary for Option B**

April 10, 2006

Freeway Segment	Cumulative No Option B						Cumulative with Option B						Lanes	Significant?		Considerable Contribution?		
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour				AM	PM	AM	PM	
	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.						
I-80 at the Bay Bridge	Eastbound	C	0.601	5,471	F	1.448	13,180	C	0.609	5,538	F	1.455	13,243	5				
	Westbound	F	1.518	13,812	F	1.091	9,931	F	1.521	13,839	F	1.100	10,007	5				
I-80 between I-880 and I-580	Eastbound	B	0.469	4,270	F	1.001	9,105	B	0.476	4,333	F	1.020	9,283	5				
	Westbound	E	0.990	9,009	C	0.719	6,542	F	1.008	9,170	C	0.735	6,687	5	Yes		Yes	
I-80 East of I-80/I-580 Split	Eastbound	C	0.713	6,488	F	1.248	11,359	C	0.719	6,541	F	1.265	11,508	5				
	Westbound	F	1.255	11,423	E	0.994	9,046	F	1.270	11,558	F	1.007	9,167	5		Yes		Yes
I-880 Connector to I-80 East	Northbound	F	1.006	3,661	D	0.823	2,994	F	1.021	3,715	D	0.863	3,142	2				
	Southbound	D	0.808	2,940	D	0.847	3,084	D	0.845	3,075	D	0.880	3,205	2				
I-880 Connector to I-80 West	Northbound	C	0.691	2,514	B	0.481	1,750	C	0.715	2,604	C	0.551	2,004	2				
	Southbound	A	0.301	1,095	C	0.619	2,253	B	0.363	1,323	C	0.676	2,462	2				
I-880 North of 7th St.	Northbound	E	0.964	5,262	C	0.759	4,144	E	0.964	5,262	C	0.759	4,144	3				
	Southbound	C	0.633	3,454	D	0.820	4,475	C	0.633	3,454	D	0.820	4,475	3				
I-880 South of 7th St.	Northbound	F	1.206	6,584	E	0.980	5,349	F	1.224	6,683	F	1.001	5,463	3		Yes		Yes
	Southbound	D	0.858	4,682	E	0.949	5,179	D	0.866	4,729	E	0.972	5,305	3				
I-880 North of I-980	Northbound	F	1.222	6,673	E	0.967	5,280	F	1.240	6,772	E	0.988	5,394	3				
	Southbound	D	0.873	4,767	D	0.887	4,841	D	0.881	4,810	D	0.908	4,955	3				

Cumulative Freeway Level of Service Summary for Option B

April 10, 2006

Freeway Segment	Cumulative No Option B						Cumulative with Option B						Lanes	Significant?		Considerable Contribution?	
	AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour							
	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.	LOS	V/C	Vol.		AM	PM	AM	PM
I-880 South of I-980																	
Northbound	F	1.524	11,096	F	1.314	9,567	F	1.536	11,185	F	1.328	9,671	4				
Southbound	F	1.111	8,089	F	1.379	10,040	F	1.117	8,133	F	1.395	10,154	4				
I-880 North of I-238																	
Northbound	F	1.379	10,037	F	1.296	9,438	F	1.380	10,047	F	1.298	9,449	4				
Southbound	F	1.241	9,034	F	1.410	10,262	F	1.241	9,038	F	1.411	10,275	4				
I-580 East of I-980/SH-24																	
Eastbound	D	0.835	6,081	F	1.173	8,541	D	0.841	6,125	F	1.190	8,665	4				
Westbound	F	1.133	8,250	F	1.058	7,700	F	1.149	8,365	F	1.071	7,800	4				
I-580 West of I-980/SH-24																	
Eastbound	C	0.765	6,961	F	1.259	11,458	D	0.772	7,024	F	1.279	11,636	5				
Westbound	F	1.349	12,279	F	1.089	9,910	F	1.367	12,440	F	1.105	10,056	5				
I-980																	
Eastbound	B	0.481	3,500	D	0.875	6,368	B	0.481	3,500	D	0.875	6,368	4				
Westbound	D	0.876	6,376	C	0.619	4,504	D	0.876	6,376	C	0.619	4,504	4				
SH 24 East of I-580																	
Eastbound	B	0.482	3,507	F	1.029	7,488	B	0.485	3,528	F	1.037	7,547	4				
Westbound	F	1.178	8,575	C	0.721	5,252	F	1.185	8,626	C	0.728	5,301	4				

Source: Dowling Associates, Inc.

Freeway Capacity Source: 1985 Highway Capacity Manu	Ideal Freeway Capacity =	2000 (p. 3-8)	V/C	LOS
	Percent Trucks =	10.0%	0.350	A
	Actual Capacity / Ideal Capacity =	91%	0.540	B
	Adjusted Freeway Capacity =	1820	0.770	C
			0.930	D
			1.000	E

CMP Analysis for OARB Auto Mall Project EIR

Alameda County Congestion Management Agency Analysis

Significance Criteria

The proposed project consist of two alternatives options, the Project and Option B alternatives. Both of these project variants have been studied at an equal level.

The roadway impacts of the project were considered significant if the addition of project-related traffic would result in a level of service (LOS) value worse than LOS E, except where the roadway link was already at LOS F under no project conditions. For those locations where this Baseline condition is LOS F, the impacts of the project were considered significant if the contribution of project-related traffic is at least three percent (3%) of the total traffic. This criterion has been included to address impacts along roadway segments currently operating under unacceptable levels and was developed based on professional judgment using a “reasonableness test” of daily fluctuations of traffic. Also a change of “volume to capacity” (V/C) ratio of 3% has been found to be the threshold for which a perceived change in congestion is observed (the V/C ratio is calculated by comparing the peak hour link volume to the peak hour capacity of the road link). This change is equivalent to about one-half of the change from one level of service to the next.

