

## APPENDIX 3.2-A: TRANSPORTATION DATA ON INTERSECTIONS



**Tables**

Table 1 Existing Level of Service ..... 2

Table 2 2029 No Project Level of Service at 4th and King Street Station and San Jose Diridon Station ..... 13

Table 3 2040 No Project Level of Service at the Brisbane Light Maintenance Facility, Millbrae Station, San Jose Diridon Station, and at Intersections near At-Grade Crossings along the Track Alignment ..... 16

Table 4 Existing Plus Project Level of Service at Brisbane Light Maintenance Facility and San Jose Diridon Station Approach Subsection ..... 27

Table 5 2029 Plus Project Level of Service at 4th and King Street Station..... 31

Table 6 2040 Plus Project Level of Service at Intersections near Brisbane Light Maintenance Facility, Millbrae Station, San Jose Diridon Station, and at Intersections near At-Grade Crossings along the Track Alignment ..... 33

Table 7 2029 and 2040 No Project and Plus Project Mitigated Level of Service at Intersections in San Francisco to South San Francisco, San Bruno to San Mateo, San Mateo to Palo Alto, Mountain View to Santa Clara, and San Jose Diridon Station Approach Subsections ..... 48

**Figures**

Figure 1 Locator Map for Intersection LOS Figures ..... 67

Figure 2 4th and King Street Station 2029 Plus Project AM Peak Hour Intersection LOS: Location 1 of 16 ..... 68

Figure 3 4th and King Street Station 2029 Plus Project PM Peak Hour Intersection LOS: Location 1 of 16 ..... 69

Figure 4 4th and King Street Station 2029 Plus Project AM Peak Hour Intersection LOS: Location 2 of 16 ..... 70

Figure 5 4th and King Street Station 2029 Plus Project PM Peak Hour Intersection LOS: Location 2 of 16 ..... 71

Figure 6 San Francisco At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 3 of 16 ..... 72

Figure 7 San Francisco At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 3 of 16 ..... 73

Figure 8 Brisbane LMF 2040 Plus Project AM Peak Hour Intersection LOS: Location 4 of 16 ..... 74

Figure 9 Brisbane LMF 2040 Plus Project PM Peak Hour Intersection LOS: Location 4 of 16 ..... 75

Figure 10 South San Francisco and San Bruno At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 5 of 16 ..... 76

Figure 11 South San Francisco and San Bruno At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 5 of 16 ..... 77

Figure 12 Millbrae Station 2040 Plus Project AM Peak Hour Intersection LOS: Location 6 of 16 ..... 78

Figure 13 Millbrae Station 2040 Plus Project PM Peak Hour Intersection LOS: Location 6 of 16 ..... 79

Figure 14 Burlingame At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 7 of 16.....	80
Figure 15 Burlingame At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 7 of 16.....	81
Figure 16 San Mateo At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 8 of 16.....	82
Figure 17 San Mateo At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 8 of 16.....	83
Figure 18 Redwood City At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 9 of 16.....	84
Figure 19 Redwood City At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 9 of 16.....	85
Figure 20 Atherton At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 10 of 16.....	86
Figure 21 Atherton At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 10 of 16.....	87
Figure 22 Menlo Park At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 11 of 16.....	88
Figure 23 Menlo Park At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 11 of 16.....	89
Figure 24 Palo Alto At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 12 of 16.....	90
Figure 25 Palo Alto At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 12 of 16.....	91
Figure 26 Mountain View At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 13 of 16.....	92
Figure 27 Mountain View At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 13 of 16.....	93
Figure 28 Sunnyvale At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 14 of 16.....	94
Figure 29 Sunnyvale At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 14 of 16.....	95
Figure 30 San Jose Diridon Station 2040 Plus Project AM Peak Hour Intersection LOS: Location 15 of 16.....	96
Figure 31 San Jose Diridon Station 2040 Plus Project PM Peak Hour Intersection LOS: Location 15 of 16.....	97
Figure 32 San Jose Diridon Station 2040 Plus Project AM Peak Hour Intersection LOS: Location 16 of 16.....	98
Figure 33 San Jose Diridon Station 2040 Plus Project PM Peak Hour Intersection LOS: Location 16 of 16.....	99

## Introduction

Since publication of the Draft Environmental Impact Report/Environmental Impact Statement, the following substantive changes have been made to this appendix:

- Corrections were implemented to the location of the San Mateo Avenue/Scott Street intersection (Tables 1 and 3), to intersection numbering for the Arguello Street/Whipple Avenue and El Camino Real/Whipple Avenue intersections (Table 1), to delay estimates for GX50 (Table 6), and to the intersection description for GX57 (Table 6).
- A new table was added (Table 7), which summarizes the 2029 and 2040 Plus Project conditions with potential traffic mitigation measures.
- An attachment was added to the appendix which includes traffic count sheets for the Bayshore Boulevard/Industrial Way intersection, which had been inadvertently omitted from the San Francisco to San Jose Project Section Transportation Technical Report.

This appendix provides technical data and figures related to the assessment of intersection delays for the San Francisco to San Jose Project Section (Project Section or project). When Senate Bill (SB) 743 was signed into law on September 27, 2013, the transportation impact analysis under the California Environmental Quality Act (CEQA) shifted away from auto delay toward consideration of greenhouse gas reductions, with a focus on multimodal transportation networks and land use mixes. Vehicle miles traveled (VMT) was chosen as the new metric for evaluating transportation impacts under CEQA. SB 743 does not prevent counties or cities from continuing existing transportation impact analyses, including use of vehicular level of service (LOS) in their general plans, but for CEQA analysis, lead agencies are required to shift to a VMT metric by July 1, 2020. Therefore, intersection LOS was not considered for CEQA impacts. However, since this environmental document is a combined document for the purposes of both CEQA and the federal National Environmental Policy Act (NEPA), intersection delays were evaluated to determine project effects under NEPA and this appendix provides the technical data supporting that analysis.

## Intersection Operations

The operation of intersections is based on various intersection characteristics such as traffic volumes, lane geometry, and signal phasing, which are used to estimate the average control delay experienced by motorists traveling through an intersection. Analysts evaluated intersection LOS operations. Intersections of roadways classified as a collector or above that would be physically modified by the project or would serve 50 or more project trips in either the AM or PM peak hour were analyzed. Analysts evaluated traffic conditions at intersections using the method from Chapter 19 of the *Highway Capacity Manual* (Transportation Research Board 2010). The detailed methodology is presented in Section 3.2.4.3, Methods for Impact Analysis, of the environmental impact report (EIR)/environmental impact statement (EIS) for the Project Section.

An effect on signalized intersections was deemed to occur if the Plus Project condition would result in a LOS E or F and an increase in average traffic delay of 4 seconds or more over the No Project condition. An effect on unsignalized intersections was deemed to occur if the Plus Project condition would have a LOS E or F and the project would result in an increase in traffic delay of 5 seconds or more (measured as average delay for all-way stop or worst-movement delay for side-street stop intersection), and if the intersection satisfies one or more traffic signal warrants<sup>1</sup> for at least 1 hour of the day. Five seconds of delay is the increase for unsignalized intersections (rather than the 4 seconds used for signalized intersections) because it only applies to a single movement rather than for the entire intersection, as is the case for signalized intersections.

Intersection operations were studied under the following conditions:

- Existing conditions

<sup>1</sup> Traffic signal warrants define minimum conditions under which signal installation may be justified.

- Existing Plus Project conditions (effects from permanent road closures and relocations)
- 2029 No Project conditions
- 2029 Plus Project conditions (effects from permanent road closures and relocations, and project operations)
- 2040 No Project conditions
- 2040 Plus Project conditions (effects from permanent road closures and relocations, and project operations)
- 2029 and 2040 Plus Project conditions with potential traffic mitigation measures

**Table 1 Existing Level of Service**

Intersection	Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS	
<b>San Francisco to South San Francisco Subsection</b>						
<b>4th and King Street Station Area</b>						
SF1	Fourth Street/Townsend Street	SF	Signal	AM PM	49.3 <b>91.5*</b>	D <b>F*</b>
SF2	Fourth Street/King Street	SF	Signal	AM PM	<b>127.5*</b> <b>105.6*</b>	<b>F*</b> <b>F*</b>
SF3	Fifth Street/King Street/I-280 Ramps	SF/CT	Signal	AM PM	<b>&gt;180.0*</b> <b>133.9*</b>	<b>F*</b> <b>F*</b>
SF4	Fourth Street/Brannan Street	SF	Signal	AM PM	22.2 <b>55.4*</b>	C <b>E*</b>
SF5	Fourth Street/Berry Street	SF	Signal	AM PM	44.1 <b>76.0*</b>	D <b>E*</b>
SF6	Fourth Street/Channel Street	SF	Signal	AM PM	19.8 26.6	B C
SF7	Third Street/Channel Street	SF	Signal	AM PM	22.5 28.6	C C
SF8	Fourth Street/Bluxome Street	SF	SSSC	AM PM	<b>172.2 (EB)*</b> <b>169.9 (EB)*</b>	<b>F*</b> <b>F*</b>
SF9	Fifth Street/Townsend Street	SF	AWSC	AM PM	18.6 19.5	C C
SF10	Fifth Street/Bryant Street	SF/CT	Signal	AM PM	34.3 <b>111.3*</b>	C <b>F*</b>
SF11	Fifth Street/Folsom Street	SF	Signal	AM PM	26.0 24.2	C C
SF12	Fifth Street/Harrison Street/I-80 Ramp	SF/CT	Signal	AM PM	34.6 43.3	C D
SF13	Seventh Street/Bryant Street/I-80 Ramp	SF/CT	Signal	AM PM	54.6 <b>76.8*</b>	D <b>E*</b>
SF14	Fifth Street/Brannan Street	SF	Signal	AM PM	47.9 25.5	D C
SF15	Sixth Street/Brannan Street/I-280 Ramps	SF/CT	Signal	AM PM	53.3 32.5	D C

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
SF16	Seventh Street/Brannan Street	SF	Signal	AM PM	18.7 38.7	B D
SF17	Second Street/Townsend Street	SF	Signal	AM PM	14.7 15.1	B B
SF18	Seventh Street/Townsend Street	SF	Signal	AM PM	28.4 18.0	C B
SF19	Third Street/King Street	SF	Signal	AM PM	53.2 123.5*	D F*

**Brisbane Light Maintenance Facility**

MF1	Bayshore Boulevard/US 101 Southbound off-ramp	SF	Signal	AM PM	123.1* 76.7*	F* E*
MF2	Bayshore Boulevard/Tunnel Avenue	SF	Signal	AM PM	9.3 7.6	A A
MF3	Bayshore Boulevard/Blanken Avenue	SF	Signal	AM PM	13.1 11.1	B B
MF4	Bayshore Boulevard/Visitation Avenue	SF	Signal	AM PM	16.6 13.9	B B
MF5	Bayshore Boulevard/Geneva Avenue	B	Signal	AM PM	28.2 29.3	C C
MF6	Bayshore Boulevard/Guadalupe Canyon Parkway	B	Signal	AM PM	14.1 12.1	B B
MF7	Bayshore Boulevard/Valley Drive	B	Signal	AM PM	15.8 11.6	B B
MF8	Bayshore Boulevard/Old County Road	B	Signal	AM PM	23.2 24.7	C C
MF9	Tunnel Avenue/Blanken Avenue	SF	AWSC	AM PM	12.2 9.5	B A
MF10	Harney Way/US 101 Northbound Ramps/Alanna Way	SF/CT	SSSC	AM PM	16.4 (WB) 16.0 (WB)	B B
MF11	Alanna Way/Beatty Road/US 101 Southbound Ramps	B/CT	AWSC	AM PM	10.8 7.7	B A
MF12	Tunnel Avenue/Lagoon Way	B	AWSC	AM PM	9.3 9.4	A A
MF13	Sierra Point Parkway/Lagoon Way	B	AWSC	AM PM	7.4 9.3	A A
MF14	Bayshore Boulevard/Industrial Way	B	Signal	AM PM	5.7 3.7	A A

**Intersections Near At-Grade Crossings Along Track Alignment**

GX1	Seventh Street/Mission Bay Drive	SF	Signal	AM PM	23.3 22.2	C C
GX2	Berry Street/Mission Bay Drive	SF	Signal	AM PM	33.7 46.9	C D

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX3	Seventh Street/Mississippi Street/16th Street	SF	Signal	AM PM	<b>123.0*</b> 45.4	<b>F*</b> D
GX4	Owens Street/16th Street	SF	Signal	AM PM	40.6 28.9	D C
GX5	Dollar Avenue/Linden Avenue	SSF	Signal	AM PM	14.6 16.9	B B
GX6	San Mateo Avenue/Linden Avenue	SSF	Signal	AM PM	6.9 11.9	A B
GX7	Third Street/16th Street	SF	Signal	AM PM	51.6 27.7	D C
<b>San Bruno to San Mateo Subsection</b>						
<b>Millbrae Station Area</b>						
MB1	El Camino Real/Hillcrest Boulevard	MB/CT	Signal	AM PM	26.9 24.4	C C
MB2	El Camino Real/Victoria Avenue	MB/CT	Signal	AM PM	4.1 4.0	A A
MB3	El Camino Real/Chadbourne Avenue	MB/CT	SSSC	AM PM	11.4 (EB) 10.5 (EB)	B B
MB4	El Camino Real/Linden Avenue	MB/CT	SSSC	AM PM	8.8 (SB) <b>78.8 (WB)*</b>	A <b>F*</b>
MB5	El Camino Real/Millbrae Avenue	MB/CT	Signal	AM PM	<b>75.2*</b> <b>65.3*</b>	<b>E*</b> <b>E*</b>
MB6	El Camino Real/Murchison Drive	MB/CT	Signal	AM PM	<b>59.6*</b> 42.7	<b>E*</b> D
MB7	El Camino Real/Trousdale Drive	MB/CT	Signal	AM PM	<b>56.1*</b> 34.0	<b>E*</b> C
MB8	Rollins Road/Millbrae Avenue	MB	Signal	AM PM	<b>67.2*</b> <b>56.3*</b>	<b>E*</b> <b>E*</b>
MB9	Rollins Road/Adrian Road	MB	Signal	AM PM	14.8 17.4	B B
MB10	US 101 Southbound Ramps/Millbrae Avenue	MB/CT	Signal	AM PM	54.2 49.8	D D
MB11	US 101 Northbound Ramps/Millbrae Avenue	MB/CT	Signal	AM PM	24.5 26.0	C C
MB12	South McDonnell Road/Old Bayshore Highway/Millbrae Avenue	MB	Signal	AM PM	10.1 15.6	B B
MB13	Skyline Boulevard/Northbound I-280 on-ramp/Trousdale Drive	MB/CT	AWSC	AM PM	14.1 10.6	B B
MB14	Skyline Boulevard/Northbound I-280 off-ramp/Millbrae Avenue	MB/CT	AWSC	AM PM	8.0 9.3	A A



Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
MB15	Skyline Boulevard/Hillcrest Boulevard	MB	AWSC	AM	14.5	B
				PM	16.6	C
MB16	Skyline Boulevard/Northbound I-280 on-ramp/Larkspur Drive	MB/CT	AWSC	AM	9.5	A
				PM	8.5	A
<b>Intersections Near At-Grade Crossings Along Track Alignment</b>						
GX8	Herman Street/Scott Street	SBr	AWSC	AM	8.6	A
				PM	8.2	A
GX9	Montgomery Avenue/Scott Street	SBr	SSSC	AM	5.4 (NB)	A
				PM	5.8 (NB)	A
GX10	California Drive/Broadway	BG	Signal	AM	<b>108.4*</b>	<b>F*</b>
				PM	<b>56.9*</b>	<b>E*</b>
GX11	Carolan Avenue/Broadway	BG	Signal	AM	33.0	C
				PM	32.6	C
GX12	Rollins Road/Broadway	BG	Signal	AM	38.0	D
				PM	41.4	D
GX13	US 101 Southbound Off-Ramp/Broadway	BG	Signal	AM	25.0	C
				PM	40.8	D
GX14	Rollins Road/Cadillac Way/US 101 Southbound Ramps	BG	Signal	AM	13.3	B
				PM	12.2	B
GX15	California Drive/Oak Grove Avenue	BG	Signal	AM	46.6	D
				PM	29.2	C
GX16	Carolan Avenue/Oak Grove Avenue	BG	SSSC	AM	<b>98.1 (NB)*</b>	<b>F*</b>
				PM	<b>44.5 (WB)*</b>	<b>E*</b>
GX17	California Drive/North Lane	BG	SSSC	AM	14.0 (SB)	B
				PM	13.8 (WB)	B
GX18	Carolan Avenue/North Lane	BG	SSSC	AM	27.7 (NB)	D
				PM	20.5 (NB)	C
GX19	California Drive/Howard Avenue	BG	Signal	AM	12.6	B
				PM	14.6	B
GX20	West Lane/Howard Avenue	BG	SSSC	AM	11.6 (SB)	B
				PM	15.5 (SB)	C
GX21	East Lane/Howard Avenue	BG	SSSC	AM	21.6 (SB)	C
				PM	24.9 (SB)	C
GX22	California Drive/Bayswater Avenue	BG	Signal	AM	10.8	B
				PM	11.6	B
GX23	Myrtle Road/Bayswater Avenue	BG	SSSC	AM	7.1 (NB)	A
				PM	13.1 (SB)	B
GX24	California Drive/North San Mateo Drive/Peninsula Avenue	BG/SM	Signal	AM	16.5	B
				PM	18.0	B
GX25	Anita Road/Peninsula Avenue	BG/SM	SSSC	AM	23.5 (SB)	C
				PM	25.0 (SB)	D

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX26	Arundel Road/Woodside Way/Peninsula Avenue	BG/SM	SSSC	AM PM	30.8 (NB) 52.9 (SB)*	D F*
GX27	North San Mateo Drive/Villa Terrace	SM	SSSC	AM PM	13.4 (WB) 11.6 (EB)	B B
GX28	Woodside Way/Villa Terrace	SM	SSSC	AM PM	4.7 (NB) 5.5 (SB)	A A
GX29	North Ellsworth Avenue/East Bellevue Avenue	SM	SSSC	AM PM	8.3 (NB) 5.9 (NB)	A A
GX30	North Claremont Street/East Bellevue Avenue	SM	AWSC	AM PM	7.2 5.3	A A
GX31	South B Street/First Avenue	SM	Signal	AM PM	18.9 35.0	B D
GX32	Transit Center Way/First Avenue	SM	SSSC	AM PM	19.8 (NB) 9.4 (NB)	C A
GX33	South Railroad Avenue/First Avenue	SM	SSSC	AM PM	24.0 (NB) 11.2 (NB)	C B
GX34	South B Street/Second Avenue	SM	Signal	AM PM	16.3 24.2	B C
GX35	South B Street/Third Avenue	SM	Signal	AM PM	21.6 24.1	C C
GX36	South Claremont Street/Third Avenue	SM	Signal	AM PM	20.0 28.3	C C
GX37	South B Street/Fourth Avenue	SM	Signal	AM PM	16.7 21.8	B C
GX38	South Claremont Street/Fourth Avenue	SM	Signal	AM PM	26.4 32.1	C C
GX39	South B Street/Fifth Avenue	SM	Signal	AM PM	19.0 23.0	B C
GX40	South Claremont Street/Fifth Avenue	SM	AWSC	AM PM	22.3 18.7	C C
GX41	South B Street/Ninth Avenue	SM	Signal	AM PM	17.4 25.6	B C
GX42	South Railroad Avenue/Ninth Avenue	SM	SSSC	AM PM	25.5 (NB) 22.6 (EB)	D C
GX43	San Mateo Avenue/Scott Street	SSF	SSSC	AM PM	7.3 (EB) 9.3 (EB)	A A
GX44	South Delaware Street/East Third Avenue	SM	Signal	AM PM	29.5 43.8	C D
GX45	South Delaware Street/East Fourth Avenue	SM	Signal	AM PM	27.0 34.2	C C
GX46	South Delaware Street/East Fifth Avenue	SM	Signal	AM PM	29.8 24.0	C C

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX47	South Claremont Street/Ninth Avenue	SM	AWSC	AM	22.1	C
				PM	22.9	C
<b>San Mateo to Palo Alto Subsection</b>						
<b>Intersections Near At-Grade Crossings Along Track Alignment</b>						
GX48	South Delaware Street/East 25th Avenue	SM	Signal	AM	17.5	B
				PM	19.9	B
GX49	Palm Avenue/East 25th Avenue	SM	SSSC	AM	17.2 (SB)	C
				PM	150.7 (SB)*	F*
GX50	El Camino Real/East 25th Avenue	SM	Signal	AM	27.9	C
				PM	55.3*	E*
GX51	El Camino Real/31st Avenue	SM	Signal	AM	22.9	C
				PM	35.4	D
GX52	El Camino Real SB Ramps/Hillsdale Boulevard	SM	Signal	AM	47.0	D
				PM	35.7	D
GX53	El Camino Real NB Ramps/Hillsdale Boulevard	SM	Signal	AM	28.9	C
				PM	32.2	C
GX54	Curtiss Street/East Hillsdale Boulevard	SM	Signal	AM	18.1	B
				PM	10.0	B
GX55	Arguello Street/Whipple Avenue	RC	Signal	AM	24.0	C
				PM	52.5	D
GX56	El Camino Real/Whipple Avenue	RC	Signal	AM	47.8	D
				PM	43.9	D
GX57	El Camino Real/Brewster Avenue	RC	Signal	AM	29.0	C
				PM	20.8	C
GX58	Perry Street/Brewster Avenue	RC	SSSC	AM	24.3 (NB)	C
				PM	21.0 (NB)	C
GX59	Arguello Street/Brewster Avenue	RC	Signal	AM	22.1	C
				PM	34.3	C
GX60	El Camino Real/Broadway	RC	Signal	AM	29.6	C
				PM	28.2	C
GX61	Perry Street/California Street/Broadway	RC	SSSC	AM	19.4 (EB)	C
				PM	20.6 (SB)	C
GX62	Broadway/Arguello Street/Marshall Street	RC	Signal	AM	29.8	C
				PM	53.0	D
GX63	Middlefield Road/Main Street	RC	Signal	AM	17.8	B
				PM	24.1	C
GX64	Main Street/Maple Street	RC	SSSC	AM	11.0 (SB)	B
				PM	13.9 (SB)	B
GX65	Main Street/Beech Street	RC	SSSC	AM	7.2 (EB)	A
				PM	9.5 (EB)	A