Level of service (LOS) is a measure of the traffic characteristics of a road segment under different traffic conditions, and is assigned a letter from “A” to “F”, with LOS A representing uncongested, high speed and minimum delay, conditions, while LOS F represents highly unstable congested conditions with low speeds and high delay.

This CMP analysis focuses on roadway links on MTS and CMP highway segments and transit corridors, and does not extend to intersections. This is consistent with the guidelines of the 2003 Congestion Management Program.

Congestion Management Program Land Use Analysis

Since the proposed project, as defined above, would generate more than 100 peak hour trips, the impacts of the project on the regional transportation system were assessed using the Alameda County Congestion Management Agency (ACCMA) Countywide Travel Demand Model. The impact analysis for roadways includes all MTS roadways and CMP-designated roadways, plus several local MTS roadways in the vicinity of the project area.

The traffic forecasts were based on the most recent version (during the period when the comments on the NOP were issued) of the Countywide Model, which uses Association of Bay Area Government’s (ABAG) *Projections 2002* (P’02) socio-economic forecasts. The socio-economic data for the project area was added into the model for the 2010 and 2025 forecasts for all traffic analysis zones within the project area. The table below summarizes the changes in land use for the commercial and residential project variants.

Year 2010	No Project		Project Alternative		Option B Alternative	
	TAZ	Household	Jobs	Household	Jobs	Household
475	0	1197	0	2305	0	2305
476	180	3387	180	3387	180	3042

Year 2025	No Project		Project Alternative		Option B Alternative	
	TAZ	Household	Jobs	Household	Jobs	Household
475	0	1648	0	2756	0	2756
476	480	5310	480	5310	480	4965

For the CMP analysis, traffic estimates were calculated for the proposed project using the model and then compared against 2010 and 2025 baseline volumes. The model was used to calculate trip generation, trip distribution, mode choice, and trip assignment of project trips from/to the OARB Auto Mall. The results were summarized for both highway and transit impacts. Highway impacts were summarized at the designated link locations identified based on discussions with ACCMA staff (these link locations are generally similar to those identified in the Notice of Preparation letter). Transit impacts were addressed for AC Transit and BART.

CMP and MTS Highway Segments

The levels of service (LOS) for the designated links were analyzed in a spreadsheet using the Florida Department of Transportation LOS methodology,¹ which provides a planning level analysis based on *Highway Capacity Manual 1985* methods. As a planning level analysis, the level of service is based on forecasts of traffic and assumptions for roadway and signalization control conditions, such as facility type (freeway, expressway, and arterial classification), speeds, capacity and number of lanes. The assumption for the number of lanes at each link location was extracted from the model and confirmed through field observations.

The traffic baseline forecasts for 2010 & 2025 were extracted at the required CMP and MTS highway segments from the ACCMA Countywide Travel Model, for the PM peak hour. The PM

¹ Florida Department of Transportation. Level of Service Standards and Guidelines Manual for Planning, 1995.

peak hour was evaluated in compliance with ACCMA requirements. The tables compare the Baseline results to the With-Project results for each model horizon year. The PM peak hour volumes, V/C ratios and the LOS for Baseline and With-Project conditions represent both directions of flow. Detailed tables are provided at the end of the analysis and include all data for 2010 and 2025 forecast years.

2010 Cumulative Impacts on the Regional and Local Roadways

The project would contribute to the 2010 cumulative impacts on the regional and local roadways.

Under both the Project and Option B alternatives, two MTS roadway segments are expected to result in significant impact: I-880 south of I-980 in the southbound direction, and I-880 north of I-238 in the southbound direction. At both of these locations, the baseline scenario would operate at LOS F, and the project trips would result in more than 3% in V/C increase. This is significant impact.

The addition of project-generated traffic to the regional and local roadways would also result in a change in LOS for some other roadway segments which do not result in significant impacts because they would operate within acceptable LOS E or better. Summary of the LOS analysis is shown in Tables 1 and 2.

2025 Cumulative Impacts on the Regional and Local Roadways

The project would contribute to the 2025 cumulative impacts on the regional and local roadways; however, this results in a less than significant impact.

The addition of project-generated traffic to the regional and local roadways would result in a change in LOS for both the Project and Option B alternatives when compared to the 2025 Baseline condition (see Tables 3 and 4), which do not result in significant impacts because they would operate within acceptable LOS E or better.

MTS Transit Corridors

The impact of the proposed project on the transit system was assessed using the latest version of the ACCMA Countywide Model. The transit trips generated by baseline and both proposed project conditions have been forecast using the ACCMA Countywide Model and are compared in **Table 5**. The model generates daily home-based work and non-work trips, but does not generate peak hour transit trips. Therefore to estimate the number of transit trips occurring during the peak period, it is conservatively assumed that half of the daily home based work trips occur during the PM peak hour. The ACCMA Countywide model predicts transit ridership for all operators, including AC Transit and BART.

For the purposes of the CMP analysis, the proposed OARB Auto Mall project area is located within the service area of AC Transit and BART. The frequency of transit service in the project area vicinity meets or exceeds the performance measures proposed in Table 8 of the 2001

Congestion Management Program. The project area is located within an area well served by BART trains but poorly served by AC Transit. The site is located within a mile of the West County BART station and the project sponsor has proposed to implement a system of shuttle buses from the site to the West Oakland BART station.

Ridership on AC Transit Buses

Future growth and development within the project area would provide a nominal increase in ridership on AC Transit buses; however, this would be a less than significant impact.

The impacts of both the Project and Option B alternatives on the baseline AC Transit bus system were assessed based on the ridership derived from the Countywide Model. For analysis purposes, a conservative assumption has been made that half of all daily project-related trips would occur during the peak hour. Based on this conservative assumption, the Project alternative has the potential to generate 3 new AC Transit peak hour bus trips by Year 2010, and 5 new AC Transit peak hour bus trips by Year 2025. The Option B alternative has the potential to generate 2 new AC Transit peak hour bus trips by Year 2010, and by Year 2025, it is not expected to generate any additional AC Transit services. This is a result of the future land changes in the surrounding area that affected the number of transit riders going in and out of the project site.

Today there is a limited service provided by AC Transit in the project area and buses during the peak hour have sufficient capacity to accommodate this nominal increase in bus trips. Therefore, the project is not expected to require a change of the transit service standard of 15-30 minute bus frequencies.

Ridership on BART

The project would slightly increase ridership on BART; however, this would be a less than significant impact.

The impacts of the project on the baseline BART system were assessed based on the ridership derived from the Countywide Model at the West Oakland BART station. For analysis purposes, a conservative assumption was made that half of all daily project-related trips would occur during the peak hour. Both the Project and Option B alternatives are expected to reduce a marginal amount of BART trips using the West Oakland station to and from the project site. The anticipated reduction in BART riders accessing the project site is primarily due to the land use change of the proposed project. The original TAZ for the no project conditions contains mainly manufacturing, service, and warehousing jobs, as a result, higher transit and BART riders are expected. However, the proposed project would consist of mainly auto dealerships and a major “big box” retail. The nature of these land uses is that they would attract fewer transit riders when compared to the no project land use types. The Project alternative is expected to reduce peak hour BART trips by 1 in Year 2010, and reduce by 3 by Year 2025. The Option B alternative is expected to reduce peak hour BART trips by 6 in Year 2010, and reduce by 9 by Year 2025.

BART operates four major transbay lines, all accessing the West Oakland BART station. The trains in the peak hour operate every 4.5 minutes. This represents a total of 13 trains per hour.

With an approximate capacity of 1,000 seated and standing passengers per 10 car train, this amounts to a maximum of 13,000 passengers per hour. Since both the project alternatives would not result in ridership increase, there is no impact to the BART operations at the West Oakland station.

Table 1: CMP Year 2010 LOS Analysis Summary – Project Alternative

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project 2010 PM Vol	Project 2010 PM Vol	% Vol Diff	Vol Diff	No-Project 2010 PM LOS	Project 2010 PM LOS	Change in V/C > 3%	Change in LOS	No-Project 2010 PM Vol	Project 2010 PM Vol	% Vol Diff	Vol Diff	No-Project 2010 PM LOS	Project 2010 PM LOS	Change in V/C > 3%	Change in LOS
Interstate/State Highways																
I-88 - at Bay Bridge	12,966	12,966	0.0%	0	F	F	no	no change	10,803	10,803	0.0%	0	F	F	no	no change
I-80 - east of I-804-580	8,726	8,867	1.6%	141	D	D	no	no change	9,396	9,649	2.6%	253	E	E	no	no change
I-880 - connector to I-80 east	2,817	2,817	0.0%	0	C	C	no	no change	2,983	3,058	2.5%	75	C	D	no	change
I-880 - connector to I-80 west	1,988	2,101	5.4%	113	B	B	no	no change	1,644	1,644	0.0%	0	B	B	no	no change
I-880 - north of 7th St	3,994	3,994	0.0%	0	C	C	no	no change	4,678	4,876	4.1%	198	D	D	yes	no change
I-880 - south of 7th St	4,087	4,087	0.0%	0	C	C	no	no change	4,778	4,974	3.9%	196	D	D	yes	no change
I-880 - south of I-980	6,642	6,695	0.8%	53	D	D	no	no change	8,380	8,799	4.8%	419	F	F	yes	no change
I-880 - north of I-238	7,902	7,938	0.5%	36	E	E	no	no change	8,882	9,292	4.4%	410	F	F	yes	no change
I-580 - east of I-980	9,183	9,183	0.0%	0	F	F	no	no change	5,546	5,547	0.0%	1	C	C	no	no change
I-580 - west of I-980	9,646	9,646	0.0%	0	E	E	no	no change	7,729	7,823	1.2%	94	D	D	no	no change
I-980 - north of 12th St	5,437	5,559	2.2%	122	E	E	no	no change	3,045	3,161	3.7%	116	B	B	no	no change
SR 24 - east of I-580	7,750	7,774	0.3%	24	E	E	no	no change	4,544	4,610	1.4%	66	C	C	no	no change
SR 260 at Posey/Vebster Tubes	3,255	3,260	0.2%	5	F	F	no	no change	3,525	3,536	0.3%	11	F	F	no	no change
Arterials																
7th St - east of I-880	293	294	0.3%	1	D	D	no	no change	101	101	0.0%	0	D	D	no	no change
8th St - east of Castro		0						no change	352	362	2.8%	10	D	D	no	no change
14th St - east of Mandela Parkway	218	260	16.2%	42	D	D	no	no change	130	130	0.0%	0	D	D	no	no change
Broadway - north of 7th St	341	341	0.0%	0	D	D	no	no change	457	457	0.0%	0	D	D	no	no change
Harrison St - north of 7th St	1,711	1,716	0.3%	5	D	D	no	no change	0	0	0.0%	0	A	A	no	no change
Middle Harbor Rd - south of 3rd St	296	296	0.0%	0	D	D	no	no change	31	31	0.0%	0	D	D	no	no change
W. Grand Av - east of I-880	678	678	0.0%	0	D	D	no	no change	802	859	6.6%	57	D	D	yes	no change
Maritime St - South of W. Grand Av	273	293	6.8%	20	D	D	no	no change	92	92	0.0%	0	D	D	no	no change
	88,203	88,765	0.6%	562					77,898	79,804	2.4%	1,906				