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX66	Shasta Street/Chestnut Street	RC	SSSC	AM PM	10.0 (SB) 17.7 (NB)	A C
GX67	El Camino Real/Fair Oaks Lane/Atherton Avenue	A	Signal	AM PM	<b>104.6*</b> 37.0	<b>F*</b> D
GX68	Lloyd Drive/Fair Oaks Lane	A	SSSC	AM PM	19.2 (WB) 4.7 (SB)	C A
GX69	El Camino Real/Watkins Avenue	A	SSSC	AM PM	<b>73.7 (WB)*</b> <b>96.1 (WB)*</b>	<b>F*</b> <b>F*</b>
GX70	El Camino Real/Encinal Avenue	MP	Signal	AM PM	53.7 21.4	D C
GX71	Laurel Street/Encinal Avenue	MP	AWSC	AM PM	11.9 8.6	B A
GX72	El Camino Real/Glenwood Avenue/Valparaiso Avenue	MP	Signal	AM PM	<b>59.2*</b> <b>84.8*</b>	<b>E*</b> <b>F*</b>
GX73	Laurel Street/Glenwood Avenue	MP	AWSC	AM PM	9.8 7.3	A A
GX74	El Camino Real/Oak Grove Avenue	MP	Signal	AM PM	36.0 31.6	D C
GX75	Merrill Street/Oak Grove Avenue	MP	SSSC	AM PM	<b>36.3 (NB)*</b> <b>52.7 (NB)*</b>	<b>E*</b> <b>F*</b>
GX76	Alma Street/Oak Grove Avenue	MP	SSSC	AM PM	<b>64.4 (NB)*</b> <b>54.7 (NB)*</b>	<b>F*</b> <b>F*</b>
GX77	Laurel Street/Oak Grove Avenue	MP	Signal	AM PM	24.4 15.7	C B
GX78	El Camino Real/Santa Cruz Avenue	MP	Signal	AM PM	20.5 15.3	C B
GX79	Merrill Street/Santa Cruz Avenue	MP	AWSC	AM PM	6.6 4.7	A A
GX80	El Camino Real/Ravenswood Avenue	MP	Signal	AM PM	34.7 43.1	C D
GX81	Merrill Street/Ravenswood Avenue	MP	SSSC	AM PM	33.4 (NB) <b>39.0 (NB)*</b>	D <b>E*</b>
GX82	Alma Street/Ravenswood Avenue	MP	SSSC	AM PM	<b>39.0 (SB)*</b> 24.8 (SB)	<b>E*</b> C
GX83	Laurel Street/Ravenswood Avenue	MP	Signal	AM PM	35.6 40.3	D D
GX84	El Camino Real/Palo Alto Avenue/Sand Hill Road	PA	Signal	AM PM	46.1 35.2	D D
GX85	Alma Street/Palo Alto Avenue	PA	SSSC	AM PM	30.2 (WB) 32.1 (WB)	D D

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX86	Alma Street/Churchill Avenue	PA	Signal	AM PM	42.2 46.2	D D
GX87	Mariposa Avenue/Churchill Avenue	PA	SSSC	AM PM	22.1 (WB) 28.3 (WB)	C D
GX88	Alma Street/Meadow Drive	PA	Signal	AM PM	<b>58.7*</b> <b>63.3*</b>	<b>E*</b> <b>E*</b>
GX89	Park Boulevard/Meadow Drive	PA	SSSC	AM PM	<b>40.2 (NB)*</b> <b>45.7 (EB)*</b>	<b>E*</b> <b>E*</b>
GX90	Alma Street/Charleston Road	PA	Signal	AM PM	<b>66.4*</b> <b>77.4*</b>	<b>E*</b> <b>E*</b>
GX91	Park Boulevard/Charleston Road	PA	SSSC	AM PM	<b>71.1 (NB)*</b> <b>44.3 (NB)*</b>	<b>F*</b> <b>E*</b>
GX92	El Camino Real/Maple Street	RC	Signal	AM PM	11.6 13.8	B B
GX93	Franklin Street/Maple Street	RC	SSSC	AM PM	6.9 (NB) 9.7 (SB)	A C
GX94	Glenwood Street/Garwood Street	MP	SSSC	AM PM	19.1 (SB) 21.9 (SB)	C C
GX95	Castilleja Avenue/Churchill Avenue	PA	SSSC	AM PM	33.4 (NB) 31.4 (EB)	D D
GX96	Wilkie Way/West Charleston Road	PA	Signal	AM PM	10.3 8.3	B A

**Mountain View to Santa Clara Subsection**
**Intersections Near At-Grade Crossings Along Track Alignment**

GX97	Central Expressway/Rengstorff Avenue	MV	Signal	AM PM	55.0 <b>83.5*</b>	D <b>F*</b>
GX98	Leland Avenue/Crisanto Avenue/Rengstorff Avenue	MV	Signal	AM PM	<b>&gt;180.0*</b> <b>72.1*</b>	<b>F*</b> <b>E*</b>
GX99	Central Expressway/Moffett Boulevard/Castro Street	MV	Signal	AM PM	53.2 <b>76.7*</b>	D <b>E*</b>
GX100	Evelyn Avenue/Castro Street	MV	SSSC	AM PM	<b>100.7 (NB)*</b> <b>95.8 (NB)*</b>	<b>F*</b> <b>F*</b>
GX101	Evelyn Avenue/Mary Avenue	SV	Signal	AM PM	<b>66.0*</b> 54.7	<b>E*</b> D
GX102	Evelyn Avenue/Sunnyvale Avenue	SV	Signal	AM PM	33.4 <b>58.0*</b>	C <b>E*</b>
GX103	Hendy Avenue/Sunnyvale Avenue	SV	Signal	AM PM	17.6 35.1	B C
GX104	Villa Street/Castro Street	MV	Signal	AM PM	15.4 25.8	B C

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX105	Dana Street/Castro Street	MV	Signal	AM	9.1	A
				PM	12.2	B
GX106	Hope Street/Transit Center/Evelyn Avenue	MV	Signal	AM	<b>60.2*</b>	<b>E*</b>
				PM	<b>65.1*</b>	<b>E*</b>
GX107	Central Avenue/Moffett Boulevard	MV	Signal	AM	12.3	B
				PM	13.8	B
<b>San Jose Diridon Station Approach Subsection</b>						
D1	The Alameda (SR 82)/I-880 NB ramps	SJ/CT/CMP	Signal	AM	22.0	C
				PM	19.1	B
D2	The Alameda (SR 82)/I-880 SB ramps	SJ/CT/CMP	Signal	AM	18.4	B
				PM	13.9	B
D3	The Alameda (SR 82)/Hedding Street	SJ/CT/CMP	Signal	AM	41.1	D
				PM	42.0	D
D4	The Alameda (SR 82)/Taylor Street-Naglee Avenue	SJ/CT/CMP	Signal	AM	44.4	D
				PM	46.0	D
D5	The Alameda (SR 82)/Martin Avenue-Race Street	SJ/CT/CMP	Signal	AM	41.1	D
				PM	31.6	C
D6	Stockton Avenue/Julian Street	SJ	Signal	AM	38.4	D
				PM	37.0	D
D7	Montgomery Street/Julian Street	SJ	Signal	AM	13.5	B
				PM	12.7	B
D8	Autumn Street/Julian Street	SJ	Signal	AM	13.1	B
				PM	13.5	B
D9	SR 87 SB ramps-Almaden Boulevard/Julian Street	SJ/CT/CMP	Signal	AM	23.6	C
				PM	18.4	B
D10	SR 87 NB ramps/Julian Street	SJ/CT/CMP	Signal	AM	50.9	D
				PM	51.4	D
D11	Sunol Avenue/The Alameda (SR 82)	SJ/CT	Signal	AM	21.7	C
				PM	23.7	C
D12	Stockton Avenue/The Alameda-West Santa Clara Street (SR 82)	SJ/CT	Signal	AM	19.6	B
				PM	21.0	C
D13	Cahill Street/West Santa Clara Street (SR 82)	SJ/CT	Signal	AM	12.7	B
				PM	17.1	B
D14	Montgomery Street (SR 82)/West Santa Clara Street (SR 82)	SJ/CT/CMP	Signal	AM	4.2	A
				PM	8.3	A
D15	Autumn Street (SR 82)/West Santa Clara Street (SR 82)	SJ/CT/CMP	Signal	AM	27	C
				PM	20.2	C
D16	SR 87 NB off-ramp/West Santa Clara Street	SJ/CT/CMP	Signal	AM	21.5	C
				PM	11.8	B
D17	Almaden Boulevard/West Santa Clara Street	SJ	Signal	AM	18.0	B
				PM	16.1	B

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
D18	Notre Dame Avenue-Almaden Boulevard/West Santa Clara Street	SJ	Signal	AM PM	21.2 16.7	C B
D19	Sunol Avenue/Park Avenue	SJ	Signal	AM PM	9.3 11.9	A B
D20	Sunol Avenue/West San Carlos Street	SJ	Signal	AM PM	13.4 14	B B
D21	Cahill Street/Stover Street-Crandall Street	SJ	AWSC	AM PM	14.5 15.8	B C
D22	Montgomery Street (SR 82)/Stover Street-Crandall Street	SJ/CT	SSSC	AM PM	5.7 (EB) 6.7 (EB)	A A
D23	Cahill Street/West San Fernando Street	SJ	AWSC	AM PM	11.9 11.9	B B
D24	Montgomery Street (SR 82)/West San Fernando Street	SJ/CT	Signal	AM PM	12.3 11.0	B B
D25	Autumn Street (SR 82)/West San Fernando Street	SJ/CT	Signal	AM PM	11.4 14.0	B B
D26	Almaden Boulevard/West San Fernando Street	SJ	Signal	AM PM	37.9 44.5	D D
D27	Montgomery Street (SR 82)/Park Avenue	SJ/CT	Signal	AM PM	20.2 33.6	C C
D28	Delmas Avenue/Park Avenue	SJ	Signal	AM PM	21.7 34.3	C C
D29	Woz Way-SR 87 NB On-ramp/Park Avenue	SJ/CT	Signal	AM PM	10.6 16.0	B B
D30	Almaden Boulevard/Park Avenue	SJ	Signal	AM PM	29.1 35.4	C D
D31	Montgomery Street-Bird Avenue (SR 82)/West San Carlos Street (SR 82)	SJ/CT/CMP	Signal	AM PM	27.8 49.8	C D
D32	Delmas Avenue/West San Carlos Street (SR 82)	SJ/CT	Signal	AM PM	14.6 19.4	B B
D33	Bird Avenue/Auzerais Avenue	SJ	Signal	AM PM	18.8 39.4	B D
D34	Delmas Avenue/Auzerais Avenue	SJ	Signal	AM PM	18.7 22.4	B C
D35	Bird Avenue/I-280 NB ramps	SJ/CT/CMP	Signal	AM PM	53.8 38.3	D D
D36	Bird Avenue/I-280 SB ramps	SJ/CT/CMP	Signal	AM PM	33.5 27.5	C C
D37	Bird Avenue/West Virginia Street	SJ	Signal	AM PM	27.6 26.9	C C
D38	The Alameda (SR 82)/Julian Street	SJ/CT	Signal	AM PM	20.9 25.0	C C

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
D39	Coleman Avenue/I-880 SB ramps	SJ/CT/CMP	Signal	AM PM	22.9 10.6	C B
D40	Coleman Avenue/I-880 NB ramps	SJ/CT/CMP	Signal	AM PM	37.5 25.5	D C
D41	Coleman Avenue/Hedding Street	SJ	Signal	AM PM	40.9 39.9	D D
D42	Coleman Avenue/Taylor Street	SJ	Signal	AM PM	46.8 47.0	D D
D43	Delmas Avenue/West Santa Clara Street	SJ	Future Signal	AM PM	18.7 (NB) 21.6 (NB)	C C
D44	Delmas Avenue/West San Fernando Street	SJ	Signal	AM PM	15.9 26.6	B C
D45	Cahill Street/Park Avenue	SJ	Future Signal	AM PM	-- --	-- --
D46	Sunol Avenue/West San Fernando Street	SJ	AWSC	AM PM	8.5 8.7	A A
D47	87 ramps/Taylor Street	SJ/CT/CMP	Signal	AM PM	29.7 35.8	C D
D48	Sunol Street/Auzerais Avenue	SJ	Signal	AM PM	13.1 26.1	B C
D49	Harrison Street/West Virginia Street	SJ	SSSC	AM PM	5.3 (EB) 6.5 (SB)	A A
D50	Bird Avenue/Fuller Avenue	SJ	SSSC	AM PM	7.9 (WB) 8.4 (EB)	A A

A = Atherton  
 AWSC = all-way stop controlled  
 B = Brisbane  
 BG = Burlingame  
 CMP = Congestion Management Plan  
 CT = California Department of Transportation  
 D = Diridon  
 EB = eastbound  
 GX = grade crossing

I = Interstate  
 LOS = level of service  
 MB = Millbrae  
 MF = maintenance facility  
 MP = Menlo Park  
 MV = Mountain View  
 NB = northbound  
 PA = Palo Alto  
 RC = Redwood City  
 SB = southbound

SBr = San Bruno  
 SF = San Francisco  
 SJ = San Jose  
 SM = San Mateo  
 SR = State Route  
 SSF = South San Francisco  
 SSSC = side street stop controlled  
 SV = Sunnyvale  
 US = U.S. Highway  
 WB = westbound

Bolded entries with an asterisk (\*) identify locations that experience LOS E or F in one or both peak hours.



**Table 2 2029 No Project Level of Service at 4th and King Street Station and San Jose Diridon Station**

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
<b>San Francisco to South San Francisco Subsection</b>						
<b>4th and King Street Station Area</b>						
SF1	Fourth Street/Townsend Street	SF	Signal	AM PM	145.2* >180.0*	F* F*
SF2	Fourth Street/King Street	SF	Signal	AM PM	100.9* 101.4*	F* F*
SF3	Fifth Street/King Street/I-280 Ramps	SF/CT	Signal	AM PM	>180.0* >180.0*	F* F*
SF4	Fourth Street/Brannan Street	SF	Signal	AM PM	>180.0* 163.2*	F* F*
SF5	Fourth Street/Berry Street	SF	Signal	AM PM	75.8* 131.7*	E* F*
SF6	Fourth Street/Channel Street	SF	Signal	AM PM	28.3 87.0*	C F*
SF7	Third Street/Channel Street	SF	Signal	AM PM	71.7* 46.3	E* D
SF8	Fourth Street/Bluxome Street	SF	SSSC	AM PM	>180.0 (EB)* >180.0 (EB)*	F* F*
SF9	Fifth Street/Townsend Street	SF	AWSC	AM PM	27.3 38.8	C D
SF10	Fifth Street/Bryant Street	SF/CT	Signal	AM PM	82.4* 157.4*	F* F*
SF11	Fifth Street/Folsom Street	SF	Signal	AM PM	31.9 47.7	C D
SF12	Fifth Street/Harrison Street/I-90 Ramp	SF/CT	Signal	AM PM	40.6 89.2*	D F*
SF13	Seventh Street/Bryant Street/I-80 Ramp	SF/CT	Signal	AM PM	34.5 45.8	C D
SF14	Fifth Street/Brannan Street	SF	Signal	AM PM	39.6 36.4	D D
SF15	Sixth Street/Brannan Street/I-280 Ramps	SF/CT	Signal	AM PM	34.2 77.1*	C E*
SF16	Seventh Street/Brannan Street	SF	Signal	AM PM	49.0 115.8*	D F*
SF17	Second Street/Townsend Street	SF	Signal	AM PM	25.1 49.1	C D
SF18	Seventh Street/Townsend Street	SF	Signal	AM PM	85.4* 48.9	F* D

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
SF19	Third Street/King Street	SF	Signal	AM PM	<b>161.7*</b> <b>146.8*</b>	<b>F*</b> <b>F*</b>
<b>San Jose Diridon Station Approach Subsection</b>						
D1	The Alameda (SR 82)/I-880 NB ramps	SJ/CT/CMP	Signal	AM PM	21.7 21.1	C C
D2	The Alameda (SR 82)/I-880 SB ramps	SJ/CT/CMP	Signal	AM PM	22.3 17.1	C B
D3	The Alameda (SR 82)/Hedding Street	SJ/CT/CMP	Signal	AM PM	44.7 48.4	D D
D4	The Alameda (SR 82)/Taylor Street-Naglee Avenue	SJ/CT/CMP	Signal	AM PM	<b>59.3*</b> <b>71.6*</b>	<b>E*</b> <b>E*</b>
D5	The Alameda (SR 82)/Martin Avenue-Race Street	SJ/CT/CMP	Signal	AM PM	42.6 34.6	D C
D6	Stockton Avenue/Julian Street	SJ	Signal	AM PM	<b>87.1*</b> 43.4	<b>F*</b> D
D7	Montgomery Street/Julian Street	SJ	Signal	AM PM	13.5 13.6	B B
D8	Autumn Street/Julian Street	SJ	Signal	AM PM	16.8 17.5	B B
D9	SR 87 SB ramps-Almaden Boulevard/Julian Street	SJ/CT/CMP	Signal	AM PM	22.2 21.7	C C
D10	SR 87 NB ramps/Julian Street	SJ/CT/CMP	Signal	AM PM	52.2 53.4	D D
D11	Sunol Avenue/The Alameda (SR 82)	SJ/CT	Signal	AM PM	21.2 22.6	C C
D12	Stockton Avenue/The Alameda-West Santa Clara Street (SR 82)	SJ/CT	Signal	AM PM	20.2 <b>&gt;180.0*</b>	C <b>F*</b>
D13	Cahill Street/West Santa Clara Street (SR 82)	SJ/CT	Signal	AM PM	21.7 44.3	C D
D14	Montgomery Street (SR 82)/West Santa Clara Street (SR 82)	SJ/CT/CMP	Signal	AM PM	21.5 14.8	C B
D15	Autumn Street (SR 82)/West Santa Clara Street (SR 82)	SJ/CT/CMP	Signal	AM PM	40.1 <b>87.9*</b>	D <b>F*</b>
D16	SR 87 NB Off-ramp/West Santa Clara Street	SJ/CT/CMP	Signal	AM PM	31.6 26.6	C C
D17	Almaden Boulevard/West Santa Clara Street	SJ	Signal	AM PM	20.5 23.8	C C
D18	Notre Dame Avenue-Almaden Boulevard/West Santa Clara Street	SJ	Signal	AM PM	23.2 28.7	C C
D19	Sunol Avenue/Park Avenue	SJ	Signal	AM PM	9.9 12.6	A B

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
D20	Sunol Avenue/West San Carlos Street	SJ	Signal	AM PM	14.1 15.0	B B
D21	Cahill Street/Stover Street-Crandall Street	SJ	AWSC	AM PM	15.8 18.2	C C
D22	Montgomery Street (SR 82)/Stover Street-Crandall Street	SJ/CT	SSSC	AM PM	6.4 (EB) 11.8 (EB)	A B
D23	Cahill Street/West San Fernando Street	SJ	AWSC	AM PM	18.2 21.5	C C
D24	Montgomery Street (SR 82)/West San Fernando Street	SJ/CT	Signal	AM PM	16.0 34.5	B C
D25	Autumn Street (SR 82)/West San Fernando Street	SJ/CT	Signal	AM PM	40.6 <b>59.2*</b>	D <b>E*</b>
D26	Almaden Boulevard/West San Fernando Street	SJ	Signal	AM PM	39.5 46.6	D D
D27	Montgomery Street (SR 82)/Park Avenue	SJ/CT	Signal	AM PM	38.1 <b>149.3*</b>	D <b>F*</b>
D28	Delmas Avenue/Park Avenue	SJ	Signal	AM PM	20.7 44.3	C D
D29	Woz Way-SR 87 NB on-ramp/Park Avenue	SJ/CT	Signal	AM PM	10.7 30.5	B C
D30	Almaden Boulevard/Park Avenue	SJ	Signal	AM PM	30.4 38.1	C D
D31	Montgomery Street-Bird Avenue (SR 82)/West San Carlos Street (SR 82)	SJ/CT/CMP	Signal	AM PM	<b>98*</b> <b>137.5*</b>	<b>F*</b> <b>F*</b>
D32	Delmas Avenue/West San Carlos Street (SR 82)	SJ/CT	Signal	AM PM	15.4 20.4	B C
D33	Bird Avenue/Auzerais Avenue	SJ	Signal	AM PM	54.3 <b>85.8*</b>	D <b>F*</b>
D34	Delmas Avenue/Auzerais Avenue	SJ	Signal	AM PM	21.7 22.6	C C
D35	Bird Avenue/I-280 NB ramps	SJ/CT/CMP	Signal	AM PM	<b>117.1*</b> 35.0	<b>F*</b> D
D36	Bird Avenue/I-280 SB ramps	SJ/CT/CMP	Signal	AM PM	48.7 13.6	D B
D37	Bird Avenue/West Virginia Street	SJ	Signal	AM PM	<b>139.3*</b> 25.7	<b>F*</b> C
D38	The Alameda (SR 82)/Julian Street	SJ/CT	Signal	AM PM	36.3 36.0	D D
D39	Coleman Avenue/I-880 SB ramps	SJ/CT/CMP	Signal	AM PM	28.7 13.8	C B
D40	Coleman Avenue/I-880 NB ramps	SJ/CT/CMP	Signal	AM PM	<b>59.2*</b> 32.3	<b>E*</b> C

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
D41	Coleman Avenue/Hedding Street	SJ	Signal	AM PM	<b>117.7*</b> 49.1	<b>F*</b> D
D42	Coleman Avenue/Taylor Street	SJ	Signal	AM PM	48.4 54.6	D D
D43	Delmas Avenue/West Santa Clara Street	SJ	Future Signal	AM PM	<b>92.8*</b> 20.1	<b>F*</b> C
D44	Delmas Avenue/West San Fernando Street	SJ	Signal	AM PM	43.1 <b>166.5*</b>	D <b>F*</b>
D45	Cahill Street/Park Avenue	SJ	Future Signal	AM PM	-- --	-- --
D46	Sunol Avenue/West San Fernando Street	SJ	AWSC	AM PM	8.4 8.6	A A
D47	87 Ramps/Taylor Street	SJ/CT/CMP	Signal	AM PM	35.3 41.2	D D
D48	Sunol Street/Auzerais Avenue	SJ	Signal	AM PM	45.4 <b>&gt;180*</b>	D <b>F*</b>
D49	Harrison Street/West Virginia Street	SJ	SSSC	AM PM	6.0 (EB) 6.1 (SB)	A A
D50	Bird Avenue/Fuller Avenue	SJ	SSSC	AM PM	<b>107.8 (WB)*</b> 10.1 (EB)	<b>F*</b> B

AWSC = all-way stop controlled  
 CMP = congestion management plan  
 CT = California Department of Transportation  
 D = Diridon

EB = eastbound  
 I = Interstate  
 LOS = level of service  
 NB = northbound  
 SB = southbound

SF = San Francisco  
 SJ = San Jose  
 SR = State Route  
 SSSC = side street stop controlled  
 WB = westbound

Whole intersection average delay reported for signalized intersections. Whole intersection average delay and worst approach delay (in parentheses) reported for unsignalized intersections.