Table 2: CMP Year 2010 LOS Analysis Summary – Option B Alternative

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project 2010 PM Vol	Project 2010 PM Vol	% Vol Diff	Vol Diff	No-Project 2010 PM LOS	Project 2010 PM LOS	Change in V/C > 3%	Change in LOS	No-Project 2010 PM Vol	Project 2010 PM Vol	% Vol Diff	Vol Diff	No-Project 2010 PM LOS	Project 2010 PM LOS	Change in V/C > 3%	Change in LOS
Interstate/State Highways																
I-88 - at Bay Bridge	12,966	12,966	0.0%	0	F	F	no	no change	10,803	10,803	0.0%	0	F	F	no	no change
I-80 - east of I-804-580	8,726	8,888	1.8%	162	D	D	no	no change	9,396	9,590	2.0%	194	E	E	no	no change
I-880 - connector to I-80 east	2,817	2,839	0.8%	22	C	C	no	no change	2,983	3,045	2.0%	62	C	D	no	change
I-880 - connector to I-80 west	1,988	2,084	4.6%	96	B	B	no	no change	1,644	1,644	0.0%	0	B	B	no	no change
I-880 - north of 7th St	3,994	3,994	0.0%	0	C	C	no	no change	4,678	4,843	3.4%	165	D	D	no	no change
I-880 - south of 7th St	4,087	4,087	0.0%	0	C	C	no	no change	4,778	4,944	3.4%	166	D	D	no	no change
I-880 - south of I-980	6,642	6,689	0.7%	47	D	D	no	no change	8,380	8,688	3.5%	308	F	F	yes	no change
I-880 - north of I-238	7,902	7,902	0.0%	0	E	E	no	no change	8,882	9,135	2.8%	253	F	F	yes	no change
I-580 - east of I-980	9,183	9,183	0.0%	0	F	F	no	no change	5,546	5,558	0.2%	12	C	C	no	no change
I-580 - west of I-980	9,646	9,646	0.0%	0	E	E	no	no change	7,729	7,785	0.7%	56	D	D	no	no change
I-980 - north of 12th St	5,437	5,502	1.2%	65	E	E	no	no change	3,045	3,098	1.7%	53	B	B	no	no change
SR 24 - east of I-580	7,750	7,756	0.1%	6	E	E	no	no change	4,544	4,576	0.7%	32	C	C	no	no change
SR 260 at Posey/Webster Tubes	3,255	3,259	0.1%	4	F	F	no	no change	3,525	3,533	0.2%	8	F	F	no	no change
Arterials																
7th St - east of I-880	293	293	0.0%	0	D	D	no	no change	101	102	1.0%	1	D	D	no	no change
8th St - east of Castro		0						no change	352	364	3.3%	12	D	D	no	no change
14th St - east of Mandela Parkway	218	271	19.6%	53	D	D	yes	no change	130	167	22.2%	37	D	D	no	no change
Broadway - north of 7th St	341	341	0.0%	0	D	D	no	no change	457	457	0.0%	0	D	D	no	no change
Harrison St - north of 7th St	1,711	1,720	0.5%	9	D	D	no	no change	0	0	0.0%	0	A	A	no	no change
Middle Harbor Rd - south of 3rd St	296	296	0.0%	0	D	D	no	no change	31	31	0.0%	0	D	D	no	no change
W. Grand Av - east of I-880	678	678	0.0%	0	D	D	no	no change	802	887	9.6%	85	D	D	yes	no change
Maritime St - South of W. Grand Av	273	293	6.8%	20	D	D	no	no change	92	92	0.0%	0	D	D	no	no change
	88,203	88,687	0.5%	484					77,898	79,342	1.8%	1,444				

Table 3: CMP Year 2025 LOS Analysis Summary – Project Alternative

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS
	2025 PM Vol	2025 PM Vol			2025 PM LOS	2025 PM LOS			2025 PM Vol	2025 PM Vol			2025 PM LOS	2025 PM LOS		
Interstate/State Highways																
I-88 - at Bay Bridge	14,267	14,267	0.0%	0	F	F	no	no change	11,968	11,968	0.0%	0	F	F	no	no change
I-80 - east of I-804-580	9,332	9,436	1.1%	104	E	E	no	no change	9,499	9,535	0.4%	36	E	E	no	no change
I-880 - connector to I-80 east	3,316	3,442	3.7%	126	D	D	yes	no change	3,242	3,242	0.0%	0	D	D	no	no change
I-880 - connector to I-80 west	2,253	2,264	0.5%	11	C	C	no	no change	1,729	1,729	0.0%	0	B	B	no	no change
I-880 - north of 7th St	3,984	3,984	0.0%	0	C	C	no	no change	5,156	5,156	0.0%	0	D	D	no	no change
I-880 - south of 7th St	4,176	4,176	0.0%	0	C	C	no	no change	5,291	5,291	0.0%	0	D	D	no	no change
I-880 - south of I-980	6,974	6,984	0.1%	10	D	D	no	no change	8,953	9,018	0.7%	65	F	F	no	no change
I-880 - north of I-238	8,050	8,061	0.1%	11	F	F	no	no change	9,531	9,615	0.9%	84	F	F	no	no change
I-580 - east of I-980	9,062	9,131	0.8%	69	F	F	no	no change	5,947	5,960	0.2%	13	C	C	no	no change
I-580 - west of I-980	9,766	9,766	0.0%	0	E	E	no	no change	8,175	8,175	0.0%	0	D	D	no	no change
I-980 - north of 12th St	5,726	5,755	0.5%	29	E	E	no	no change	3,258	3,295	1.1%	37	B	B	no	no change
SR 24 - east of I-580	8,128	8,148	0.2%	20	F	F	no	no change	4,964	5,006	0.8%	42	C	C	no	no change
SR 260 at Posey/Webster Tubes	3,759	3,759	0.0%	0	F	F	no	no change	3,987	3,998	0.3%	11	F	F	no	no change
Arterials																
7th St - east of I-880	496	496	0.0%	0	D	D	no	no change	162	163	0.6%	1	D	D	no	no change
8th St - east of Castro		0						no change	444	452	1.8%	8	D	D	no	no change
14th St - east of Mandela Parkway	453	509	11.0%	56	D	D	yes	no change	207	207	0.0%	0	D	D	no	no change
Broadway - north of 7th St	425	425	0.0%	0	D	D	no	no change	579	583	0.7%	4	D	D	no	no change
Harrison St - north of 7th St	2,023	2,029	0.3%	6	D	D	no	no change	0	0	0.0%	0	A	A	no	no change
Middle Harbor Rd - south of 3rd St	913	913	0.0%	0	D	D	no	no change	88	88	0.0%	0	D	D	no	no change
W. Grand Av - east of I-880	878	884	0.7%	6	D	D	no	no change	1,048	1,096	4.4%	48	D	D	no	no change
Maritime St - South of W. Grand Av	703	706	0.4%	3	D	D	no	no change	220	220	0.0%	0	D	D	no	no change
	94,684	95,735	0.5%	451					84,448	84,797	0.4%	349				

Table 4: CMP Year 2025 LOS Analysis Summary – Option B Alternative

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project 2025 PM Vol	Project 2025 PM Vol	% Vol Diff	Vol Diff	No-Project 2025 PM LOS	Project 2025 PM LOS	Change in V/C > 3%	Change in LOS	No-Project 2025 PM Vol	Project 2025 PM Vol	% Vol Diff	Vol Diff	No-Project 2025 PM LOS	Project 2025 PM LOS	Change in V/C > 3%	Change in LOS
Interstate/State Highways																
I-88 - at Bay Bridge	14,267	14,267	0.0%	0	F	F	no	no change	11,968	11,968	0.0%	0	F	F	no	no change
I-80 - east of I-804-580	9,332	9,601	2.8%	269	E	E	no	no change	9,499	9,744	2.5%	245	E	E	no	no change
I-880 - connector to I-80 east	3,316	3,348	1.0%	32	D	D	no	no change	3,242	3,242	0.0%	0	D	D	no	no change
I-880 - connector to I-80 west	2,253	2,254	0.0%	1	C	C	no	no change	1,729	1,729	0.0%	0	B	B	no	no change
I-880 - north of 7th St	3,984	3,992	0.2%	8	C	C	no	no change	5,156	5,156	0.0%	0	D	D	no	no change
I-880 - south of 7th St	4,176	4,184	0.2%	8	C	C	no	no change	5,291	5,291	0.0%	0	D	D	no	no change
I-880 - south of I-980	6,974	7,024	0.7%	50	D	D	no	no change	8,953	8,953	0.0%	0	F	F	no	no change
I-880 - north of I-238	8,050	8,087	0.5%	37	F	F	no	no change	9,531	9,568	0.4%	37	F	F	no	no change
I-580 - east of I-980	9,062	9,226	1.8%	164	F	F	no	no change	5,947	5,959	0.2%	12	C	C	no	no change
I-580 - west of I-980	9,766	9,907	1.4%	141	E	E	no	no change	8,175	8,199	0.3%	24	D	D	no	no change
I-980 - north of 12th St	5,726	5,745	0.3%	19	E	E	no	no change	3,258	3,291	1.0%	33	B	B	no	no change
SR 24 - east of I-580	8,128	8,175	0.6%	47	F	F	no	no change	4,964	5,036	1.4%	72	C	C	no	no change
SR 260 at Posey/Webster Tubes	3,759	3,761	0.1%	2	F	F	no	no change	3,987	4,007	0.5%	20	F	F	no	no change
Arterials																
7th St - east of I-880	496	496	0.0%	0	D	D	no	no change	162	164	1.2%	2	D	D	no	no change
8th St - east of Castro		0						no change	444	455	2.4%	11	D	D	no	no change
14th St - east of Mandela Parkway	453	532	14.8%	79	D	D	yes	no change	207	241	14.1%	34	D	D	no	no change
Broadway - north of 7th St	425	425	0.0%	0	D	D	no	no change	579	588	1.5%	9	D	D	no	no change
Harrison St - north of 7th St	2,023	2,026	0.1%	3	D	D	no	no change	0	0	0.0%	0	A	A	no	no change
Middle Harbor Rd - south of 3rd St	913	918	0.5%	5	D	D	no	no change	88	88	0.0%	0	D	D	no	no change
W. Grand Av - east of I-880	878	906	3.1%	28	D	D	no	no change	1,048	1,125	6.8%	77	D	D	yes	no change
Maritime St - South of W. Grand Av	703	703	0.0%	0	D	D	no	no change	220	220	0.0%	0	D	D	no	no change
	94,684	95,577	0.9%	893					84,448	85,024	0.7%	576				