Bolded entries with an asterisk (\*) identify locations that would experience LOS E or F in one or both peak hours.

**Table 3 2040 No Project Level of Service at the Brisbane Light Maintenance Facility, Millbrae Station, San Jose Diridon Station, and at Intersections near At-Grade Crossings along the Track Alignment**

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
<b>San Francisco to South San Francisco Subsection</b>						
<b>Brisbane Light Maintenance Facility</b>						
MF1	Bayshore Boulevard/US 101 Southbound off-ramp	SF	Signal	AM PM	<b>132.1*</b> <b>101.6*</b>	<b>F*</b> <b>F*</b>
MF2	Bayshore Boulevard/Tunnel Avenue	SF	Signal	AM PM	11.5 12.4	B B
MF3	Bayshore Boulevard/Blanken Avenue	SF	Signal	AM PM	14.2 23.2	B C
MF4	Bayshore Boulevard/Visitacion Avenue	SF	Signal	AM PM	27.9 29.0	C C

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
MF5	Bayshore Boulevard/Geneva Avenue	B	Signal	AM PM	53.5 <b>65.4*</b>	D E*
MF6	Bayshore Boulevard/Guadalupe Canyon Parkway	B	Signal	AM PM	25.1 24.2	C C
MF7	Bayshore Boulevard/Valley Drive	B	Signal	AM PM	15.9 13.7	B B
MF8	Bayshore Boulevard/Old County Road	B	Signal	AM PM	27.1 36.3	C D
MF9	Tunnel Avenue/Blanken Avenue	SF	AWSC	AM PM	12.2 7.5	B A
MF10	Harney Way/US 101 Northbound Ramps/Alanna Way	SF/CT	Signal	AM PM	<b>99.0*</b> <b>152.4*</b>	<b>F*</b> <b>F*</b>
MF11	Alanna Way/Beatty Road/US 101 Southbound Ramps	B/CT	This existing intersection is replaced by MF15 below in the future with construction of the new US 101/Candlestick Point interchange.			
MF12	Tunnel Avenue/Lagoon Way	B	AWSC	AM PM	11.1 12.4	B B
MF13	Sierra Point Parkway/Lagoon Way	B	AWSC	AM PM	8.2 10.1	A B
MF14	Bayshore Boulevard/Industrial Way	B	Signal	AM PM	7.9 9.4	A A
MF15	Geneva Extension/US 101 SB Ramps	B	Signal	AM PM	34.7 53.3	C D
MF16	Geneva Extension/US 101 NB Ramps	B	Signal	AM PM	35.8 <b>125.3*</b>	D F*
<b>Intersections Near At-Grade Crossings Along Track Alignment</b>						
GX1	Seventh Street/Mission Bay Drive	SF	Signal	AM PM	<b>69.1*</b> <b>97.2*</b>	<b>E*</b> <b>F*</b>
GX2	Berry Street/Mission Bay Drive	SF	Signal	AM PM	34.9 <b>&gt;180.0*</b>	C F*
GX3	Seventh Street/Mississippi Street/16th Street	SF	Signal	AM PM	<b>&gt;180.0*</b> <b>123.3*</b>	<b>F*</b> <b>F*</b>
GX4	Owens Street/16th Street	SF	Signal	AM PM	<b>72.0*</b> <b>63.7*</b>	<b>E*</b> <b>E*</b>
GX5	Dollar Avenue/Linden Avenue	SSF	Signal	AM PM	<b>82.6*</b> <b>84.7*</b>	<b>F*</b> <b>F*</b>
GX6	San Mateo Avenue/Linden Avenue	SSF	Signal	AM PM	<b>57.0*</b> 34.9	<b>E*</b> C
GX7	Third Street/16th Street	SF	Signal	AM PM	<b>93.4*</b> <b>123*</b>	<b>F*</b> <b>F*</b>

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
<b>San Bruno to San Mateo Subsection</b>						
<b>Millbrae Station Area</b>						
MB1	El Camino Real/Hillcrest Boulevard	M/CT	Signal	AM PM	<b>95.5*</b> 45.0	<b>F*</b> D
MB2	El Camino Real/Victoria Avenue	M/CT	Signal	AM PM	36.3 45.9	D D
MB3	El Camino Real/Chadbourne Avenue	M/CT	SSSC	AM PM	<b>99.7 (SB)*</b> <b>&gt;180.0 (EB)*</b>	<b>F*</b> <b>F*</b>
MB4	El Camino Real/Linden Avenue	M/CT	SSSC	AM PM	<b>36.1 (SB)*</b> <b>133.9 (WB)*</b>	<b>E*</b> <b>F*</b>
MB5	El Camino Real/Millbrae Avenue	M/CT	Signal	AM PM	<b>81.8*</b> <b>82.9*</b>	<b>F*</b> <b>F*</b>
MB6	El Camino Real/Murchison Drive	M/CT	Signal	AM PM	<b>80.6*</b> <b>120.6*</b>	<b>F*</b> <b>F*</b>
MB7	El Camino Real/Trousdale Drive	M/CT	Signal	AM PM	<b>153.2*</b> <b>91.9*</b>	<b>F*</b> <b>F*</b>
MB8	Rollins Road/Millbrae Avenue	M	Signal	AM PM	<b>58.4*</b> <b>80.2*</b>	<b>E*</b> <b>F*</b>
MB9	Rollins Road/Adrian Road	M	Signal	AM PM	<b>91.0*</b> <b>89.0*</b>	<b>F*</b> <b>F*</b>
MB10	US 101 Southbound Ramps/Millbrae Avenue	M/CT	Signal	AM PM	49.4 <b>66.2*</b>	D <b>E*</b>
MB11	US 101 Northbound Ramps/Millbrae Avenue	M/CT	Signal	AM PM	<b>67.6*</b> 32.6	<b>E*</b> C
MB12	South McDonnell Road/Old Bayshore Highway/Millbrae Avenue	M	Signal	AM PM	12.5 16.4	B B
MB13	Skyline Boulevard/Northbound I-280 on-ramp/Trousdale Drive	M/CT	AWSC	AM PM	23.2 14.3	C B
MB14	Skyline Boulevard/Northbound I-280 off-ramp/Millbrae Avenue	M/CT	AWSC	AM PM	12.1 10.3	B B
MB15	Skyline Boulevard/Hillcrest Boulevard	M	AWSC	AM PM	<b>38.0*</b> <b>79.6*</b>	<b>E*</b> <b>F*</b>
MB16	Skyline Boulevard/Northbound I-280 on-ramp/Larkspur Drive	M/CT	AWSC	AM PM	11.6 10.9	B B
<b>Intersections Near At-Grade Crossings Along Track Alignment</b>						
GX8	Herman Street/Scott Street	SBr	SSSC	AM PM	<b>&gt;180.0 (NB)*</b> <b>&gt;180.0 (SB)*</b>	<b>F*</b> <b>F*</b>
GX9	Montgomery Avenue/Scott Street	SBr	SSSC	AM PM	<b>39.6 (NB)*</b> <b>119.0 (NB)*</b>	<b>E*</b> <b>F*</b>
GX10	California Drive/Broadway	BG	Signal	AM PM	<b>&gt;180.0*</b> <b>171.1*</b>	<b>F*</b> <b>F*</b>
GX11	Carolan Avenue/Broadway	BG	Signal	AM PM	<b>&gt;180.0*</b> 28.9	<b>F*</b> C

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX12	Rollins Road/Broadway	BG	Signal	AM PM	50.2 <b>87.0*</b>	D F*
GX13	US 101 southbound off-ramp/Broadway	BG	Signal	AM PM	30.2 <b>&gt;180.0*</b>	C F*
GX14	Rollins Road/Cadillac Way/US 101 Southbound Ramps	BG	Signal	AM PM	<b>58.1*</b> 5.1	E* A
GX15	California Drive/Oak Grove Avenue	BG	Signal	AM PM	<b>&gt;180.0*</b> <b>&gt;180.0*</b>	F* F*
GX16	Carolan Avenue/Oak Grove Avenue	BG	Signal	AM PM	<b>&gt;180.0*</b> <b>&gt;180.0*</b>	F* F*
GX17	California Drive/North Lane	BG	SSSC	AM PM	<b>144.9 (WB)*</b> <b>&gt;180.0 (WB)*</b>	F* F*
GX18	Carolan Avenue/North Lane	BG	SSSC	AM PM	<b>&gt;180.0 (NB)*</b> <b>&gt;180.0 (NB)*</b>	F* F*
GX19	California Drive/Howard Avenue	BG	Signal	AM PM	<b>63.7*</b> <b>68.8*</b>	E* E*
GX20	West Lane/Howard Avenue	BG	SSSC	AM PM	13.0 (SB) 27.3 (SB)	B D
GX21	East Lane/Howard Avenue	BG	SSSC	AM PM	<b>35.5 (EB)*</b> <b>&gt;180.0 (SB)*</b>	E* F*
GX22	California Drive/Bayswater Avenue	BG	Signal	AM PM	<b>132.8*</b> <b>124.5*</b>	F* F*
GX23	Myrtle Road/Bayswater Avenue	BG	SSSC	AM PM	<b>&gt;180.0 (NB)*</b> <b>&gt;180.0 (SB)*</b>	F* F*
GX24	California Drive/North San Mateo Drive/Peninsula Avenue	BG/SM	Signal	AM PM	<b>119.0*</b> <b>91.1*</b>	F* F*
GX25	Anita Road/Peninsula Avenue	BG/SM	SSSC	AM PM	<b>&gt;180.0 (SB)*</b> <b>&gt;180.0 (SB)*</b>	F* F*
GX26	Arundel Road–Woodside Way/Peninsula Avenue	BG/SM	SSSC	AM PM	<b>&gt;180.0 (NB)*</b> <b>&gt;180.0 (NB)*</b>	F* F*
GX27	North San Mateo Drive/Villa Terrace	SM	SSSC	AM PM	15.0 (WB) 25.0 (WB)	B C
GX28	Woodside Way/Villa Terrace	SM	SSSC	AM PM	5.7 (SB) 5.7 (NB)	A A
GX29	North Ellsworth Avenue/East Bellevue Avenue	SM	SSSC	AM PM	7.7 (NB) 5.9 (NB)	A A
GX30	North Claremont Street/East Bellevue Avenue	SM	AWSC	AM PM	8.5 6.1	A A
GX31	South B Street/First Avenue	SM	Signal	AM PM	<b>82.5*</b> <b>98.9*</b>	F* F*
GX32	Transit Center Way/First Avenue	SM	SSSC	AM PM	<b>48.5 (NB)*</b> <b>&gt;180.0 (NB)*</b>	E* F*

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX33	South Railroad Avenue/First Avenue	SM	SSSC	AM PM	114.3 (WB)* >180.0 (WB)*	F* F*
GX34	South B Street/Second Avenue	SM	Signal	AM PM	68.8* 101.8*	E* F*
GX35	South B Street/Third Avenue	SM	Signal	AM PM	63.3* 154.4*	E* F*
GX36	South Claremont Street/Third Avenue	SM	Signal	AM PM	57.5* 167.7*	E* F*
GX37	South B Street/Fourth Avenue	SM	Signal	AM PM	38.4 >180.0*	D F*
GX38	South Claremont Street/Fourth Avenue	SM	Signal	AM PM	37.0 65.5*	D E*
GX39	South B Street/Fifth Avenue	SM	Signal	AM PM	53.0 >180.0*	D F*
GX40	South Claremont Street/Fifth Avenue	SM	AWSC	AM PM	47.5* >180.0*	E* F*
GX41	South B Street/Ninth Avenue	SM	Signal	AM PM	137.7* 156.7*	F* F*
GX42	South Railroad Avenue/Ninth Avenue	SM	SSSC	AM PM	72.6 (NB)* 138.0 (NB)*	F* F*
GX43	San Mateo Avenue/Scott Street	SSF	SSSC	AM PM	58.5 (EB)* 61.9 (EB)*	F* F*
GX44	South Delaware Street/East Third Avenue	SM	Signal	AM PM	128.7* >180.0*	F* F*
GX45	South Delaware Street/East Fourth Avenue	SM	Signal	AM PM	27.4 37.2	C D
GX46	South Delaware Street/East Fifth Avenue	SM	Signal	AM PM	116.7* >180.0*	F* F*
GX47	South Claremont Street/Ninth Avenue	SM	AWSC	AM PM	93.3* 97.8*	F* F*

### San Mateo to Palo Alto Subsection

#### Intersections Near At-Grade Crossings Along Track Alignment

GX48	South Delaware Street/East 25th Avenue	SM	Signal	AM PM	56.1* 12.7	E* B
GX49	Palm Avenue/East 25th Avenue	SM	SSSC	AM PM	>180.0 (SB)* >180.0 (SB)*	F* F*
GX50	El Camino Real/East 25th Avenue	SM	Signal	AM PM	179.7* >180.0*	F* F*
GX51	El Camino Real/31st Avenue	SM	Signal	AM PM	78.2* >180.0*	E* F*
GX52	El Camino Real SB Ramps/Hillsdale Boulevard	SM	Signal	AM PM	67.4* 93.7*	E* F*



Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX53	El Camino Real NB Ramps/Hillsdale Boulevard	SM	Signal	AM PM	23.7 49.8	C D
GX54	Curtiss Street/East Hillsdale Boulevard	SM	Signal	AM PM	<b>104.5*</b> <b>173.3*</b>	<b>F*</b> <b>F*</b>
GX55	Arguello Street/Whipple Avenue	RC	Signal	AM PM	<b>115.8*</b> <b>110.2*</b>	<b>F*</b> <b>F*</b>
GX56	El Camino Real/Whipple Avenue	RC	Signal	AM PM	<b>129.6*</b> <b>109.9*</b>	<b>F*</b> <b>F*</b>
GX57	Arguello Street/Whipple Avenue	RC	Signal	AM PM	<b>&gt;180.0*</b> <b>&gt;180.0*</b>	<b>F*</b> <b>F*</b>
GX58	Perry Street/Brewster Avenue	RC	SSSC	AM PM	<b>&gt;180.0 (NB)*</b> <b>&gt;180.0 (NB)*</b>	<b>F*</b> <b>F*</b>
GX59	Arguello Street/Brewster Avenue	RC	Signal	AM PM	<b>&gt;180.0*</b> <b>&gt;180.0*</b>	<b>F*</b> <b>F*</b>
GX60	El Camino Real/Broadway	RC	Signal	AM PM	<b>147.4*</b> <b>&gt;180.0*</b>	<b>F*</b> <b>F*</b>
GX61	Perry Street/California Street/Broadway	RC	SSSC	AM PM	<b>&gt;180.0 (SB)*</b> <b>&gt;180.0 (SB)*</b>	<b>F*</b> <b>F*</b>
GX62	Broadway/Arguello Street/Marshall Street/Broadway	RC	Signal	AM PM	<b>&gt;180.0*</b> <b>&gt;180.0*</b>	<b>F*</b> <b>F*</b>
GX63	Middlefield Road/Main Street	RC	Signal	AM PM	28.9 <b>102.1*</b>	C <b>F*</b>
GX64	Main Street/Maple Street	RC	SSSC	AM PM	29.7 (SB) <b>50.9 (SB) *</b>	D <b>F*</b>
GX65	Main Street/Beech Street	RC	SSSC	AM PM	<b>170.8 (EB)*</b> <b>35.9 (EB)*</b>	<b>F*</b> <b>E*</b>
GX66	Shasta Street/Chestnut Street	RC	SSSC	AM PM	<b>164.2 (NB)*</b> <b>&gt;180.0 (NB)*</b>	<b>F*</b> <b>F*</b>
GX67	El Camino Real (SR 82)/Fair Oaks Lane/Atherton Avenue	A	Signal	AM PM	<b>&gt;180.0 (WB)*</b> <b>&gt;180.0 (WB)*</b>	<b>F*</b> <b>F*</b>
GX68	Lloyd Drive/Fair Oaks Lane	A	SSSC	AM PM	<b>115.2 (WB)*</b> 12.2 (SB)	<b>F*</b> B
GX69	El Camino Real/Watkins Avenue	A	Signal	AM PM	<b>95.1*</b> <b>41.0*</b>	<b>F*</b> <b>D*</b>
GX70	El Camino Real/Encinal Avenue	MP	Signal	AM PM	<b>84.9*</b> 32.3	<b>F*</b> C
GX71	Laurel Street/Encinal Avenue	MP	AWSC	AM PM	12.5 29.3	B D
GX72	El Camino Real/Glenwood Avenue - Valparaiso Avenue	MP	Signal	AM PM	<b>83.9*</b> <b>166.9*</b>	<b>F*</b> <b>F*</b>
GX73	Laurel Street/Glenwood Avenue	MP	AWSC	AM PM	13.7 10.4	B B