Table 5: Home-Based-Work Trip Mode Choice for Auto Mall

Home-Based Work Trips

differences between no-project & project are attributed to the project

Mode	NO-PROJECT		PROJECT		PROJECT - OPT B		Increase between No-project and Project				Percent Growth between No-project and Project			
	2010	2025	2010	2025	2010	2025	2010 P	2010 Opt B	2025 P	2025 Opt B	2010	2010 Opt B	2025 P	2025 Opt B
	Transit	365	808	451	911	415	864	86	50	103	56	23.6%	13.7%	12.7%
Auto	5,432	8,052	6,683	9,241	6,302	8,885	1,251	870	1,189	833	23.0%	16.0%	14.8%	10.3%
Total	5,797	8,860	7,134	10,152	6,717	9,749	1,337	920	1,292	889	23.1%	15.9%	14.6%	10.0%

Table 6: AC Transit Ridership

Home-Based Work Trips

differences between no-project & project are attributed to the project

Operator	NO-PROJECT		PROJECT		PROJECT - OPT B		Increase between No-project and Project				Percent Growth between No-project and Project			
	2010	2025	2010	2025	2010	2025	2010 P	2010 Opt B	2025 P	2025 Opt B	2010 P	2010 Opt B	2025 P	2025 Opt B
	AC Transit	56,354	76,438	56,359	76,448	56,357	76,438	5	3	10	-	0.0%	0.0%	0.0%

Note: Transit and auto trips in Tables 5 and 6 include the total daily home-based work trips.

Table 7: BART Boardings & Alightings

Home-Based Work Trips

differences between no-project & project are attributed to the project

BART Station	NO-PROJECT		PROJECT		PROJECT - OPT B		Increase between No-project and Project				Percent Growth between No-project and Project			
	2010	2025	2010	2025	2010	2025	2010 P	2010 Opt B	2025 P	2025 Opt B	2010 P	2010 Opt B	2025 P	2025 Opt B
	West Oakland	5,622	11,276	5,620	11,271	5,611	11,258	(2)	(11)	(5)	(18)	0.0%	-0.2%	0.0%

Table A1:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2010 PM Peak Hour
No-Project

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	12,966	10000	1.30	5	F	10,803	10000	1.08	5	F	FWY
I-80 - east of I-80/I-580	8,726	10000	0.87	5	D	9,396	10000	0.94	5	E	FWY
I-880 - connector to I-80 east	2,817	4000	0.70	2	C	2,983	4000	0.75	2	C	FWY
I-880 - connector to I-80 west	1,988	4000	0.50	2	B	1,644	4000	0.41	2	B	FWY
I-880 - north of 7th St	3,994	6000	0.67	3	C	4,678	6000	0.78	3	D	FWY
I-880 - south of 7th St	4,087	6000	0.68	3	C	4,778	6000	0.80	3	D	FWY
I-880 - south of I-980	6,642	8000	0.83	4	D	8,380	8000	1.05	4	F	FWY
I-880 - north of I-238	7,902	8000	0.99	4	E	8,882	8000	1.11	4	F	FWY
I-580 - east of I-980	9,183	8000	1.15	4	F	5,546	8000	0.69	4	C	FWY
I-580 - west of I-980	9,646	10000	0.96	5	E	7,729	10000	0.77	5	D	FWY
I-980 - north of 12th St	5,437	6000	0.91	3	E	3,045	6000	0.51	3	B	FWY
SR 24 - east of I-580	7,750	8000	0.97	4	E	4,544	8000	0.57	4	C	FWY
SR 260 at Posey/Webster Tubes	3,255	1890	1.72	2	F	3,525	1890	1.87	2	F	Class 1A
Arterials											
7th St - east of I-880	293	1740	0.17	2	D	101	1740	0.06	2	D	Class 2
8th St - east of Castro						352	1700	0.21	2	D	Class 3
14th St - east of Mandela Parkway	218	1740	0.13	2	D	130	1740	0.07	2	D	Class 2
Broadway - north of 7th St	341	2570	0.13	3	D	457	2570	0.18	3	D	Class 3
Harrison St - north of 7th St	1,711	2570	0.67	3	D						Class 3
Middle Harbor Rd - south of 3rd St	296	1740	0.17	2	D	31	1740	0.02	2	D	Class 2
W. Grand Av - east of I-880	678	1740	0.39	2	D	802	1740	0.46	2	D	Class 2
Maritime St - South of W. Grand Av	273	1740	0.16	2	D	92	1740	0.05	2	D	Class 2
	88,203					77,898					

Table A2:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2010 PM Peak Hour
Project