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX74	El Camino Real/Oak Grove Avenue	MP	Signal	AM PM	<b>82.4*</b> 60.5	<b>F*</b> E
GX75	Merrill Street/Oak Grove Avenue	MP	SSSC	AM PM	<b>133.2 (NB)*</b> <b>&gt;180.0 (NB)*</b>	<b>F*</b> <b>F*</b>
GX76	Alma Street/Oak Grove Avenue	MP	AWSC	AM PM	<b>96.4 (NB)*</b> <b>82.4 (NB)*</b>	<b>F*</b> <b>F*</b>
GX77	Laurel Street/Oak Grove Avenue	MP	Signal	AM PM	<b>88.6*</b> 33.1	<b>F*</b> C
GX78	El Camino Real/Santa Cruz Avenue	MP	Signal	AM PM	20.1 51.5	C D
GX79	Merrill Street/Santa Cruz Avenue	MP	AWSC	AM PM	<b>61.6*</b> <b>139.4*</b>	<b>F*</b> <b>F*</b>
GX80	El Camino Real/Ravenswood Avenue	MP	Signal	AM PM	<b>71.4*</b> <b>94.3*</b>	<b>E*</b> <b>F*</b>
GX81	Merrill Street/Ravenswood Avenue	MP	SSSC	AM PM	<b>44.0 (SB)*</b> <b>&gt;180.0 (NB)*</b>	<b>E*</b> <b>F*</b>
GX82	Alma Street/Ravenswood Avenue	MP	SSSC	AM PM	<b>63.9 (SB)*</b> <b>40.8 (NB)*</b>	<b>F*</b> <b>E*</b>
GX83	Laurel Street/Ravenswood Avenue	MP	Signal	AM PM	<b>146.4*</b> <b>&gt;180.0*</b>	<b>F*</b> <b>F*</b>
GX84	El Camino Real/Palo Alto Avenue/Sand Hill Road	PA	Signal	AM PM	<b>99.6*</b> <b>94.0*</b>	<b>F*</b> <b>F*</b>
GX85	Alma Street/Palo Alto Avenue	PA	SSSC	AM PM	<b>42.9 (WB)*</b> <b>39.1 (WB)*</b>	<b>E*</b> <b>E*</b>
GX86	Alma Street/Churchill Avenue	PA	Signal	AM PM	<b>&gt;180.0*</b> <b>151.0*</b>	<b>F*</b> <b>F*</b>
GX87	Mariposa Avenue/Churchill Avenue	PA	SSSC	AM PM	<b>75.9 (EB)*</b> <b>86.0 (EB)*</b>	<b>F*</b> <b>F*</b>
GX88	Alma Street/Meadow Drive	PA	Signal	AM PM	<b>154.7*</b> <b>117.7*</b>	<b>F*</b> <b>F*</b>
GX89	Park Boulevard/Meadow Drive	PA	SSSC	AM PM	<b>&gt;180.0 (NB)*</b> <b>&gt;180.0 (EB)*</b>	<b>F*</b> <b>F*</b>
GX90	Alma Street/Charleston Road	PA	Signal	AM PM	<b>&gt;180.0*</b> <b>&gt;180.0*</b>	<b>F*</b> <b>F*</b>
GX91	Park Boulevard/Charleston Road	PA	SSSC	AM PM	<b>&gt;180.0 (NB)*</b> <b>&gt;180.0 (NB)*</b>	<b>F*</b> <b>F*</b>
GX92	El Camino Real/Maple Street	RC	Signal	AM PM	14.8 16.7	B B
GX93	Franklin Street/Maple Street	RC	SSSC	AM PM	12.6 (SB) <b>60.4 (NB)*</b>	B <b>F*</b>
GX94	Glenwood Street/Garwood Street	MP	SSSC	AM PM	25.4 (SB) 20.0 (SB)	D C

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
GX95	Castilleja Avenue/Churchill Avenue	PA	SSSC	AM PM	>180.0 (NB)* >180.0 (EB)*	F* F*
GX96	Wilkie Way/West Charleston Road	PA	Signal	AM PM	>180.0* >180.0*	F* F*
<b>Mountain View to Santa Clara Subsection</b>						
<b>Intersections Near At-Grade Crossings Along Track Alignment</b>						
GX97	Central Expressway/Rengstorff Avenue	MV	Signal	AM PM	>180.0* >180.0*	F* F*
GX98	Leland Ave/Crisanto Avenue/Rengstorff Avenue	MV	Signal	AM PM	157.4* >180.0*	F* F*
GX99	Central Expressway/Moffett Boulevard/Castro Street	MV	Signal	AM PM	>180.0* >180.0*	F* F*
GX100	Evelyn Avenue/Castro Street	MV	SSSC	AM PM	178.9 (NB)* 180.0 (NB)*	F* F*
GX101	Evelyn Avenue/Mary Avenue	SV	Signal	AM PM	>180.0* 169.4*	F* F*
GX102	Evelyn Avenue/Sunnyvale Avenue	SV	Signal	AM PM	>180.0* >180.0*	F* F*
GX103	Hendy Avenue/Sunnyvale Avenue	SV	Signal	AM PM	>180.0* >180.0*	F* F*
GX104	Villa Street/Castro Street	MV	Signal	AM PM	93.4* 120.8*	F* F*
GX105	Dana Street/Castro Street	MV	Signal	AM PM	106.6* 119.1*	F* F*
GX106	Hope Street-Transit Center/Evelyn Avenue	MV	Signal	AM PM	>180.0* >180.0*	F* F*
GX107	Central Avenue/Moffett Boulevard	MV	Signal	AM PM	>180.0* >180.0*	F* F*
<b>San Jose Diridon Station Approach Subsection</b>						
D1	The Alameda (SR 82)/I-880 NB ramps	SJ/CT/CMP	Signal	AM PM	21.9 22.7	C C
D2	The Alameda (SR 82)/I-880 SB ramps	SJ/CT/CMP	Signal	AM PM	25.3 19.0	C B
D3	The Alameda (SR 82)/Hedding Street	SJ/CT/CMP	Signal	AM PM	48.9 53.9	D D
D4	The Alameda (SR 82)/Taylor Street-Naglee Avenue	SJ/CT/CMP	Signal	AM PM	88.0* 123.8*	F* F*
D5	The Alameda (SR 82)/Martin Avenue-Race Street	SJ/CT/CMP	Signal	AM PM	42.3 35.7	D D
D6	Stockton Avenue/Julian Street	SJ	Signal	AM PM	>180.0* 52.7	F* D

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
D7	Montgomery Street/Julian Street	SJ	Signal	AM PM	14.1 14.9	B B
D8	Autumn Street/Julian Street	SJ	Signal	AM PM	17.0 17.8	B B
D9	SR 87 SB ramps-Almaden Boulevard/Julian Street	SJ/CT/CMP	Signal	AM PM	21.3 23.1	C C
D10	SR 87 NB ramps/Julian Street	SJ/CT/CMP	Signal	AM PM	53.1 54.8	D D
D11	Sunol Avenue/The Alameda (SR 82)	SJ/CT	Signal	AM PM	21.3 22.4	C C
D12	Stockton Avenue/The Alameda-West Santa Clara Street (SR 82)	SJ/CT	Signal	AM PM	>180.0* >180.0*	F* F*
D13	Cahill Street/West Santa Clara Street (SR 82)	SJ/CT	Signal	AM PM	55.4* 75.7*	E* E*
D14	Montgomery Street (SR 82)/West Santa Clara Street (SR 82)	SJ/CT/CMP	Signal	AM PM	29.0 19.7	C B
D15	Autumn Street (SR 82)/West Santa Clara Street (SR 82)	SJ/CT/CMP	Signal	AM PM	60.5* >180.0*	E* F*
D16	SR 87 NB Off-ramp/West Santa Clara Street	SJ/CT/CMP	Signal	AM PM	37.9 73.2*	D E*
D17	Almaden Boulevard/West Santa Clara Street	SJ	Signal	AM PM	21.0 29.7	C C
D18	Notre Dame Avenue-Almaden Boulevard/West Santa Clara Street	SJ	Signal	AM PM	31.6 47.6	C D
D19	Sunol Avenue/Park Avenue	SJ	Signal	AM PM	10.3 13.0	B B
D20	Sunol Avenue/West San Carlos Street	SJ	Signal	AM PM	14.7 15.9	B B
D21	Cahill Street/Stover Street-Crandall Street	SJ	AWSC	AM PM	16.2 37.0*	C E*
D22	Montgomery Street (SR 82)/Stover Street-Crandall Street	SJ/CT	SSSC	AM PM	76.1 (SB)* >180.0 (SB)*	F* F*
D23	Cahill Street/West San Fernando Street	SJ	AWSC	AM PM	19.4 36.7*	C E*
D24	Montgomery Street (SR 82)/West San Fernando Street	SJ/CT	Signal	AM PM	28.5 55.4*	C E*
D25	Autumn Street (SR 82)/West San Fernando Street	SJ/CT	Signal	AM PM	>180.0* 166.5*	F* F*
D26	Almaden Boulevard/West San Fernando Street	SJ	Signal	AM PM	40.2 47.5	D D
D27	Montgomery Street (SR 82)/Park Avenue	SJ/CT	Signal	AM PM	47.1 174.7*	D F*

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
D28	Delmas Avenue/Park Avenue	SJ	Signal	AM PM	25.4 <b>97.0*</b>	C F*
D29	Woz Way-SR 87 NB on-ramp/Park Avenue	SJ/CT	Signal	AM PM	11.7 <b>87.1*</b>	B F*
D30	Almaden Boulevard/Park Avenue	SJ	Signal	AM PM	30.4 39.1	C D
D31	Montgomery Street-Bird Avenue (SR 82)/West San Carlos Street (SR 82)	SJ/CT/CMP	Signal	AM PM	<b>128.9*</b> <b>168.0*</b>	F* F*
D32	Delmas Avenue/West San Carlos Street (SR 82)	SJ/CT	Signal	AM PM	15.7 21.2	B C
D33	Bird Avenue/Auzerais Avenue	SJ	Signal	AM PM	<b>63.7*</b> <b>81.9*</b>	E* F*
D34	Delmas Avenue/Auzerais Avenue	SJ	Signal	AM PM	22.5 23.7	C C
D35	Bird Avenue/I-280 NB ramps	SJ/CT/CMP	Signal	AM PM	<b>132.2*</b> <b>130.7*</b>	F* F*
D36	Bird Avenue/I-280 SB ramps	SJ/CT/CMP	Signal	AM PM	<b>72.6*</b> <b>56.4*</b>	E* E*
D37	Bird Avenue/West Virginia Street	SJ	Signal	AM PM	<b>151.8*</b> <b>81.2*</b>	F* F*
D38	The Alameda (SR 82)/Julian Street	SJ/CT	Signal	AM PM	46.3 46.1	D D
D39	Coleman Avenue/I-880 SB ramps	SJ/CT/CMP	Signal	AM PM	32.1 15.2	C B
D40	Coleman Avenue/I-880 NB ramps	SJ/CT/CMP	Signal	AM PM	<b>55.4*</b> 34.3	E* C
D41	Coleman Avenue/Hedding Street	SJ	Signal	AM PM	<b>138.7*</b> <b>76.1*</b>	F* E*
D42	Coleman Avenue/Taylor Street	SJ	Signal	AM PM	54.7 <b>82.4*</b>	D F*
D43	Delmas Avenue/West Santa Clara Street	SJ	Future Signal	AM PM	<b>160.2*</b> 52.8	F* D
D44	Delmas Avenue/West San Fernando Street	SJ	Signal	AM PM	<b>55.4*</b> <b>264.0*</b>	E* F*
D45	Cahill Street/Park Avenue	SJ	Future Signal	AM PM	-- --	-- --
D46	Sunol Avenue/West San Fernando Street	SJ	AWSC	AM PM	8.5 8.7	A A
D47	87 Ramps/Taylor Street	SJ/CT/CMP	Signal	AM PM	42.6 48.0	D D
D48	Sunol St/Auzerais Avenue	SJ	Signal	AM PM	<b>&gt;180.0*</b> <b>&gt;180.0*</b>	F* F*

Intersection		Jurisdiction(s)	Control	Peak Hour	Delay (seconds)	LOS
D49	Harrison Street/West Virginia Street	SJ	SSSC	AM PM	9.4 (EB) 6.9 (SB)	A A
D50	Bird Avenue/Fuller Avenue	SJ	SSSC	AM PM	<b>161.3 (WB)*</b> 22.2 (EB)	<b>F*</b> C

A = Atherton

AWSC = all-way stop controlled

B = Brisbane

BG = Burlingame

CMP = congestion management plan

CT = California Department of Transportation

D = Diridon

EB = eastbound

GX = grade crossing

I- = Interstate

LOS = level of service

MB = Millbrae

MF = maintenance facility

MP = Menlo Park

MV = Mountain View

NB = northbound

PA = Palo Alto

RC = Redwood City

SB = southbound

SBr = San Bruno

SF = San Francisco

SJ = San Jose

SM = San Mateo

SR = State Route

SSF = South San Francisco

SSSC = side street stop controlled

SV = Sunnyvale

US = U.S. Highway

WB = westbound

Whole intersection average delay reported for signalized intersections. Whole intersection average delay and worst approach delay (in parentheses) reported for unsignalized intersections.

Bolded entries with an asterisk (\*) identify locations that would experience LOS E or F in one or both peak hours.

**Table 4 Existing Plus Project Level of Service at Brisbane Light Maintenance Facility and San Jose Diridon Station Approach Subsection**

Intersection		Peak Hour	Existing		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
<b>San Francisco to South San Francisco Subsection</b>										
<b>Brisbane Light Maintenance Facility</b>										
MF7	Bayshore Boulevard/Valley Drive <sup>2</sup>	AM	15.8	B	28.4	C	No	28.4	C	No
		PM	11.6	B	24.6	C	No	24.6	C	No
MF8	Bayshore Boulevard/Old County Road <sup>2</sup>	AM	23.2	C	7.9	A	No	7.9	A	No
		PM	24.7	C	8.2	A	No	8.2	A	No
<b>San Jose Diridon Station Approach Subsection</b>										
D1	The Alameda (SR 82)/I-880 NB ramps	AM	22.0	C	22.0	C	No	22.0	C	No
		PM	19.1	B	19.1	B	No	19.1	B	No
D2	The Alameda (SR 82)/I-880 SB ramps	AM	18.4	B	18.4	B	No	18.4	B	No
		PM	13.9	B	13.9	B	No	13.9	B	No
D3	The Alameda (SR 82)/Hedding Street	AM	41.1	D	41.1	D	No	41.1	D	No
		PM	42.0	D	42.0	D	No	42.0	D	No
D4	The Alameda (SR 82)/Taylor Street-Naglee Avenue	AM	44.4	D	44.4	D	No	44.4	D	No
		PM	46.0	D	46.0	D	No	46.0	D	No
D5	The Alameda (SR 82)/Martin Avenue-Race Street	AM	41.1	D	41.1	D	No	41.1	D	No
		PM	31.6	C	31.6	C	No	31.6	C	No
D6	Stockton Avenue/Julian Street	AM	38.4	D	38.4	D	No	38.4	D	No
		PM	37.0	D	37.0	D	No	37.0	D	No
D7	Montgomery Street/Julian Street	AM	13.5	B	13.5	B	No	13.5	B	No
		PM	12.7	B	12.7	B	No	12.7	B	No
D8	Autumn Street/Julian Street	AM	13.1	B	13.1	B	No	13.1	B	No
		PM	13.5	B	13.5	B	No	13.5	B	No
D9	SR 87 SB ramps-Almaden Boulevard/Julian Street	AM	23.6	C	23.6	C	No	23.6	C	No
		PM	18.4	B	18.4	B	No	18.4	B	No

Intersection		Peak Hour	Existing		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
D10	SR 87 NB ramps/Julian Street	AM	50.9	D	50.9	D	No	50.9	D	No
		PM	51.4	D	51.4	D	No	51.4	D	No
D11	Sunol Avenue/The Alameda (SR 82)	AM	21.7	C	21.7	C	No	21.7	C	No
		PM	23.7	C	23.7	C	No	23.7	C	No
D12	Stockton Avenue/The Alameda-West Santa Clara Street (SR 82)	AM	19.6	B	19.6	B	No	19.4	B	No
		PM	21.0	C	21.0	C	No	19.7	B	No
D13	Cahill Street/West Santa Clara Street (SR 82)	AM	12.7	B	12.7	B	No	10.2	B	No
		PM	17.1	B	17.1	B	No	15.0	B	No
D14	Montgomery Street (SR 82)/West Santa Clara Street (SR 82)	AM	4.2	A	4.2	A	No	4.2	A	No
		PM	8.3	A	8.3	A	No	8.2	A	No
D15	Autumn Street (SR 82)/West Santa Clara Street (SR 82)	AM	27.0	C	27.0	C	No	34.1	C	No
		PM	20.2	C	20.2	C	No	27.6	C	No
D16	SR 87 NB off-ramp/West Santa Clara Street	AM	21.5	C	21.5	C	No	21.5	C	No
		PM	11.8	B	11.8	B	No	11.8	B	No
D17	Almaden Boulevard/West Santa Clara Street	AM	18.0	B	18.0	B	No	18.0	B	No
		PM	16.1	B	16.1	B	No	16.1	B	No
D18	Notre Dame Avenue-Almaden Boulevard/West Santa Clara Street	AM	21.2	C	21.2	C	No	21.2	C	No
		PM	16.7	B	16.7	B	No	16.7	B	No
D19	Sunol Avenue/Park Avenue	AM	9.3	A	9.3	A	No	9.3	A	No
		PM	11.9	B	11.9	B	No	11.9	B	No
D20	Sunol Avenue/West San Carlos Street	AM	13.4	B	13.4	B	No	13.4	B	No
		PM	14.0	B	14.0	B	No	14.0	B	No
D21	Cahill Street/Stover Street-Crandall Street	AM	14.5	B	14.5	B	No	23.8	C	No
		PM	15.8	C	15.8	C	No	20.6	C	No
D22	Montgomery Street (SR 82)/Stover Street-Crandall Street	AM	5.7 (EB)	A	5.7 (EB)	A	No	6.4 (WB)	A	No
		PM	6.7 (EB)	A	6.7 (EB)	A	No	9.0 (WB)	A	No
D23	Cahill Street/West San Fernando Street	AM	11.9	B	11.9	B	No	14.5	B	No
		PM	11.9	B	11.9	B	No	6.4	A	No
D24	Montgomery Street (SR 82)/West San Fernando Street	AM	12.3	B	12.3	B	No	13.2	B	No
		PM	11.0	B	11.0	B	No	11.9	B	No



Intersection		Peak Hour	Existing		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
D25	Autumn Street (SR 82)/West San Fernando Street	AM	11.4	B	11.4	B	No	11.7	B	No
		PM	14.0	B	14.0	B	No	15.7	B	No
D26	Almaden Boulevard/West San Fernando Street	AM	37.9	D	37.9	D	No	37.9	D	No
		PM	44.5	D	44.5	D	No	44.5	D	No
D27	Montgomery Street (SR 82)/Park Avenue	AM	20.2	C	20.2	C	No	20.2	C	No
		PM	33.6	C	33.6	C	No	33.6	C	No
D28	Delmas Avenue/Park Avenue	AM	21.7	C	21.7	C	No	21.7	C	No
		PM	34.3	C	34.3	C	No	34.3	C	No
D29	Woz Way-SR 87 NB On-ramp/Park Avenue	AM	10.6	B	10.6	B	No	10.6	B	No
		PM	16.0	B	16.0	B	No	16.0	B	No
D30	Almaden Boulevard/Park Avenue	AM	29.1	C	29.1	C	No	29.1	C	No
		PM	35.4	D	35.4	D	No	35.4	D	No
D31	Montgomery Street-Bird Avenue (SR 82)/West San Carlos Street (SR 82)	AM	27.8	C	27.8	C	No	27.8	C	No
		PM	49.8	D	49.8	D	No	49.8	D	No
D32	Delmas Avenue/West San Carlos Street (SR 82)	AM	14.6	B	14.6	B	No	14.6	B	No
		PM	19.4	B	19.4	B	No	19.4	B	No
D33	Bird Avenue/Auzerais Avenue	AM	18.8	B	18.8	B	No	18.8	B	No
		PM	39.4	D	39.4	D	No	39.4	D	No
D34	Delmas Avenue/Auzerais Avenue	AM	18.7	B	18.7	B	No	18.7	B	No
		PM	22.4	C	22.4	C	No	22.4	C	No
D35	Bird Avenue/I-280 NB ramps	AM	53.8	D	53.8	D	No	53.8	D	No
		PM	38.3	D	38.3	D	No	38.3	D	No
D36	Bird Avenue/I-280 SB ramps	AM	33.5	C	33.5	C	No	33.5	C	No
		PM	27.5	C	27.5	C	No	27.5	C	No
D37	Bird Avenue/West Virginia Street	AM	27.6	C	27.6	C	No	27.6	C	No
		PM	26.9	C	26.9	C	No	26.9	C	No
D38	The Alameda (SR 82)/Julian Street	AM	20.9	C	20.9	C	No	20.9	C	No
		PM	25.0	C	25.0	C	No	25.0	C	No
D39	Coleman Avenue/I-880 SB ramps	AM	22.9	C	22.9	C	No	22.9	C	No
		PM	10.6	B	10.6	B	No	10.6	B	No

Intersection		Peak Hour	Existing		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
D40	Coleman Avenue/I-880 NB ramps	AM	37.5	D	37.5	D	No	37.5	D	No
		PM	25.5	C	25.5	C	No	25.5	C	No
D41	Coleman Avenue/Hedding Street	AM	40.9	D	40.9	D	No	40.9	D	No
		PM	39.9	D	39.9	D	No	39.9	D	No
D42	Coleman Avenue/Taylor Street	AM	46.8	D	46.8	D	No	46.8	D	No
		PM	47.0	D	47.0	D	No	47.0	D	No
D43	Delmas Avenue/West Santa Clara Street	AM	18.7 (NB)	C	18.7 (NB)	C	No	25.1 (NB)	D	No
		PM	21.6 (NB)	C	21.6 (NB)	C	No	28.1 (NB)	D	No
D44	Delmas Avenue/West San Fernando Street	AM	15.9	B	15.9	B	No	19.9	B	No
		PM	26.6	C	26.6	C	No	28.8	C	No
D45	Cahill Street/Park Avenue	AM	--	--	--	--	No	7.0	A	No
		PM	--	--	--	--	No	6.5	A	No
D46	Sunol Avenue/West San Fernando Street	AM	8.5	A	8.5	A	No	8.5	A	No
		PM	8.7	A	8.7	A	No	8.7	A	No
D47	87 ramps/Taylor Street	AM	29.7	C	29.7	C	No	29.7	C	No
		PM	35.8	D	35.8	D	No	35.8	D	No
D48	Sunol Street/Auzerais Avenue	AM	13.1	B	13.1	B	No	13.1	B	No
		PM	26.1	C	26.1	C	No	26.1	C	No
D49	Harrison Street/West Virginia Street	AM	5.3 (EB)	A	5.3 (EB)	A	No	5.3 (EB)	A	No
		PM	6.5 (SB)	A	6.5 (SB)	A	No	6.5 (SB)	A	No
D50	Bird Avenue/Fuller Avenue	AM	7.9 (WB)	A	7.9 (WB)	A	No	7.9 (WB)	A	No
		PM	8.4 (EB)	A	8.4 (EB)	A	No	8.4 (EB)	A	No

D = Diridon

EB = eastbound

I- = Interstate

LOS = level of service

NB = northbound

MF = maintenance facility

SB = southbound

WB = westbound.