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	12,966	10000	1.30	5	F	10,803	10000	1.08	5	F	FWY
I-80 - east of I-80/I-580	8,867	10000	0.89	5	D	9,649	10000	0.96	5	E	FWY
I-880 - connector to I-80 east	2,817	4000	0.70	2	C	3,058	4000	0.76	2	D	FWY
I-880 - connector to I-80 west	2,101	4000	0.53	2	B	1,644	4000	0.41	2	B	FWY
I-880 - north of 7th St	3,994	6000	0.67	3	C	4,876	6000	0.81	3	D	FWY
I-880 - south of 7th St	4,087	6000	0.68	3	C	4,974	6000	0.83	3	D	FWY
I-880 - south of I-980	6,695	8000	0.84	4	D	8,799	8000	1.10	4	F	FWY
I-880 - north of I-238	7,938	8000	0.99	4	E	9,292	8000	1.16	4	F	FWY
I-580 - east of I-980	9,183	8000	1.15	4	F	5,547	8000	0.69	4	C	FWY
I-580 - west of I-980	9,646	10000	0.96	5	E	7,823	10000	0.78	5	D	FWY
I-980 - north of 12th St	5,559	6000	0.93	3	E	3,161	6000	0.53	3	B	FWY
SR 24 - east of I-580	7,774	8000	0.97	4	E	4,610	8000	0.58	4	C	FWY
SR 260 at Posey/Webster Tubes	3,260	1890	1.72	2	F	3,536	1890	1.87	2	F	Class 1A
Arterials											
7th St - east of I-880	294	1740	0.17	2	D	101	1740	0.06	2	D	Class 2
8th St - east of Castro						362	1700	0.21	2	D	Class 3
14th St - east of Mandela Parkway	260	1740	0.15	2	D	130	1740	0.07	2	D	Class 2
Broadway - north of 7th St	341	2570	0.13	3	D	457	2570	0.18	3	D	Class 3
Harrison St - north of 7th St	1,716	2570	0.67	3	D						Class 3
Middle Harbor Rd - south of 3rd St	296	1740	0.17	2	D	31	1740	0.02	2	D	Class 2
W. Grand Av - east of I-880	678	1740	0.39	2	D	859	1740	0.49	2	D	Class 2
Maritime St - South of W. Grand Av	293	1740	0.17	2	D	92	1740	0.05	2	D	Class 2
	88,765					79,804					

Table A3:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2010 PM Peak Hour
Option B

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
<i>Interstate/State Highways</i>											
I-88 - at Bay Bridge	12,966	10000	1.30	5	F	10,803	10000	1.08	5	F	FWY
I-80 - east of I-80/I-580	8,888	10000	0.89	5	D	9,590	10000	0.96	5	E	FWY
I-880 - connector to I-80 east	2,839	4000	0.71	2	C	3,045	4000	0.76	2	D	FWY
I-880 - connector to I-80 west	2,084	4000	0.52	2	B	1,644	4000	0.41	2	B	FWY
I-880 - north of 7th St	3,994	6000	0.67	3	C	4,843	6000	0.81	3	D	FWY
I-880 - south of 7th St	4,087	6000	0.68	3	C	4,944	6000	0.82	3	D	FWY
I-880 - south of I-980	6,689	8000	0.84	4	D	8,688	8000	1.09	4	F	FWY
I-880 - north of I-238	7,902	8000	0.99	4	E	9,135	8000	1.14	4	F	FWY
I-580 - east of I-980	9,183	8000	1.15	4	F	5,558	8000	0.69	4	C	FWY
I-580 - west of I-980	9,646	10000	0.96	5	E	7,785	10000	0.78	5	D	FWY
I-980 - north of 12th St	5,502	6000	0.92	3	E	3,098	6000	0.52	3	B	FWY
SR 24 - east of I-580	7,756	8000	0.97	4	E	4,576	8000	0.57	4	C	FWY
SR 260 at Posey/Webster Tubes	3,259	1890	1.72	2	F	3,533	1890	1.87	2	F	Class 1A
<i>Arterials</i>											
7th St - east of I-880	293	1740	0.17	2	D	102	1740	0.06	2	D	Class 2
8th St - east of Castro						364	1700	0.21	2	D	Class 3
14th St - east of Mandela Parkway	271	1740	0.16	2	D	167	1740	0.10	2	D	Class 2
Broadway - north of 7th St	341	2570	0.13	3	D	457	2570	0.18	3	D	Class 3
Harrison St - north of 7th St	1,720	2570	0.67	3	D						Class 3
Middle Harbor Rd - south of 3rd St	296	1740	0.17	2	D	31	1740	0.02	2	D	Class 2
W. Grand Av - east of I-880	678	1740	0.39	2	D	887	1740	0.51	2	D	Class 2
Maritime St - South of W. Grand Av	293	1740	0.17	2	D	92	1740	0.05	2	D	Class 2
	88,687					79,342					

Table A4:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2025 PM Peak Hour
No-Project

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	14,267	10000	1.43	5	F	11,968	10000	1.20	5	F	FWY
I-80 - east of I-80/I-580	9,332	10000	0.93	5	E	9,499	10000	0.95	5	E	FWY
I-880 - connector to I-80 east	3,316	4000	0.83	2	D	3,242	4000	0.81	2	D	FWY
I-880 - connector to I-80 west	2,253	4000	0.56	2	C	1,729	4000	0.43	2	B	FWY
I-880 - north of 7th St	3,984	6000	0.66	3	C	5,156	6000	0.86	3	D	FWY
I-880 - south of 7th St	4,176	6000	0.70	3	C	5,291	6000	0.88	3	D	FWY
I-880 - south of I-980	6,974	8000	0.87	4	D	8,953	8000	1.12	4	F	FWY
I-880 - north of I-238	8,050	8000	1.01	4	F	9,531	8000	1.19	4	F	FWY
I-580 - east of I-980	9,062	8000	1.13	4	F	5,947	8000	0.74	4	C	FWY
I-580 - west of I-980	9,766	10000	0.98	5	E	8,175	10000	0.82	5	D	FWY
I-980 - north of 12th St	5,726	6000	0.95	3	E	3,258	6000	0.54	3	B	FWY
SR 24 - east of I-580	8,128	8000	1.02	4	F	4,964	8000	0.62	4	C	FWY
SR 260 at Posey/Webster Tubes	3,759	1890	1.99	2	F	3,987	1890	2.11	2	F	Class 1A
Arterials											
7th St - east of I-880	496	1740	0.29	2	D	162	1740	0.09	2	D	Class 2
8th St - east of Castro						444	1700	0.26	2	D	Class 3
14th St - east of Mandela Parkway	453	1740	0.26	2	D	207	1740	0.12	2	D	Class 2
Broadway - north of 7th St	425	2570	0.17	3	D	579	2570	0.23	3	D	Class 3
Harrison St - north of 7th St	2,023	2570	0.79	3	D						Class 3
Middle Harbor Rd - south of 3rd St	913	1740	0.52	2	D	88	1740	0.05	2	D	Class 2
W. Grand Av - east of I-880	878	1740	0.50	2	D	1,048	1740	0.60	2	D	Class 2
Maritime St - South of W. Grand Av	703	1740	0.40	2	D	220	1740	0.13	2	D	Class 2
	94,684					84,448					

Table A5:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2025 PM Peak Hour
Project

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	14,267	10000	1.43	5	F	11,968	10000	1.20	5	F	FWY
I-80 - east of I-80/I-580	9,436	10000	0.94	5	E	9,535	10000	0.95	5	E	FWY
I-880 - connector to I-80 east	3,442	4000	0.86	2	D	3,242	4000	0.81	2	D	FWY
I-880 - connector to I-80 west	2,264	4000	0.57	2	C	1,729	4000	0.43	2	B	FWY
I-880 - north of 7th St	3,984	6000	0.66	3	C	5,156	6000	0.86	3	D	FWY
I-880 - south of 7th St	4,176	6000	0.70	3	C	5,291	6000	0.88	3	D	FWY
I-880 - south of I-980	6,984	8000	0.87	4	D	9,018	8000	1.13	4	F	FWY
I-880 - north of I-238	8,061	8000	1.01	4	F	9,615	8000	1.20	4	F	FWY
I-580 - east of I-980	9,131	8000	1.14	4	F	5,960	8000	0.75	4	C	FWY
I-580 - west of I-980	9,766	10000	0.98	5	E	8,175	10000	0.82	5	D	FWY
I-980 - north of 12th St	5,755	6000	0.96	3	E	3,295	6000	0.55	3	B	FWY
SR 24 - east of I-580	8,148	8000	1.02	4	F	5,006	8000	0.63	4	C	FWY
SR 260 at Posey/Webster Tubes	3,759	1890	1.99	2	F	3,998	1890	2.12	2	F	Class 1A
Arterials											
7th St - east of I-880	496	1740	0.29	2	D	163	1740	0.09	2	D	Class 2
8th St - east of Castro						452	1700	0.27	2	D	Class 3
14th St - east of Mandela Parkway	509	1740	0.29	2	D	207	1740	0.12	2	D	Class 2
Broadway - north of 7th St	425	2570	0.17	3	D	583	2570	0.23	3	D	Class 3
Harrison St - north of 7th St	2,029	2570	0.79	3	D						Class 3
Middle Harbor Rd - south of 3rd St	913	1740	0.52	2	D	88	1740	0.05	2	D	Class 2
W. Grand Av - east of I-880	884	1740	0.51	2	D	1,096	1740	0.63	2	D	Class 2
Maritime St - South of W. Grand Av	706	1740	0.41	2	D	220	1740	0.13	2	D	Class 2
	95,135					84,797					

Table A6:
Project: Oakland Auto Mall - MTS Segment Evaluation for CMP Analysis
2025 PM Peak Hour
Option B

Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS	SB/WB Volume	Capacity	V/C	Lanes	LOS	Facility Type
Interstate/State Highways											
I-88 - at Bay Bridge	14,267	10000	1.43	5	F	11,968	10000	1.20	5	F	FWY
I-80 - east of I-80/I-580	9,601	10000	0.96	5	E	9,744	10000	0.97	5	E	FWY
I-880 - connector to I-80 east	3,348	4000	0.84	2	D	3,242	4000	0.81	2	D	FWY
I-880 - connector to I-80 west	2,254	4000	0.56	2	C	1,729	4000	0.43	2	B	FWY
I-880 - north of 7th St	3,992	6000	0.67	3	C	5,156	6000	0.86	3	D	FWY
I-880 - south of 7th St	4,184	6000	0.70	3	C	5,291	6000	0.88	3	D	FWY
I-880 - south of I-980	7,024	8000	0.88	4	D	8,953	8000	1.12	4	F	FWY
I-880 - north of I-238	8,087	8000	1.01	4	F	9,568	8000	1.20	4	F	FWY
I-580 - east of I-980	9,226	8000	1.15	4	F	5,959	8000	0.74	4	C	FWY
I-580 - west of I-980	9,907	10000	0.99	5	E	8,199	10000	0.82	5	D	FWY
I-980 - north of 12th St	5,745	6000	0.96	3	E	3,291	6000	0.55	3	B	FWY
SR 24 - east of I-580	8,175	8000	1.02	4	F	5,036	8000	0.63	4	C	FWY
SR 260 at Posey/Webster Tubes	3,761	1890	1.99	2	F	4,007	1890	2.12	2	F	Class 1A
Arterials											
7th St - east of I-880	496	1740	0.29	2	D	164	1740	0.09	2	D	Class 2
8th St - east of Castro						455	1700	0.27	2	D	Class 3
14th St - east of Mandela Parkway	532	1740	0.31	2	D	241	1740	0.14	2	D	Class 2
Broadway - north of 7th St	425	2570	0.17	3	D	588	2570	0.23	3	D	Class 3
Harrison St - north of 7th St	2,026	2570	0.79	3	D						Class 3
Middle Harbor Rd - south of 3rd St	918	1740	0.53	2	D	88	1740	0.05	2	D	Class 2
W. Grand Av - east of I-880	906	1740	0.52	2	D	1,125	1740	0.65	2	D	Class 2
Maritime St - South of W. Grand Av	703	1740	0.40	2	D	220	1740	0.13	2	D	Class 2
	95,577					85,024					