Whole intersection average delay reported for signalized intersections

**Table 5 2029 Plus Project Level of Service at 4th and King Street Station**

Intersection	Peak Hour	2029 No Project		Alternative A			Alternative B			
		Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?	
<b>San Francisco to South San Francisco Subsection</b>										
<b>4th and King Street Station Area</b>										
SF1	Fourth Street/Townsend Street	AM PM	145.2* >180.0*	F* F*	165.3* >180.0*	F* F*	Yes* Yes*	165.3* >180.0*	F* F*	Yes* Yes*
SF2	Fourth Street/King Street	AM PM	100.9* 101.4*	F* F*	102.3* 108.8*	F* F*	No Yes*	102.3* 108.8*	F* F*	No Yes*
SF3	Fifth Street/King Street/I-280 Ramps	AM PM	>180.0* >180.0*	F* F*	>180.0* >180.0*	F* F*	Yes* Yes*	>180.0* >180.0*	F* F*	Yes* Yes*
SF4	Fourth Street/Brannan Street	AM PM	>180.0* 163.2*	F* F*	178.5* 168.9*	F* F*	No Yes*	178.5* 168.9*	F* F*	No Yes*
SF5	Fourth Street/Berry Street	AM PM	75.8* 131.7*	E* F*	79.4* 127.9*	E* F*	No No	79.4* 127.9*	E* F*	No No
SF6	Fourth Street/Channel Street	AM PM	28.3 87.0*	C F*	29.5 75.0*	C E*	No No	29.5 75.0*	C E*	No No
SF7	Third Street/Channel Street	AM PM	71.7* 46.3	E* D	64.1* 50.4	E* D	No No	64.1* 50.4	E* D	No No
SF8	Fourth Street/Bluxome Street	AM PM	>180.0 (EB)* >180.0 (EB)*	F* F*	>180.0 (EB)* >180.0 (EB)*	F* F*	Yes* Yes*	>180.0 (EB)* >180.0 (EB)*	F* F*	Yes* Yes*
SF9	Fifth Street/Townsend Street	AM PM	27.3 38.8	C D	31.8 51.3	C D	No No	31.8 51.3	C D	No No
SF10	Fifth Street/Bryant Street	AM PM	82.4* 157.4*	F* F*	89.3* 165.0*	F* F*	Yes* Yes*	89.3* 165.0*	F* F*	Yes* Yes*
SF11	Fifth Street/Folsom Street	AM PM	31.9 47.7	C D	32.4 49.2	C D	No No	32.4 49.2	C D	No No
SF12	Fifth Street/Harrison Street/I-90 Ramp	AM PM	40.6 89.2*	D F*	41.9 89.5*	D F*	No No	41.9 89.5*	D F*	No No

Intersection		Peak Hour	2029 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
SF13	Seventh Street/Bryant Street/I-80 Ramp	AM	34.5	C	34.3	C	No	34.3	C	No
		PM	45.8	D	44.1	D	No	44.1	D	No
SF14	Fifth Street/Brannan Street	AM	39.6	D	45.9	D	No	45.9	D	No
		PM	36.4	D	39.8	D	No	39.8	D	No
SF15	Sixth Street/Brannan Street/I-280 Ramps	AM	34.2	C	36.2	D	No	36.2	D	No
		PM	<b>77.1*</b>	<b>E*</b>	<b>90.8*</b>	<b>F*</b>	<b>Yes*</b>	<b>90.8*</b>	<b>F*</b>	<b>Yes*</b>
SF16	Seventh Street/Brannan Street	AM	49.0	D	54.5	D	No	54.5	D	No
		PM	<b>115.8*</b>	<b>F*</b>	<b>119.3*</b>	<b>F*</b>	No	<b>119.3*</b>	<b>F*</b>	No
SF17	Second Street/Townsend Street	AM	25.1	C	20.8	C	No	20.8	C	No
		PM	49.1	D	<b>56.3*</b>	<b>E*</b>	<b>Yes*</b>	<b>56.3*</b>	<b>E*</b>	<b>Yes*</b>
SF18	Seventh Street/Townsend Street	AM	<b>85.4*</b>	<b>F*</b>	<b>93.4*</b>	<b>F*</b>	<b>Yes*</b>	<b>93.4*</b>	<b>F*</b>	<b>Yes*</b>
		PM	48.9	D	52.5	D	No	52.5	D	No
SF19	Third Street/King Street	AM	<b>161.7*</b>	<b>F*</b>	<b>161.9*</b>	<b>F*</b>	No	<b>161.9*</b>	<b>F*</b>	No
		PM	<b>146.8*</b>	<b>F*</b>	<b>146.4*</b>	<b>F*</b>	No	<b>146.4*</b>	<b>F*</b>	No

EB = eastbound  
 I- = Interstate  
 LOS = level of service  
 SF=San Francisco  
 Bolded entries with an asterisk (\*) identify locations that would experience LOS E or F in one or both peak hours.

**Table 6 2040 Plus Project Level of Service at Intersections near Brisbane Light Maintenance Facility, Millbrae Station, San Jose Diridon Station, and at Intersections near At-Grade Crossings along the Track Alignment**

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
<b>San Francisco to South San Francisco Subsection</b>										
<b>Brisbane Light Maintenance Facility</b>										
MF1	Bayshore Boulevard/US 101 Southbound off-ramp	AM	<b>132.1*</b>	<b>F*</b>	<b>132.5*</b>	<b>F*</b>	No	<b>132.6*</b>	<b>F*</b>	No
		PM	<b>101.6*</b>	<b>F*</b>	<b>103.1*</b>	<b>F*</b>	No	<b>104.0*</b>	<b>F*</b>	No
MF2	Bayshore Boulevard/Tunnel Avenue	AM	11.5	B	11.7	B	No	11.5	B	No
		PM	12.4	B	12.5	B	No	12.4	B	No
MF3	Bayshore Boulevard/Blanken Avenue	AM	14.2	B	14.2	B	No	14.3	B	No
		PM	23.2	C	23.2	C	No	23.6	C	No
MF4	Bayshore Boulevard/Visitacion Avenue	AM	27.9	C	27.6	C	No	27.9	C	No
		PM	29.0	C	29.0	C	No	30.3	C	No
MF5	Bayshore Boulevard/Geneva Avenue	AM	53.5	D	53.9	D	No	<b>55.9*</b>	<b>E*</b>	No
		PM	<b>65.4*</b>	<b>E*</b>	<b>65.5*</b>	<b>E*</b>	No	<b>65.5*</b>	<b>E*</b>	No
MF6	Bayshore Boulevard/Guadalupe Canyon Parkway	AM	25.1	C	25.3	C	No	25.1	C	No
		PM	24.2	C	24.3	C	No	24.1	C	No
MF7	Bayshore Boulevard/Valley Drive	AM	15.9	B	30.0	C	No	28.7	C	No
		PM	13.7	B	44.5	D	No	45.8	D	No
MF8	Bayshore Boulevard/Old County Road	AM	27.1	C	13.6	B	No	13.9	B	No
		PM	36.3	D	11.7	B	No	12.0	B	No
MF9	Tunnel Avenue/Blanken Avenue	AM	12.2	B	12.2	B	No	12.2	B	No
		PM	7.5	A	7.6	A	No	7.5	A	No
MF10	Harney Way/Thomas Mellon Circle <sup>2</sup>	AM	<b>99.0*</b>	<b>F*</b>	<b>101.1*</b>	<b>F*</b>	No	<b>93.2*</b>	<b>F*</b>	No
		PM	<b>152.4*</b>	<b>F*</b>	<b>160.5*</b>	<b>F*</b>	<b>Yes*</b>	<b>165.0*</b>	<b>F*</b>	<b>Yes*</b>
MF11	Alanna Way/Beatty Road/US 101 Southbound Ramps	AM	--	--	--	--	--	--	--	--
		PM	--	--	--	--	--	--	--	--

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
MF12	Tunnel Avenue/Lagoon Way	AM	11.1	B	11.3	B	No	11.1	B	No
		PM	12.4	B	12.6	B	No	12.4	B	No
MF13	Sierra Point Parkway/Lagoon Way	AM	8.2	A	8.3	A	No	8.2	A	No
		PM	10.1	B	10.2	B	No	10.1	B	No
MF14	Bayshore Boulevard/Industrial Way	AM	7.9	A	7.9	A	No	9.4	A	No
		PM	9.4	A	9.4	A	No	12.9	B	No
MF15	Geneva Extension/US 101 SB Ramps	AM	34.7	C	40.0	D	No	34.3	C	No
		PM	53.3	D	51.7	D	No	51.3	D	No
MF16	Geneva Extension/US 101 NB Ramps	AM	35.8	D	43.2	D	No	38.0	D	No
		PM	<b>125.3*</b>	<b>F*</b>	<b>129.9*</b>	<b>F*</b>	<b>Yes*</b>	<b>134.0*</b>	<b>F*</b>	<b>Yes*</b>
<b>Intersections Near At-Grade Crossings Along Track Alignment</b>										
GX1	Seventh Street/Mission Bay Drive	AM	<b>69.1*</b>	<b>E*</b>	<b>74.1*</b>	<b>E*</b>	<b>Yes*</b>	<b>74.1*</b>	<b>E*</b>	<b>Yes*</b>
		PM	<b>97.2*</b>	<b>F*</b>	<b>99.7*</b>	<b>F*</b>	No	<b>99.7*</b>	<b>F*</b>	No
GX2	Berry Street/Mission Bay Drive	AM	34.9	C	41.8	D	No	41.8	D	No
		PM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
GX3	Seventh Street/Mississippi Street/16th Street	AM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>123.3*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
GX4	Owens Street/16th Street	AM	<b>72.0*</b>	<b>E*</b>	<b>65.8*</b>	<b>E*</b>	No	<b>65.8*</b>	<b>E*</b>	No
		PM	<b>63.7*</b>	<b>E*</b>	<b>66.6*</b>	<b>E*</b>	No	<b>66.6*</b>	<b>E*</b>	No
GX5	Dollar Avenue/Linden Avenue	AM	<b>82.6*</b>	<b>F*</b>	<b>89.5*</b>	<b>F*</b>	<b>Yes*</b>	<b>89.5*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>84.7*</b>	<b>F*</b>	<b>106.7*</b>	<b>F*</b>	<b>Yes*</b>	<b>106.7*</b>	<b>F*</b>	<b>Yes*</b>
GX6	San Mateo Avenue/Linden Avenue	AM	<b>57.0*</b>	<b>E*</b>	<b>68.3*</b>	<b>E*</b>	<b>Yes*</b>	<b>68.3*</b>	<b>E*</b>	<b>Yes*</b>
		PM	34.9	C	52.0	D	No	52.0	D	No
GX7	Third Street/16th Street	AM	<b>93.4*</b>	<b>F*</b>	<b>99.3*</b>	<b>F*</b>	<b>Yes*</b>	<b>99.3*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>123.0*</b>	<b>F*</b>	<b>155.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>155.0*</b>	<b>F*</b>	<b>Yes*</b>

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
<b>San Bruno to San Mateo Subsection</b>										
<b>Millbrae Station Area</b>										
MB1	El Camino Real/Hillcrest Boulevard	AM PM	<b>95.5*</b> 45.0	<b>F*</b> D	<b>102.1*</b> 77.8*	<b>F*</b> <b>E*</b>	<b>Yes*</b> <b>Yes*</b>	<b>102.1*</b> 77.8*	<b>F*</b> <b>E*</b>	<b>Yes*</b> <b>Yes*</b>
MB2	El Camino Real/Victoria Avenue	AM PM	36.3 45.9	D D	48.9 <b>81.9*</b>	D <b>E*</b>	No <b>Yes*</b>	48.9 <b>81.9*</b>	D <b>E*</b>	No <b>Yes*</b>
MB3	El Camino Real/Chadbourne Avenue	AM PM	<b>163.0 (EB)*</b> <b>&gt;180.0 (EB)*</b>	<b>F*</b> <b>F*</b>	32.3 50.9	C D	No No	32.3 50.9	C D	No No
MB4	El Camino Real/Linden Avenue	AM PM	<b>36.1 (SB)*</b> <b>133.9 (WB)*</b>	<b>E*</b> <b>F*</b>	24.8 (WB) <b>&gt;180.0 (WB)*</b>	C <b>F*</b>	No <b>Yes*</b>	24.8 (WB) <b>&gt;180.0 (WB)*</b>	C <b>F*</b>	No <b>Yes*</b>
MB5	El Camino Real/Millbrae Avenue	AM PM	<b>81.8*</b> <b>82.9*</b>	<b>F*</b> <b>F*</b>	<b>66.8*</b> <b>89.7*</b>	<b>E*</b> <b>F*</b>	No <b>Yes*</b>	<b>66.8*</b> <b>89.7*</b>	<b>E*</b> <b>F*</b>	No <b>Yes*</b>
MB6	El Camino Real/Murchison Drive	AM PM	<b>80.6*</b> <b>120.6*</b>	<b>F*</b> <b>F*</b>	<b>75.1*</b> <b>144.9*</b>	<b>E*</b> <b>F*</b>	No <b>Yes*</b>	<b>75.1*</b> <b>144.9*</b>	<b>E*</b> <b>F*</b>	No <b>Yes*</b>
MB7	El Camino Real/Trousdale Drive	AM PM	<b>153.2*</b> <b>91.9*</b>	<b>F*</b> <b>F*</b>	<b>158.8*</b> <b>129.9*</b>	<b>F*</b> <b>F*</b>	<b>Yes*</b> <b>Yes*</b>	<b>158.8*</b> <b>129.9*</b>	<b>F*</b> <b>F*</b>	<b>Yes*</b> <b>Yes*</b>
MB8	Rollins Road/Millbrae Avenue	AM PM	<b>58.4*</b> <b>80.2*</b>	<b>E*</b> <b>F*</b>	<b>58.2*</b> <b>86.6*</b>	<b>E*</b> <b>F*</b>	No <b>Yes*</b>	<b>58.2*</b> <b>86.6*</b>	<b>E*</b> <b>F*</b>	No <b>Yes*</b>
MB9	Rollins Road/Adrian Road	AM PM	<b>91.0*</b> <b>89.0*</b>	<b>F*</b> <b>F*</b>	<b>94.6*</b> <b>105.6*</b>	<b>F*</b> <b>F*</b>	No <b>Yes*</b>	<b>94.6*</b> <b>105.6*</b>	<b>F*</b> <b>F*</b>	No <b>Yes*</b>
MB10	US 101 Southbound Ramps/Millbrae Avenue	AM PM	49.4 <b>66.2*</b>	D <b>E*</b>	51.7 <b>85.0*</b>	D <b>F*</b>	No <b>Yes*</b>	51.7 <b>85.0*</b>	D <b>F*</b>	No <b>Yes*</b>
MB11	US 101 Northbound Ramps/Millbrae Avenue	AM PM	<b>67.6*</b> 32.6	<b>E*</b> C	<b>74.7*</b> <b>64.0*</b>	<b>E*</b> <b>E*</b>	<b>Yes*</b> <b>Yes*</b>	<b>74.7*</b> <b>64.0*</b>	<b>E*</b> <b>E*</b>	<b>Yes*</b> <b>Yes*</b>
MB12	South McDonnell Road/Old Bayshore Highway/Millbrae Avenue	AM PM	12.5 16.4	B B	12.6 16.4	B B	No No	12.6 16.4	B B	No No
MB13	Skyline Boulevard/Northbound I-280 on-ramp/Trousdale Drive	AM PM	23.2 14.3	C B	24.3 14.6	B B	No No	24.3 14.6	B B	No No

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
MB14	Skyline Boulevard/Northbound I-280 off-ramp/Millbrae Avenue	AM	12.1	B	12.1	B	No	12.1	B	No
		PM	10.3	B	10.3	B	No	10.3	B	No
MB15	Skyline Boulevard/Hillcrest Boulevard	AM	<b>38.0*</b>	<b>E*</b>	<b>38.0*</b>	<b>E*</b>	No	<b>38.0*</b>	<b>E*</b>	No
		PM	<b>79.6*</b>	<b>F*</b>	<b>79.7*</b>	<b>F*</b>	No	<b>79.7*</b>	<b>F*</b>	No
MB16	Skyline Boulevard/Northbound I-280 on-ramp/Larkspur Drive	AM	11.6	B	11.6	B	No	11.6	B	No
		PM	10.9	B	11.0	B	No	11.0	B	No

**Intersections Near At-Grade Crossings Along Track Alignment**

GX8	Herman Street/Scott Street	AM	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>&gt;180.0 (SB)*</b>	<b>F*</b>	<b>&gt;180.0 (SB)*</b>	<b>F*</b>	No	<b>&gt;180.0 (SB)*</b>	<b>F*</b>	No
GX9	Montgomery Avenue/Scott Street	AM	<b>39.6 (NB)*</b>	<b>E*</b>	30.1 (SB)	D	No	30.1 (SB)	D	No
		PM	<b>119.0 (NB)*</b>	<b>F*</b>	<b>47.6 (NB)*</b>	<b>E*</b>	No	<b>47.6 (NB)*</b>	<b>E*</b>	No
GX10	California Drive/Broadway	AM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	No	<b>&gt;180.0*</b>	<b>F*</b>	No
		PM	<b>171.1*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
GX11	Carolan Avenue/Broadway	AM	<b>&gt;180.0*</b>	<b>F*</b>	<b>157.3*</b>	<b>F*</b>	No	<b>157.3*</b>	<b>F*</b>	No
		PM	28.9	C	26.6	C	No	26.6	C	No
GX12	Rollins Road/Broadway	AM	50.2	D	51.6	D	No	51.6	D	No
		PM	<b>87.0*</b>	<b>F*</b>	<b>89.7*</b>	<b>F*</b>	No	<b>89.7*</b>	<b>F*</b>	No
GX13	US 101 Southbound off-ramp/Broadway	AM	30.2	C	31.3	C	No	31.3	C	No
		PM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
GX14	Rollins Road/Cadillac Way/US 101 southbound ramps	AM	<b>58.1*</b>	<b>E*</b>	<b>73.7*</b>	<b>E*</b>	<b>Yes*</b>	<b>73.7*</b>	<b>E*</b>	<b>Yes*</b>
		PM	5.1	A	5.4	A	No	5.4	A	No
GX15	California Drive/Oak Grove Avenue	AM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
GX16	Carolan Avenue/Oak Grove Avenue	AM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
GX17	California Drive/North Lane	AM	<b>144.9 (WB)*</b>	<b>F*</b>	<b>146.8 (WB)*</b>	<b>F*</b>	No	<b>146.8 (WB)*</b>	<b>F*</b>	No
		PM	<b>&gt;180.0 (WB)*</b>	<b>F*</b>	<b>&gt;180.0 (WB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0 (WB)*</b>	<b>F*</b>	<b>Yes*</b>



Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
GX18	Carolan Avenue/North Lane	AM	>180.0 (NB)*	F*	>180.0 (SB)*	F*	Yes*	>180.0 (SB)*	F*	Yes*
		PM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	Yes*	>180.0 (NB)*	F*	Yes*
GX19	California Drive/Howard Avenue	AM	63.7*	E*	94.8*	F*	Yes*	94.8*	F*	Yes*
		PM	68.8*	E*	122.2*	F*	Yes*	122.2*	F*	Yes*
GX20	West Lane/Howard Avenue	AM	13.0 (SB)	B	35.9 (SB)	D	No	35.9 (SB)	D	No
		PM	27.3 (SB)	D	20.7 (SB)	C	No	20.7 (SB)	C	No
GX21	East Lane/Howard Avenue	AM	35.5 (EB)*	E*	108.0 (SB)*	F*	Yes*	108.0 (SB)*	F*	Yes*
		PM	>180.0 (SB)*	F*	>180.0 (SB)*	F*	Yes*	>180.0 (SB)*	F*	Yes*
GX22	California Drive/Bayswater Avenue	AM	132.8*	F*	134.4*	F*	No	134.4*	F*	No
		PM	124.5*	F*	127.5*	F*	No	127.5*	F*	No
GX23	Myrtle Road/Bayswater Avenue	AM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	No	>180.0 (NB)*	F*	No
		PM	>180.0 (SB)*	F*	>180.0 (SB)*	F*	Yes*	>180.0 (SB)*	F*	Yes*
GX24	California Drive/North San Mateo Drive/Peninsula Avenue	AM	119.0*	F*	119.0*	F*	No	119.0*	F*	No
		PM	91.1*	F*	92.8*	F*	No	92.8*	F*	No
GX25	Anita Road/Peninsula Avenue	AM	>180.0 (SB)*	F*	>180.0 (SB)*	F*	No	>180.0 (SB)*	F*	No
		PM	>180.0 (SB)*	F*	>180.0 (SB)*	F*	No	>180.0 (SB)*	F*	No
GX26	Arundel Road/Woodside Way/Peninsula Avenue	AM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	Yes*	>180.0 (NB)*	F*	Yes*
		PM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	No	>180.0 (NB)*	F*	No
GX27	North San Mateo Drive/Villa Terrace	AM	15.0 (WB)	B	20.6 (WB)	C	No	20.6 (WB)	C	No
		PM	25.0 (WB)	C	16.1 (WB)	C	No	16.1 (WB)	C	No
GX28	Woodside Way/Villa Terrace	AM	5.7 (SB)	A	5.8 (NB)	A	No	5.8 (NB)	A	No
		PM	5.7 (NB)	A	6.1 (SB)	A	No	6.1 (SB)	A	No
GX29	North Ellsworth Avenue/East Bellevue Avenue	AM	7.7 (NB)	A	10.0 (NB)	A	No	10.0 (NB)	A	No
		PM	5.9 (NB)	A	5.5 (NB)	A	No	5.5 (NB)	A	No
GX30	North Claremont Street/East Bellevue Avenue	AM	8.5	A	9.8	A	No	9.8	A	No
		PM	6.1	A	6.3	A	No	6.3	A	No
GX31	South B Street/First Avenue	AM	82.5*	F*	75.5*	E*	No	75.5*	E*	No
		PM	98.9*	F*	94.0*	F*	No	94.0*	F*	No

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
GX32	Transit Center Way/First Avenue	AM	48.5 (NB)*	E*	66.4 (NB)*	F*	Yes*	66.4 (NB)*	F*	Yes*
		PM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	No	>180.0 (NB)*	F*	No
GX33	South Railroad Avenue/First Avenue	AM	114.3 (WB)*	F*	59.5 (WB)*	F*	No	59.5 (WB)*	F*	No
		PM	>180.0 (WB)*	F*	>180.0 (WB)*	F*	No	>180.0 (WB)*	F*	No
GX34	South B Street/Second Avenue	AM	68.8*	E*	67.9*	E*	No	67.9*	E*	No
		PM	101.8*	F*	89.3*	F*	No	89.3*	F*	No
GX35	South B Street/Third Avenue	AM	63.3*	E*	85.1*	F*	Yes*	85.1*	F*	Yes*
		PM	154.4*	F*	167.1*	F*	Yes*	167.1*	F*	Yes*
GX36	South Claremont Street/Third Avenue	AM	57.5*	E*	81.3*	F*	Yes*	81.3*	F*	Yes*
		PM	167.7*	F*	165.8*	F*	No	165.8*	F*	No
GX37	South B Street/Fourth Avenue	AM	38.4	D	59.1*	E*	Yes*	59.1*	E*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX38	South Claremont Street/Fourth Avenue	AM	37.0	D	37.3	D	No	37.3	D	No
		PM	65.5*	E*	60.7*	E*	No	60.7*	E*	No
GX39	South B Street/Fifth Avenue	AM	53.0	D	95.5*	F*	Yes*	95.5*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX40	South Claremont Street/Fifth Avenue	AM	47.5*	E*	49.0*	E*	No	49.0*	E*	No
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
GX41	South B Street/Ninth Avenue	AM	137.7*	F*	148.0*	F*	Yes*	148.0*	F*	Yes*
		PM	156.7*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX42	South Railroad Avenue/Ninth Avenue	AM	72.6 (NB)*	F*	72.8 (NB)*	F*	No	72.8 (NB)*	F*	No
		PM	138.0 (NB)*	F*	128.6 (NB)*	F*	No	128.6 (NB)*	F*	No
GX43	San Mateo Avenue/Scott Street	AM	58.5 (EB)*	F*	67.1 (EB)*	F*	Yes*	67.1 (EB)*	F*	Yes*
		PM	61.9 (EB)*	F*	63.2 (EB)*	F*	No	63.2 (EB)*	F*	No
GX44	South Delaware Street/East Third Avenue	AM	128.7*	F*	170.6*	F*	Yes*	170.6*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX45	South Delaware Street/East Fourth Avenue	AM	27.4	C	26.9	C	No	26.9	C	No
		PM	37.2	D	36.8	D	No	36.8	D	No

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
GX46	South Delaware Street/East Fifth Avenue	AM	116.7*	F*	119.8*	F*	No	119.8*	F*	No
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX47	South Claremont Street/Ninth Avenue	AM	93.3*	F*	109.8*	F*	Yes*	109.8*	F*	Yes*
		PM	97.8*	F*	109.0*	F*	Yes*	109.0*	F*	Yes*
<b>San Mateo to Palo Alto Subsection</b>										
<b>Intersections Near At-Grade Crossings Along Track Alignment</b>										
GX48	South Delaware Street/East 25th Avenue	AM	56.1*	E*	45.2	D	No	45.2	D	No
		PM	12.7	B	12.7	B	No	12.7	B	No
GX49	Palm Avenue/East 25th Avenue	AM	>180.0 (SB)*	F*	>180.0 (SB)*	F*	No	>180.0 (SB)*	F*	No
		PM	>180.0 (SB)*	F*	>180.0 (SB)*	F*	No	>180.0 (SB)*	F*	No
GX50	El Camino Real/East 25th Avenue	AM	179.7*	F*	179.7	F*	No	179.7*	F*	No
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
GX51	El Camino Real/31st Avenue	AM	78.2*	E*	77.1*	E*	No	77.1*	E*	No
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
GX52	El Camino Real SB Ramps/Hillsdale Boulevard	AM	67.4*	E*	70.2*	E*	No	70.2*	E*	No
		PM	93.7*	F*	94.5*	F*	No	94.5*	F*	No
GX53	El Camino Real NB Ramps/Hillsdale Boulevard	AM	23.7	C	22.0	C	No	22.0	C	No
		PM	49.8	D	50.7	D	No	50.7	D	No
GX54	Curtiss Street/East Hillsdale Boulevard	AM	104.5*	F*	103.3*	F*	No	103.3*	F*	No
		PM	173.3*	F*	174.8*	F*	No	174.8*	F*	No
GX55	Arguello Street/Whipple Avenue	AM	115.8*	F*	108.2*	F*	No	108.2*	F*	No
		PM	110.2*	F*	118.6*	F*	Yes*	118.6*	F*	Yes*
GX56	El Camino Real/Whipple Avenue	AM	129.6*	F*	138.2*	F*	Yes*	138.2*	F*	Yes*
		PM	109.9*	F*	109.2*	F*	No	109.2*	F*	No
GX57	El Camino Real/Brewster Avenue	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX58	Perry Street/Brewster Avenue	AM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	Yes*	>180.0 (NB)*	F*	Yes*
		PM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	No	>180.0 (NB)*	F*	No

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
GX59	Arguello Street/Brewster Avenue	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX60	El Camino Real/Broadway	AM	147.4*	F*	166.9*	F*	Yes*	166.9*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX61	Perry Street/California Street/Broadway	AM	>180.0 (SB)*	F*	>180.0 (SB)*	F*	Yes*	>180.0 (SB)*	F*	Yes*
		PM	>180.0 (SB)*	F*	>180.0 (SB)*	F*	No	>180.0 (SB)*	F*	No
GX62	Broadway/Arguello Street/Marshall Street-Broadway	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX63	Middlefield Road/Main Street	AM	28.9	C	32.4	C	No	32.4	C	No
		PM	102.1*	F*	94.9*	F*	No	94.9*	F*	No
GX64	Main Street/Maple Street	AM	29.7 (SB)	D	25.9 (SB)	C	No	25.9 (SB)	C	No
		PM	50.9 (SB)*	F*	26.7 (EB)	D	No	26.7 (EB)	D	No
GX65	Main Street/Beech Street	AM	170.8 (EB)*	F*	44.8 (EB)*	E*	No	44.8 (EB)*	E*	No
		PM	35.9 (EB)*	E*	44.6 (EB)*	E*	Yes*	44.6 (EB)*	E*	Yes*
GX66	Shasta Street/Chestnut Street	AM	164.2 (NB)*	F*	73.5 (NB)	F*	No	73.5 (NB)	F*	No
		PM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	No	>180.0 (NB)*	F*	No
GX67	El Camino Real/Fair Oaks Lane/Atherton Avenue	AM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
		PM	>180.0*	F*	178.9*	F*	No	178.9*	F*	No
GX68	Lloyd Drive/Fair Oaks Lane	AM	115.2 (WB)*	F*	147.8 (WB)*	F*	Yes*	147.8 (WB)*	F*	Yes*
		PM	12.2 (SB)	B	18.9 (SB)	C	No	18.9 (SB)	C	No
GX69	El Camino Real/Watkins Avenue	AM	95.1*	F*	97.2*	F*	No	97.2*	F*	No
		PM	41.0	D	40.7	D	No	40.7	D	No
GX70	El Camino Real/Encinal Avenue	AM	84.9*	F*	88.0*	F*	No	88.0*	F*	No
		PM	32.3	C	27.7	C	No	27.7	C	No
GX71	Laurel Street/Encinal Avenue	AM	12.5	B	15.7	C	No	15.7	C	No
		PM	29.3	D	9.7	A	No	9.7	A	No
GX72	El Camino Real/Glenwood Avenue/Valparaiso Avenue	AM	83.9*	F*	82.3*	E*	No	82.3*	E*	No
		PM	166.9*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
GX73	Laurel Street/Glenwood Avenue	AM	13.7	B	15.4	C	No	15.4	C	No
		PM	10.4	B	9.6	A	No	9.6	A	No
GX74	El Camino Real/Oak Grove Avenue	AM	<b>82.4*</b>	<b>F*</b>	<b>84.7*</b>	<b>F*</b>	No	<b>84.7*</b>	<b>F*</b>	No
		PM	<b>60.5*</b>	<b>E*</b>	<b>77.6*</b>	<b>E*</b>	<b>Yes*</b>	<b>77.6*</b>	<b>E*</b>	<b>Yes*</b>
GX75	Merrill Street/Oak Grove Avenue	AM	<b>133.2 (NB)*</b>	<b>F*</b>	<b>145.4 (NB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>145.4 (NB)*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>Yes*</b>
GX76	Alma Street/Oak Grove Avenue	AM	<b>96.4 (NB)*</b>	<b>F*</b>	<b>106.9 (NB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>106.9 (NB)*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>82.4 (NB)*</b>	<b>F*</b>	<b>112.8 (NB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>112.8 (NB)*</b>	<b>F*</b>	<b>Yes*</b>
GX77	Laurel Street/Oak Grove Avenue	AM	<b>88.6*</b>	<b>F*</b>	<b>120.4*</b>	<b>F*</b>	<b>Yes*</b>	<b>120.4*</b>	<b>F*</b>	<b>Yes*</b>
		PM	33.1	C	32.7	C	No	32.7	C	No
GX78	El Camino Real/Santa Cruz Avenue	AM	20.1	C	20.9	C	No	20.9	C	No
		PM	51.5	D	<b>55.8*</b>	<b>E*</b>	<b>Yes*</b>	<b>55.8*</b>	<b>E*</b>	<b>Yes*</b>
GX79	Merrill Street/Santa Cruz Avenue	AM	<b>61.6*</b>	<b>F*</b>	<b>59.5*</b>	<b>F*</b>	No	<b>59.5*</b>	<b>F*</b>	No
		PM	<b>140.1*</b>	<b>F*</b>	<b>139.4*</b>	<b>F*</b>	No	<b>139.4*</b>	<b>F*</b>	No
GX80	El Camino Real/Ravenswood Avenue	AM	<b>71.4*</b>	<b>E*</b>	<b>72.1*</b>	<b>E*</b>	No	<b>72.1*</b>	<b>E*</b>	No
		PM	<b>94.3*</b>	<b>F*</b>	<b>101.1*</b>	<b>F*</b>	<b>Yes*</b>	<b>101.1*</b>	<b>F*</b>	<b>Yes*</b>
GX81	Merrill Street/Ravenswood Avenue	AM	<b>44.0 (SB)*</b>	<b>E*</b>	<b>57.5 (SB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>57.5 (SB)*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0 (NB)*</b>	<b>F*</b>	<b>Yes*</b>
GX82	Alma Street/Ravenswood Avenue	AM	<b>63.9 (SB)*</b>	<b>F*</b>	<b>50.1 (SB)*</b>	<b>F*</b>	No	<b>50.1 (SB)*</b>	<b>F*</b>	No
		PM	<b>40.8 (NB)*</b>	<b>E*</b>	<b>37.0 (NB)*</b>	<b>E*</b>	No	<b>37.0 (NB)*</b>	<b>E*</b>	No
GX83	Laurel Street/Ravenswood Avenue	AM	<b>146.4*</b>	<b>F*</b>	<b>149.1*</b>	<b>F*</b>	No	<b>149.1*</b>	<b>F*</b>	No
		PM	<b>&gt;180.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
GX84	El Camino Real/Palo Alto Avenue/Sand Hill Road	AM	<b>99.6*</b>	<b>F*</b>	<b>116.4*</b>	<b>F*</b>	<b>Yes*</b>	<b>116.4*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>94.0*</b>	<b>F*</b>	<b>100.3*</b>	<b>F*</b>	<b>Yes*</b>	<b>100.3*</b>	<b>F*</b>	<b>Yes*</b>
GX85	Alma Street/Palo Alto Avenue	AM	<b>42.9 (WB)*</b>	<b>E*</b>	<b>72.0 (WB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>72.0 (WB)*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>39.1 (WB)*</b>	<b>E*</b>	<b>92.3 (WB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>92.3 (WB)*</b>	<b>F*</b>	<b>Yes*</b>
GX86	Alma Street/Churchill Avenue	AM	<b>&gt;180.0*</b>	<b>F*</b>	<b>156.8*</b>	<b>F*</b>	No	<b>156.8*</b>	<b>F*</b>	No
		PM	<b>151.0*</b>	<b>F*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
GX87	Mariposa Avenue/Churchill Avenue	AM	75.9 (EB)*	F*	132.4 (EB)*	F*	Yes*	132.4 (EB)*	F*	Yes*
		PM	86.0 (EB)*	F*	102.7 (EB)*	F*	Yes*	102.7 (EB)*	F*	Yes*
GX88	Alma Street/Meadow Drive	AM	154.7*	F*	120.4*	F*	No	120.4*	F*	No
		PM	117.7*	F*	113.6*	F*	No	113.6*	F*	No
GX89	Park Boulevard/Meadow Drive	AM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	No	>180.0 (NB)*	F*	No
		PM	>180.0 (EB)*	F*	>180.0 (EB)*	F*	Yes*	>180.0 (EB)*	F*	Yes*
GX90	Alma Street/Charleston Road	AM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
GX91	Park Boulevard/Charleston Road	AM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	Yes*	>180.0 (NB)*	F*	Yes*
		PM	>180.0 (NB)*	F*	>180.0 (NB)*	F*	Yes*	>180.0 (NB)*	F*	Yes*
GX92	El Camino Real/Maple Street	AM	14.8	B	11.9	B	No	11.9	B	No
		PM	16.7	B	16.6	B	No	16.6	B	No
GX93	Franklin Street/Maple Street	AM	12.6 (SB)	B	7.1 (SB)	A	No	7.1 (SB)	A	No
		PM	60.4 (NB)*	F*	13.8 (NB)	B	No	13.8 (NB)	B	No
GX94	Glenwood Street/Garwood Street	AM	25.4 (SB)	D	23.6 (SB)	C	No	23.6 (SB)	C	No
		PM	20.0 (SB)	C	23.0 (SB)	C	No	23.0 (SB)	C	No
GX95	Castilleja Avenue/Churchill Avenue	AM	>180.0 (NB)*	F*	>180.0 (EB)*	F*	Yes*	>180.0 (EB)*	F*	Yes*
		PM	>180.0 (EB)*	F*	>180.0 (EB)*	F*	Yes*	>180.0 (EB)*	F*	Yes*
GX96	Wilkie Way/West Charleston Road	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*

**Mountain View to Santa Clara Subsection**

**Intersections Near At-Grade Crossings Along Track Alignment**

GX97	Central Expressway/Rengstorff Avenue	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
GX98	Leland Ave/Crisanto Avenue/Rengstorff Avenue	AM	157.4*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX99	Central Expressway/Moffett Boulevard/Castro Street	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
GX100	Evelyn Avenue/Castro Street	AM	178.9 (NB)*	F*	163.4 (NB)*	F*	No	163.4 (NB)*	F*	No
		PM	180.0 (NB)*	F*	109.1 (SB)*	F*	No	109.1 (SB)*	F*	No
GX101	Evelyn Avenue/Mary Avenue	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	169.4*	F*	175.3*	F*	Yes*	175.3*	F*	Yes*
GX102	Evelyn Avenue/Sunnyvale Avenue	AM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
GX103	Hendy Avenue/Sunnyvale Avenue	AM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
GX104	Villa Street/Castro Street	AM	93.4*	F*	135.7*	F*	Yes*	135.7*	F*	Yes*
		PM	120.8*	F*	140.8*	F*	Yes*	140.8*	F*	Yes*
GX105	Dana Street/Castro Street	AM	106.6*	F*	161.3*	F*	Yes*	161.3*	F*	Yes*
		PM	119.1*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX106	Hope Street/Transit Center/Evelyn Avenue	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
GX107	Central Avenue/Moffett Boulevard	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
<b>San Jose Diridon Station Approach Subsection</b>										
D1	The Alameda (SR 82)/I-880 NB ramps	AM	21.9	C	21.9	C	No	24.2	C	No
		PM	22.7	C	22.7	C	No	25.1	C	No
D2	The Alameda (SR 82)/I-880 SB ramps	AM	25.3	C	25.3	C	No	25.3	C	No
		PM	19.0	B	19.0	B	No	19.0	B	No
D3	The Alameda (SR 82)/Hedding Street	AM	48.9	D	48.9	D	No	49.8	D	No
		PM	53.9	D	53.9	D	No	54.6	D	No
D4	The Alameda (SR 82)/Taylor Street-Naglee Avenue	AM	88.0*	F*	88.0*	F*	No	94.4*	F*	Yes*
		PM	123.8*	F*	123.8*	F*	No	133.4*	F*	Yes*
D5	The Alameda (SR 82)/Martin Avenue-Race Street	AM	42.3	D	42.3	D	No	54.8	D	No
		PM	35.7	D	35.7	D	No	41.0	D	No

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
D6	Stockton Avenue/Julian Street	AM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
		PM	52.7	D	52.7	D	No	53.4	D	No
D7	Montgomery Street/Julian Street	AM	14.1	B	14.1	B	No	14.2	B	No
		PM	14.9	B	14.9	B	No	14.9	B	No
D8	Autumn Street/Julian Street	AM	17.0	B	17.0	B	No	19.8	B	No
		PM	17.8	B	17.8	B	No	20.8	C	No
D9	SR 87 SB ramps-Almaden Boulevard/Julian Street	AM	21.3	C	21.3	C	No	29.0	C	No
		PM	23.1	C	23.1	C	No	29.9	C	No
D10	SR 87 NB ramps/Julian Street	AM	53.1	D	53.1	D	No	53.1	D	No
		PM	54.8	D	54.8	D	No	54.8	D	No
D11	Sunol Avenue/The Alameda (SR 82)	AM	21.3	C	21.3	C	No	24.3	C	No
		PM	22.4	C	22.4	C	No	24.5	C	No
D12	Stockton Avenue/The Alameda-West Santa Clara Street (SR 82)	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	No
D13	Cahill Street/West Santa Clara Street (SR 82)	AM	55.4*	E*	60.7*	E*	Yes*	54.6	D	No
		PM	75.7*	E*	71.2*	E*	No	80.0*	F*	Yes*
D14	Montgomery Street (SR 82)/West Santa Clara Street (SR 82)	AM	29.0	C	26.9	C	No	44.5	D	No
		PM	19.7	B	36.3	D	No	41.6	D	No
D15	Autumn Street (SR 82)/West Santa Clara Street (SR 82)	AM	60.5*	E*	84.0*	F*	Yes*	72.4*	E*	Yes*
		PM	>180.0*	F*	>180.0*	F*	Yes*	174.2*	F*	No
D16	SR 87 NB off-ramp/West Santa Clara Street	AM	37.9	D	37.9	D	No	43.3	D	No
		PM	73.2*	E*	73.2*	E*	No	73.6*	E*	No
D17	Almaden Boulevard/West Santa Clara Street	AM	21.0	C	21.0	C	No	20.7	C	No
		PM	29.7	C	29.7	C	No	30.7	C	No
D18	Notre Dame Avenue-Almaden Boulevard/West Santa Clara Street	AM	31.6	C	31.6	C	No	33.9	C	No
		PM	47.6	D	47.6	D	No	44.0	D	No
D19	Sunol Avenue/Park Avenue	AM	10.3	B	10.3	B	No	10.4	B	No
		PM	13.0	B	13.0	B	No	13.2	B	No



Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
D20	Sunol Avenue/West San Carlos Street	AM	14.7	B	14.7	B	No	14.6	B	No
		PM	15.9	B	15.9	B	No	15.9	B	No
D21	Cahill Street/Stover Street-Crandall Street	AM	16.2	C	<b>105.6*</b>	<b>F*</b>	<b>Yes*</b>	<b>130.9*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>37.0*</b>	<b>E*</b>	61.6	F	No	<b>&gt;180.0*</b>	<b>F*</b>	<b>Yes*</b>
D22	Montgomery Street (SR 82)/Stover Street-Crandall Street	AM	<b>76.1 (SB)*</b>	<b>F*</b>	<b>&gt;180.0 (SB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>63.9 (SB)*</b>	<b>F*</b>	No
		PM	<b>&gt;180.0 (SB)*</b>	<b>F*</b>	<b>98.4 (SB)*</b>	<b>F*</b>	<b>Yes*</b>	<b>&gt;180.0 (SB)*</b>	<b>F*</b>	No
D23	Cahill Street/West San Fernando Street	AM	19.4	C	<b>79.9*</b>	<b>F*</b>	<b>Yes*</b>	<b>45.3*</b>	<b>E*</b>	<b>Yes*</b>
		PM	<b>36.7*</b>	<b>E*</b>	<b>42.3*</b>	<b>E*</b>	<b>Yes*</b>	<b>56.5*</b>	<b>F*</b>	<b>Yes*</b>
D24	Montgomery Street (SR 82)/West San Fernando Street	AM	28.5	C	<b>67.6*</b>	<b>E*</b>	<b>Yes*</b>	42.6	D	No
		PM	<b>55.4*</b>	<b>E*</b>	<b>29.2*</b>	<b>C*</b>	No	<b>59.2*</b>	<b>E*</b>	<b>Yes*</b>
D25	Autumn Street (SR 82)/West San Fernando Street	AM	<b>&gt;180.0*</b>	<b>F*</b>	<b>80.6*</b>	<b>F*</b>	No	162.5	F	No
		PM	<b>166.5*</b>	<b>F*</b>	<b>92.8*</b>	<b>F*</b>	No	<b>175.0*</b>	<b>F*</b>	<b>Yes*</b>
D26	Almaden Boulevard/West San Fernando Street	AM	40.2	D	40.2	D	No	41.1	D	No
		PM	47.5	D	47.5	D	No	47.4	D	No
D27	Montgomery Street (SR 82)/Park Avenue	AM	<b>47.1*</b>	<b>D*</b>	<b>47.1*</b>	<b>D*</b>	No	<b>75.7*</b>	<b>E*</b>	<b>Yes*</b>
		PM	<b>174.7*</b>	<b>F*</b>	<b>174.7*</b>	<b>F*</b>	No	<b>150.4*</b>	<b>F*</b>	No
D28	Delmas Avenue/Park Avenue	AM	25.4	C	25.4	C	No	31.5	C	No
		PM	<b>97.0*</b>	<b>F*</b>	<b>97.0*</b>	<b>F*</b>	No	<b>70.1*</b>	<b>E*</b>	No
D29	Woz Way-SR 87 NB On-ramp/Park Avenue	AM	11.7	B	11.7	B	No	11.8	B	No
		PM	<b>87.1*</b>	<b>F*</b>	<b>87.1*</b>	<b>F*</b>	No	54.9	D	No
D30	Almaden Boulevard/Park Avenue	AM	30.4	C	30.4	C	No	30.6	C	No
		PM	39.1	D	39.1	D	No	39.2	D	No
D31	Montgomery Street-Bird Avenue (SR 82)/West San Carlos Street (SR 82)	AM	<b>128.9*</b>	<b>F*</b>	<b>128.9*</b>	<b>F*</b>	No	<b>139.3*</b>	<b>F*</b>	<b>Yes*</b>
		PM	<b>168.0*</b>	<b>F*</b>	<b>168.0*</b>	<b>F*</b>	No	<b>143.2*</b>	<b>F*</b>	No
D32	Delmas Avenue/West San Carlos Street (SR 82)	AM	15.7	B	15.7	B	No	17.2	B	No
		PM	21.2	C	21.2	C	No	21.9	C	No

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
D33	Bird Avenue/Auzerais Avenue	AM	63.7*	E*	88.4*	F*	Yes*	66.3*	E*	No
		PM	81.9*	F*	128.5*	F*	Yes*	72.6*	E*	No
D34	Delmas Avenue/Auzerais Avenue	AM	22.5	C	22.5	C	No	23.1	C	No
		PM	23.7	C	23.7	C	No	24.0	C	No
D35	Bird Avenue/I-280 NB ramps	AM	132.2*	F*	135.2*	F*	No	137.2*	F*	Yes*
		PM	130.7*	F*	77.3*	E*	No	95.5*	F*	No
D36	Bird Avenue/I-280 SB ramps	AM	72.6*	E*	97.2*	F*	Yes*	80.2*	F*	Yes*
		PM	56.4*	E*	37.1	D	No	40.8	D	No
D37	Bird Avenue/West Virginia Street	AM	151.8*	F*	>180.0*	F*	Yes*	157.3*	F*	Yes*
		PM	81.2*	F*	70.8*	E*	No	66.8*	E*	No
D38	The Alameda (SR 82)/Julian Street	AM	46.3	D	46.3	D	No	46.7	D	No
		PM	46.1	D	46.1	D	No	47.1	D	No
D39	Coleman Avenue/I-880 SB ramps	AM	32.1	C	32.1	C	No	33.0	C	No
		PM	15.2	B	15.2	B	No	15.2	B	No
D40	Coleman Avenue/I-880 NB ramps	AM	55.4*	E*	55.4*	E*	No	59.2*	E*	No
		PM	34.3	C	34.3	C	No	35.4	D	No
D41	Coleman Avenue/Hedding Street	AM	138.7*	F*	138.7*	F*	No	145.5*	F*	Yes*
		PM	76.1*	E*	76.1*	E*	No	81.6*	F*	Yes*
D42	Coleman Avenue/Taylor Street	AM	54.7	D	54.7	D	No	58.2*	E*	Yes*
		PM	82.4*	F*	82.4*	F*	No	87.7*	F*	Yes*
D43	Delmas Avenue/West Santa Clara Street	AM	160.2*	F*	160.2*	F*	No	128.4*	F*	No
		PM	52.8	D	52.8	D	No	178.4*	F*	Yes*
D44	Delmas Avenue/West San Fernando Street	AM	55.4*	E*	55.4*	E*	No	69.1*	E*	Yes*
		PM	>180.0*	F*	>180.0*	F*	No	>180.0*	F*	No
D45	Cahill Street/Park Avenue	AM	--	--	--	--	--	7.1	A	No
		PM	--	--	--	--	--	7.5	A	No

Intersection		Peak Hour	2040 No Project		Alternative A			Alternative B		
			Delay (seconds)	LOS	Delay (seconds)	LOS	Impact?	Delay (seconds)	LOS	Impact?
D46	Sunol Avenue/West San Fernando Street	AM	8.5	A	8.5	A	No	8.9	A	No
		PM	8.7	A	8.7	A	No	8.9	A	No
D47	87 ramps/Taylor Street	AM	42.6	D	42.6	D	No	42.6	D	No
		PM	48.0	D	48.0	D	No	48.0	D	No
D48	Sunol Street/Auzerais Avenue	AM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	No
		PM	>180.0*	F*	>180.0*	F*	Yes*	>180.0*	F*	No
D49	Harrison Street/West Virginia Street	AM	9.4 (EB)	A	6.1 (EB)	A	No	9.4 (EB)	A	No
		PM	6.9 (SB)	A	7.8 (SB)	A	No	6.9 (SB)	A	No
D50	Bird Avenue/Fuller Avenue	AM	<b>161.3 (WB)*</b>	F*	<b>&gt;180.0 (WB)*</b>	F*	No	<b>161.3 (WB)*</b>	F*	No
		PM	22.2 (EB)	C	<b>40.6 (EB)*</b>	E*	No	22.2 (EB)	C	No

D = Diridon  
 EB = eastbound  
 GX = grade crossing  
 I = Interstate  
 LOS = level of service  
 MF = maintenance facility  
 NB = northbound  
 MB = Millbrae  
 SB = southbound  
 SR = State Route  
 US = U.S. Highway  
 WB = westbound

Whole intersection average delay reported for signalized intersections. Whole intersection average delay and worst approach delay (in parentheses) reported for unsignalized intersections. Bolded entries with an asterisk (\*) identify locations that would experience LOS E or F in one or both peak hours.

**Table 7 2029 and 2040 No Project and Plus Project Mitigated Level of Service at Intersections in San Francisco to South San Francisco, San Bruno to San Mateo, San Mateo to Palo Alto, Mountain View to Santa Clara, and San Jose Diridon Station Approach Subsections**

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
<b>San Francisco to South San Francisco Subsection</b>								
SF1	Fourth Street/Townsend Street	AM PM	145.2* >180.0*	F* F*	Adverse	Adverse	Adverse	Adverse
SF2	Fourth Street/King Street	AM PM	100.9* 101.4*	F* F*	Adverse	Adverse	Adverse	Adverse
SF3	Fifth Street/King Street/I-280 Ramps	AM PM	>180.0* >180.0*	F* F*	Adverse	Adverse	Adverse	Adverse
SF4	Fourth Street/Brannan Street	AM PM	>180.0* 163.2*	F* F*	Adverse	Adverse	Adverse	Adverse
SF5	Fourth Street/Berry Street	AM PM	75.8* 131.7*	E* F*				
SF6	Fourth Street/Channel Street	AM PM	28.3 87.0*	C F*				
SF7	Third Street/Channel Street	AM PM	71.7* 46.3	E* D				
SF8	Fourth Street/Bluxome Street	AM PM	>180.0 (EB)* >180.0 (EB)*	F* F*	Adverse	Adverse	Adverse	Adverse
SF9	Fifth Street/Townsend Street	AM PM	27.3 38.8	C D				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
SF10	Fifth Street/Bryant Street	AM	<b>82.4*</b>	<b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>157.4*</b>	<b>F*</b>				
SF11	Fifth Street/Folsom Street	AM	31.9	C				
		PM	47.7	D				
SF12	Fifth Street/Harrison Street/I-80 Ramp	AM	40.6	D				
		PM	<b>89.2*</b>	<b>F*</b>				
SF13	Seventh Street/Bryant Street/I-80 Ramp	AM	34.5	C				
		PM	45.8	D				
SF14	Fifth Street/Brannan Street	AM	39.6	D				
		PM	36.4	D				
SF15	Sixth Street/Brannan Street/I-280 Ramps	AM	34.2	C	Adverse	Adverse	Adverse	Adverse
		PM	<b>77.1*</b>	<b>E*</b>				
SF16	Seventh Street/Brannan Street	AM	49.0	D				
		PM	<b>115.8*</b>	<b>F*</b>				
SF17	Second Street/Townsend Street	AM	25.1	C	39.2	D	39.2	D
		PM	49.1	D	53.8	D	53.8	D
SF18	Seventh Street/Townsend Street	AM	<b>85.4*</b>	<b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM	48.9	D				
SF19	Third Street/King Street	AM	<b>161.7*</b>	<b>F*</b>				
		PM	<b>146.8*</b>	<b>F*</b>				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
MF1	Bayshore Boulevard/US 101 Southbound off-ramp	AM	<b>132.1*</b>	<b>F*</b>				
		PM	<b>101.6*</b>	<b>F*</b>				
MF2	Bayshore Boulevard/Tunnel Avenue	AM	11.5	B				
		PM	12.4	B				
MF3	Bayshore Boulevard/Blanken Avenue	AM	14.2	B				
		PM	23.2	C				
MF4	Bayshore Boulevard/Visitation Avenue	AM	27.9	C				
		PM	29.0	C				
MF5	Bayshore Boulevard/Genevra Avenue	AM	53.5	D				
		PM	<b>65.4*</b>	<b>E*</b>				
MF6	Bayshore Boulevard/Guadalupe Canyon Parkway	AM	25.1	C				
		PM	24.2	C				
MF7	Bayshore Boulevard/Valley Drive	AM	15.9	B				
		PM	13.7	B				
MF8	Bayshore Boulevard/Old County Road	AM	27.1	C				
		PM	36.3	D				
MF9	Tunnel Avenue/Blanken Avenue	AM	12.2	B				
		PM	7.5	A				
MF10	Harney Way/Thomas Mellon Circle	AM	<b>99.0*</b>	<b>F*</b>	<b>80.5*</b>	<b>F*</b>	<b>80.5*</b>	<b>F*</b>
		PM	<b>152.4*</b>	<b>F*</b>	<b>162.7*</b>	<b>F*</b>	<b>162.7*</b>	<b>F*</b>

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
MF12	Tunnel Avenue/Lagoon Way	AM	11.1	B				
		PM	12.4	B				
MF13	Sierra Point Parkway/Lagoon Way	AM	8.2	A				
		PM	10.1	B				
MF14	Bayshore Boulevard/Industrial Way	AM	7.9	A				
		PM	9.4	A				
MF15	Geneva Extension/US 101 SB Ramps	AM	34.7	C				
		PM	53.3	D				
MF 16	Geneva Extension/US 101 NB Ramps	AM	35.8	D	Adverse	Adverse	Adverse	Adverse
		PM	125.3*	F*				
GX1	Seventh Street/Mission Bay Drive	AM	69.1*	E*	Adverse	Adverse	Adverse	Adverse
		PM	97.2*	F*				
GX2	Berry Street/Mission Bay Drive	AM	34.9	C	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX3	Seventh Street/Mississippi Street/16th Street	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	123.3*	F*				
GX4	Owens Street/16th Street	AM	72.0*	E*				
		PM	63.7*	E*				
GX5	Dollar Avenue/Linden Avenue	AM	82.6*	F*	Adverse	Adverse	Adverse	Adverse
		PM	84.7*	F*				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX6	San Mateo Avenue/Linden Avenue	AM	57.0*	E*	Adverse	Adverse	Adverse	Adverse
		PM	34.9	C				
GX7	Third Street/16th Street	AM	93.4*	F*	Adverse	Adverse	Adverse	Adverse
		PM	123*	F*				
<b>San Bruno to San Mateo Subsection</b>								
MB1	El Camino Real/Hillcrest Boulevard	AM	95.5*	F*	89*	F*	89*	F*
		PM	45.0	D	66*	E*	66*	E*
MB2	El Camino Real/Victoria Avenue	AM	36.3	D	Adverse	Adverse	Adverse	Adverse
		PM	45.9	D				
MB3	El Camino Real/Chadbourne Avenue	AM	99.7 (SB)*	F*				
		PM	>180.0 (EB)*	F*				
MB4	El Camino Real/Linden Avenue	AM	36.1 (SB)*	E*	Adverse	Adverse	Adverse	Adverse
		PM	133.9 (WB)*	F*				
MB5	El Camino Real/Millbrae Avenue	AM	81.8*	F*	Adverse	Adverse	Adverse	Adverse
		PM	82.9*	F*				
MB6	El Camino Real/Murchison Drive	AM	80.6*	F*	107.8*	F*	107.8*	F*
		PM	120.6*	F*	106.2*	F*	106.2*	F*
MB7	El Camino Real/Trousdale Drive	AM	153.2*	F*	Adverse	Adverse	Adverse	Adverse
		PM	91.9*	F*				
MB8	Rollins Road/Millbrae Avenue	AM	58.4*	E*	55.4*	E*	55.4*	E*
		PM	80.2*	F*	74.8*	E*	74.8*	E*



Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
MB9	Rollins Road/Adrian Road	AM	91.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	89.0*	F*				
MB10	US 101 Southbound Ramps/Millbrae Avenue	AM	49.4	D	Adverse	Adverse	Adverse	Adverse
		PM	66.2*	E*				
MB11	US 101 Northbound Ramps/Millbrae Avenue	AM	67.6*	E*	13.6	B	13.6	B
		PM	32.6	C	15.3	B	15.3	B
MB12	South McDonnell Road/Old Bayshore Highway/Millbrae Avenue	AM	12.5	B				
		PM	16.4	B				
MB13	Skyline Boulevard/North bound I-280 on-ramp/Trousdale Drive	AM	23.2	C				
		PM	14.3	B				
MB14	Skyline Boulevard/North bound I-280 off-ramp/Millbrae Avenue	AM	12.1	B				
		PM	10.3	B				
MB15	Skyline Boulevard/Hillcrest Boulevard	AM	38.0*	E*				
		PM	79.6*	F*				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
MB16	Skyline Boulevard/North bound I-280 on-ramp/Larkspur Drive	AM	11.6	B				
		PM	10.9	B				
GX8	Herman Street/Scott Street	AM	>180.0 (NB)*	F*	29.1	D	29.1	D
		PM	>180.0 (SB)*	F*	38.8	D	38.8	D
GX9	Montgomery Avenue/Scott Street	AM	39.6 (NB)*	E*				
		PM	119.0 (NB)*	F*				
GX10	California Drive/Broadway	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	171.1*	F*				
GX11	Carolan Avenue/Broadway	AM	>180.0*	F*				
		PM	28.9	C				
GX12	Rollins Road/Broadway	AM	50.2	D				
		PM	87.0*	F*				
GX13	US 101 Southbound Off-Ramp/Broadway	AM	30.2	C	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX14	Rollins Road/Cadillac Way/US 101 Southbound Ramps	AM	58.1*	E*	Adverse	Adverse	Adverse	Adverse
		PM	5.1	A				
GX15	California Drive/Oak Grove Avenue	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX16	Carolan Avenue/Oak Grove Avenue	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX17	California Drive/North Lane	AM	144.9 (WB)*	F*	77*	E*	77*	E*
		PM	>180.0 (WB)*	F*	73*	E*	73*	E*
GX18	Carolan Avenue/North Lane	AM	>180.0 (NB)*	F*	>180.0*	F*	>180.0*	F*
		PM	>180.0 (NB)*	F*	59*	E*	59*	E*
GX19	California Drive/Howard Avenue	AM	63.7*	E*	Adverse	Adverse	Adverse	Adverse
		PM	68.8*	E*				
GX20	West Lane/Howard Avenue	AM	13.0 (SB)	B				
		PM	27.3 (SB)	D				
GX21	East Lane/Howard Avenue	AM	35.5 (EB)*	E*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0 (SB)*	F*				
GX22	California Drive/Bayswater Avenue	AM	132.8*	F*				
		PM	124.5*	F*				
GX23	Myrtle Road/Bayswater Avenue	AM	>180.0 (NB)*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0 (SB)*	F*				
GX24	California Drive/North San Mateo Drive/Peninsula Avenue	AM	119.0*	F*				
		PM	91.1*	F*				
GX25	Anita Road/Peninsula Avenue	AM	>180.0 (SB)*	F*				
		PM	>180.0 (SB)*	F*				
GX26	Arundel Road/Woodside Way/Peninsula Avenue	AM	>180.0 (NB)*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0 (NB)*	F*				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX27	North San Mateo Drive/Villa Terrace	AM	15.0 (WB)	B				
		PM	25.0 (WB)	C				
GX28	Woodside Way/Villa Terrace	AM	5.7 (SB)	A				
		PM	5.7 (NB)	A				
GX29	North Ellsworth Avenue/East Bellevue Avenue	AM	7.7 (NB)	A				
		PM	5.9 (NB)	A				
GX30	North Claremont Street/East Bellevue Avenue	AM	8.5	A				
		PM	6.1	A				
GX31	South B Street/First Avenue	AM	<b>82.5*</b>	<b>F*</b>				
		PM	<b>98.9*</b>	<b>F*</b>				
GX32	Transit Center Way/First Avenue	AM	<b>48.5 (NB)*</b>	<b>E*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>&gt;180.0 (NB)*</b>	<b>F*</b>				
GX33	South Railroad Avenue/First Avenue	AM	<b>114.3 (WB)*</b>	<b>F*</b>				
		PM	<b>&gt;180.0 (WB)*</b>	<b>F*</b>				
GX34	South B Street/Second Avenue	AM	<b>68.8*</b>	<b>E*</b>				
		PM	<b>101.8*</b>	<b>F*</b>				
GX35	South B Street/Third Avenue	AM	<b>63.3*</b>	<b>E*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>154.4*</b>	<b>F*</b>				
GX36	South Claremont Street/Third Avenue	AM	<b>57.5*</b>	<b>E*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>167.7*</b>	<b>F*</b>				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX37	South B Street/Fourth Avenue	AM	38.4	D	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX38	South Claremont Street/Fourth Avenue	AM	37.0	D				
		PM	65.5*	E*				
GX39	South B Street/Fifth Avenue	AM	53.0	D	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX40	South Claremont Street/Fifth Avenue	AM	47.5*	E*				
		PM	>180.0*	F*				
GX41	South B Street/Ninth Avenue	AM	137.7*	F*	Adverse	Adverse	Adverse	Adverse
		PM	156.7*	F*				
GX42	South Railroad Avenue/Ninth Avenue	AM	72.6 (NB)*	F*				
		PM	138.0 (NB)*	F*				
GX43	San Mateo Avenue/Scott Street	AM	58.5 (EB)*	F*	13.2	B	13.2	B
		PM	61.9 (EB)*	F*	21.4	C	21.4	C
GX44	South Delaware Street/East Third Avenue	AM	128.7*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX45	South Delaware Street/East Fourth Avenue	AM	27.4	C				
		PM	37.2	D				
GX46	South Delaware Street/East Fifth Avenue	AM	116.7*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX47	South Claremont Street/Ninth Avenue	AM	93.3*	F*	Adverse	Adverse	Adverse	Adverse
		PM	97.8*	F*				
<b>San Mateo to Palo Alto Subsection</b>								
GX48	South Delaware Street/East 25th Avenue	AM	56.1*	E*				
		PM	12.7	B				
GX49	Palm Avenue/East 25th Avenue	AM	>180.0 (SB)*	F*				
		PM	>180.0 (SB)*	F*				
GX50	El Camino Real/East 25th Avenue	AM	179.7*	F*				
		PM	>180.0*	F*				
GX51	El Camino Real/31st Avenue	AM	78.2*	E*				
		PM	>180.0*	F*				
GX52	El Camino Real SB Ramps/Hillsdale Boulevard	AM	67.4*	E*				
		PM	93.7*	F*				
GX53	El Camino Real NB Ramps/Hillsdale Boulevard	AM	23.7	C				
		PM	49.8	D				
GX54	Curtiss Street/East Hillsdale Boulevard	AM	104.5*	F*				
		PM	173.3*	F*				
GX55	Arguello Street/Whipple Avenue	AM	115.8*	F*	72.9*	F*	72.9*	F*
		PM	110.2*	F*	104.9*	F*	104.9*	F*

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX56	El Camino Real/Whipple Avenue	AM	129.6*	F*	99.0*	F*	99.0*	F*
		PM	109.9*	F*	113.8*	F*	113.8*	F*
GX57	El Camino Real/Brewster Avenue	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX58	Perry Street/Brewster Avenue	AM	>180.0 (NB)*	F*	33.0	C	33.0	C
		PM	>180.0 (NB)*	F*	84.2*	F*	84.2*	F*
GX59	Arguello Street/Brewster Avenue	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX60	El Camino Real/Broadway	AM	147.4*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX61	Perry Street/California Street/Broadway	AM	>180.0 (SB)*	F*	>180.0*	F*	>180.0*	F*
		PM	>180.0 (SB)*	F*	>180.0*	F*	>180.0*	F*
GX62	Broadway/Arguello Street/Marshall Street	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX63	Middlefield Road/Main Street	AM	28.9	C				
		PM	102.1*	F*				
GX64	Main Street/Maple Street	AM	29.7 (SB)	D				
		PM	50.9 (SB)*	F*				
GX65	Main Street/Beech Street	AM	170.8 (EB)*	F*	8	A	8	A
		PM	35.9 (EB)*	E*	11	B	11	B

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX66	Shasta Street/Chestnut Street	AM	<b>164.2 (NB)*</b> <b>&gt;180.0 (NB)*</b>	<b>F*</b> <b>F*</b>				
		PM						
GX67	El Camino Real/Fair Oaks Lane/Atherton Avenue	AM	<b>&gt;180.0 (WB)*</b> <b>&gt;180.0 (WB)*</b>	<b>F*</b> <b>F*</b>				
		PM						
GX68	Lloyd Drive/Fair Oaks Lane	AM	<b>115.2 (WB)*</b> 12.2 (SB)	<b>F*</b> B	Adverse	Adverse	Adverse	Adverse
		PM						
GX69	El Camino Real/Watkins Avenue	AM	<b>95.1*</b> <b>41.0*</b>	<b>F*</b> <b>D*</b>				
		PM						
GX70	El Camino Real/Encinal Avenue	AM	<b>84.9*</b> 32.3	<b>F*</b> C				
		PM						
GX71	Laurel Street/Encinal Avenue	AM	12.5 29.3	B D				
		PM						
GX72	El Camino Real/Glenwood Avenue/Valparaiso Avenue	AM	<b>83.9*</b> <b>166.9*</b>	<b>F*</b> <b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM						
GX73	Laurel Street/Glenwood Avenue	AM	13.7 10.4	B B				
		PM						
GX74	El Camino Real/Oak Grove Avenue	AM	<b>82.4*</b> 60.5	<b>F*</b> E	Adverse	Adverse	Adverse	Adverse
		PM						
GX75	Merrill Street/Oak Grove Avenue	AM	<b>133.2 (NB)*</b> <b>&gt;180.0 (NB)*</b>	<b>F*</b> <b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM						



Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX76	Alma Street/Oak Grove Avenue	AM	<b>96.4 (NB)*</b>	<b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>82.4 (NB)*</b>	<b>F*</b>				
GX77	Laurel Street/Oak Grove Avenue	AM	<b>88.6*</b>	<b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM	33.1	<b>C</b>				
GX78	El Camino Real/Santa Cruz Avenue	AM	20.1	<b>C</b>	Adverse	Adverse	Adverse	Adverse
		PM	51.5	<b>D</b>				
GX79	Merrill Street/Santa Cruz Avenue	AM	<b>61.6*</b>	<b>F*</b>				
		PM	<b>139.4*</b>	<b>F*</b>				
GX80	El Camino Real/Ravenswood Avenue	AM	<b>71.4*</b>	<b>E*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>94.3*</b>	<b>F*</b>				
GX81	Merrill Street/Ravenswood Avenue	AM	<b>44.0 (SB)*</b>	<b>E*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>&gt;180.0 (NB)*</b>	<b>F*</b>				
GX82	Alma Street/Ravenswood Avenue	AM	<b>63.9 (SB)*</b>	<b>F*</b>				
		PM	<b>40.8 (NB)*</b>	<b>E*</b>				
GX83	Laurel Street/Ravenswood Avenue	AM	<b>146.4*</b>	<b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>&gt;180.0*</b>	<b>F*</b>				
GX84	El Camino Real/Palo Alto Avenue/Sand Hill Road	AM	<b>99.6*</b>	<b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>94.0*</b>	<b>F*</b>				
GX85	Alma Street/Palo Alto Avenue	AM	<b>42.9 (WB)*</b>	<b>E*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>39.1 (WB)*</b>	<b>E*</b>				
GX86	Alma Street/Churchill Avenue	AM	<b>&gt;180.0*</b>	<b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>151.0*</b>	<b>F*</b>				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX87	Mariposa Avenue/Churchill Avenue	AM	75.9 (EB)*	F*	Adverse	Adverse	Adverse	Adverse
		PM	86.0 (EB)*	F*				
GX88	Alma Street/Meadow Drive	AM	154.7*	F*				
		PM	117.7*	F*				
GX89	Park Boulevard/Meadow Drive	AM	>180.0 (NB)*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0 (EB)*	F*				
GX90	Alma Street/Charleston Road	AM	>180.0*	F*				
		PM	>180.0*	F*				
GX91	Park Boulevard/Charleston Road	AM	>180.0 (NB)*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0 (NB)*	F*				
GX92	El Camino Real/Maple Street	AM	14.8	B				
		PM	16.7	B				
GX93	Franklin Street/Maple Street	AM	12.6 (SB)	B				
		PM	60.4 (NB)*	F*				
GX94	Glenwood Street/Garwood Street	AM	25.4 (SB)	D				
		PM	20.0 (SB)	C				
GX95	Castilleja Avenue/Churchill Avenue	AM	>180.0 (NB)*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0 (EB)*	F*				
GX96	Wilkie Way/West Charleston Road	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
<b>Mountain View to Santa Clara Subsection</b>								

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX97	Central Expressway/Rengstorff Avenue	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX98	Leland Avenue/Crisanto Avenue/Rengstorff Avenue	AM	157.4*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX99	Central Expressway/Moffett Boulevard/Castro Street	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX100	Evelyn Avenue/Castro Street	AM	178.9 (NB)*	F*				
		PM	180.0 (NB)*	F*				
GX101	Evelyn Avenue/Mary Avenue	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	169.4*	F*				
GX102	Evelyn Avenue/Sunnyvale Avenue	AM	>180.0*	F*				
		PM	>180.0*	F*				
GX103	Hendy Avenue/Sunnyvale Avenue	AM	>180.0*	F*				
		PM	>180.0*	F*				
GX104	Villa Street/Castro Street	AM	93.4*	F*	Adverse	Adverse	Adverse	Adverse
		PM	120.8*	F*				
GX105	Dana Street/Castro Street	AM	106.6*	F*	Adverse	Adverse	Adverse	Adverse
		PM	119.1*	F*				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
GX106	Hope Street/Transit Center/Evelyn Avenue	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
GX107	Central Avenue/Moffett Boulevard	AM	>180.0*	F*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*				
<b>San Jose Diridon Station Approach Subsection</b>								
D4	The Alameda (SR 82)/Taylor Street-Naglee Avenue	AM	88.0*	F*			91.0*	F*
		PM	123.8*	F*			126.8*	F*
D12	Stockton Avenue/The Alameda-West Santa Clara Street (SR 82)	AM	>180.0*	F*	Adverse	Adverse	>180.0*	F*
		PM	>180.0*	F*	Adverse	Adverse		
D13	Cahill Street/West Santa Clara Street (SR 82)	AM	55.4*	E*	Adverse	Adverse		
		PM	75.7*	E*			67.5*	E*
D15	Autumn Street (SR 82)/West Santa Clara Street (SR 82)	AM	60.5*	E*	Adverse	Adverse	Adverse	Adverse
		PM	>180.0*	F*	Adverse	Adverse		
D21	Cahill Street/Stover Street-Crandall Street	AM	16.2	C	13.0	B	12.6	B
		PM	37.0*	E*			13.0	B

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
D22	Montgomery Street (SR 82)/Stover Street-Crandall Street	AM	<b>76.1 (SB) *</b>	<b>F*</b>	12.9	B		
		PM	<b>&gt;180.0 (SB) *</b>	<b>F*</b>	13.0	B		
D23	Cahill Street/West San Fernando Street	AM	19.4	C	18.8	B	18.9	B
		PM	<b>36.7*</b>	<b>E*</b>	18.5	B	18.3	B
D24	Montgomery Street (SR 82)/West San Fernando Street	AM	28.5	C	Adverse	Adverse		
		PM	<b>55.4*</b>	<b>E*</b>				
D25	Autumn Street (SR 82)/West San Fernando Street	AM	<b>&gt;180.0*</b>	<b>F*</b>				
		PM	<b>166.5*</b>	<b>F*</b>			Adverse	Adverse
D27	Montgomery Street (SR 82)/Park Avenue	AM	<b>47.1*</b>	<b>D*</b>			Adverse	Adverse
		PM	<b>174.7*</b>	<b>F*</b>				
D31	Montgomery Street-Bird Avenue (SR 82)/West San Carlos Street (SR 82)	AM	<b>128.9*</b>	<b>F*</b>			Adverse	Adverse
		PM	<b>168.0*</b>	<b>F*</b>				
D33	Bird Avenue/Auzerais Avenue	AM	<b>63.7*</b>	<b>E*</b>	Adverse	Adverse		
		PM	<b>81.9*</b>	<b>F*</b>	Adverse	Adverse		
D35	Bird Avenue/I-280 NB ramps	AM	<b>132.2*</b>	<b>F*</b>			Adverse	Adverse
		PM	<b>130.7*</b>	<b>F*</b>				

Intersection		Peak Hour	No Project		Alternative A		Alternative B	
			Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
D36	Bird Avenue/I-280 SB ramps	AM	<b>72.6*</b>	<b>E*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>56.4*</b>	<b>E*</b>				
D37	Bird Avenue/West Virginia Street	AM	<b>151.8*</b>	<b>F*</b>	Adverse	Adverse	Adverse	Adverse
		PM	<b>81.2*</b>	<b>F*</b>				
D41	Coleman Avenue/Hedding Street	AM	<b>138.7*</b>	<b>F*</b>			Adverse	Adverse
		PM	<b>76.1*</b>	<b>E*</b>			Adverse	Adverse
D42	Coleman Avenue/Taylor Street	AM	54.7	D			Adverse	Adverse
		PM	<b>82.4*</b>	<b>F*</b>			Adverse	Adverse
D43	Delmas Avenue/West Santa Clara Street	AM	<b>160.2*</b>	<b>F*</b>				
		PM	52.8	D			Adverse	Adverse
D44	Delmas Avenue/West San Fernando Street	AM	<b>55.4*</b>	<b>E*</b>			Adverse	Adverse
		PM	<b>&gt;180.0*</b>	<b>F*</b>				
D48	Sunol St/Auzerais Avenue	AM	<b>&gt;180.0*</b>	<b>F*</b>	Adverse	Adverse		
		PM	<b>&gt;180.0*</b>	<b>F*</b>	Adverse	Adverse		

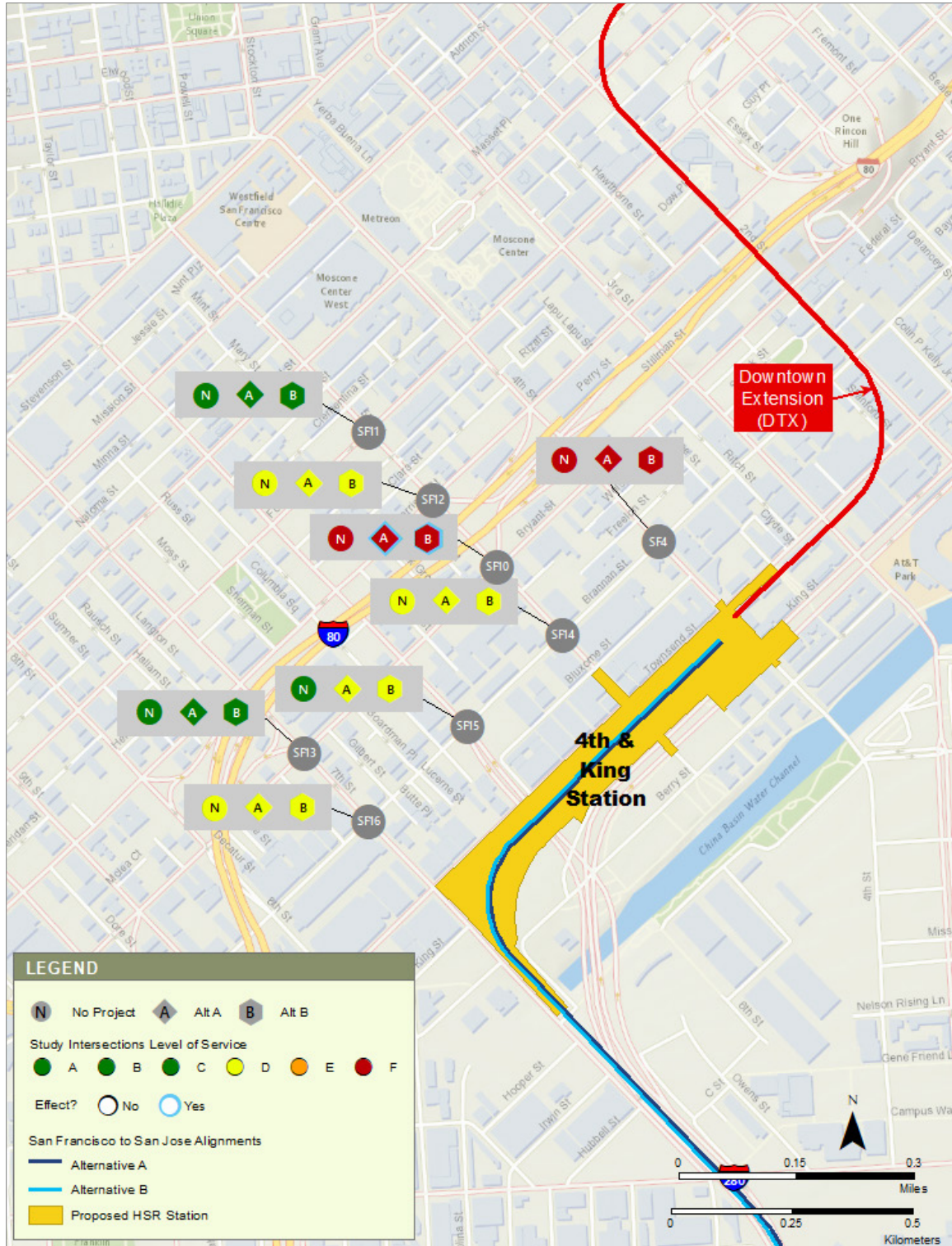
Whole intersection average delay reported for signalized intersections. Whole intersection average delay and worst approach delay (in parentheses) reported for unsignalized intersections. Entries **bolded with an asterisk (\*)** identify locations with LOS E or F in one or both peak hours. **Shaded bolded** entries with the word "Adverse" identify locations of adverse effects under NEPA as defined by the criteria.

I- = Interstate  
 NB = northbound  
 SB = southbound  
 EB = eastbound  
 WB = westbound  
 LOS = level of service  
 MOWF = maintenance of way facility  
 Ext. = Extension  
 US = U.S. Highway



MAY 2019

Figure 1 Locator Map for Intersection LOS Figures

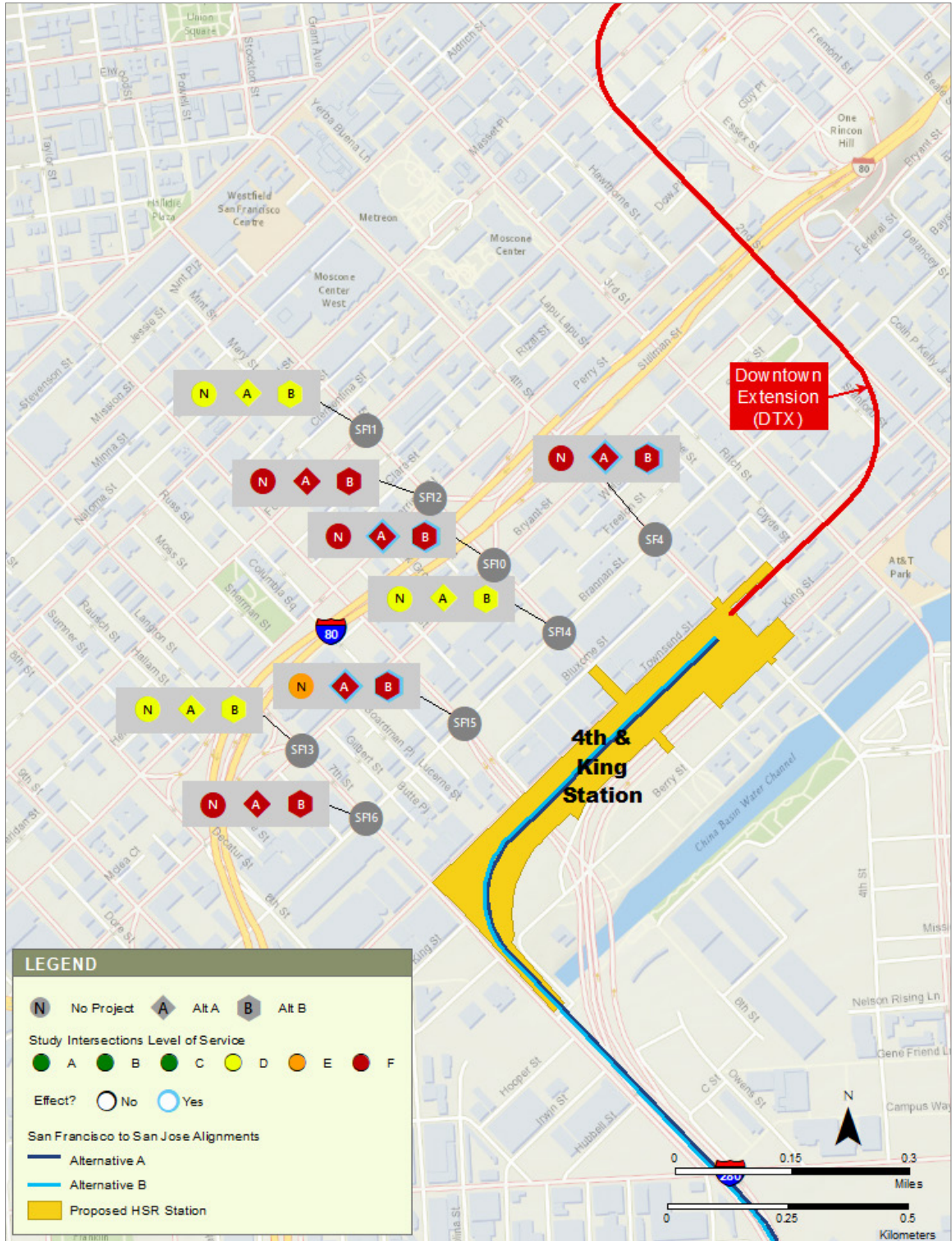


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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 2 4th and King Street Station 2029 Plus Project AM Peak Hour Intersection LOS: Location 1 of 16**





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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 3 4th and King Street Station 2029 Plus Project PM Peak Hour Intersection LOS: Location 1 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 4 4th and King Street Station 2029 Plus Project AM Peak Hour Intersection LOS: Location 2 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 5 4th and King Street Station 2029 Plus Project PM Peak Hour Intersection LOS: Location 2 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 6 San Francisco At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 3 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 7 San Francisco At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 3 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 8 Brisbane LMF 2040 Plus Project AM Peak Hour Intersection LOS: Location 4 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 9 Brisbane LMF 2040 Plus Project PM Peak Hour Intersection LOS: Location 4 of 16**

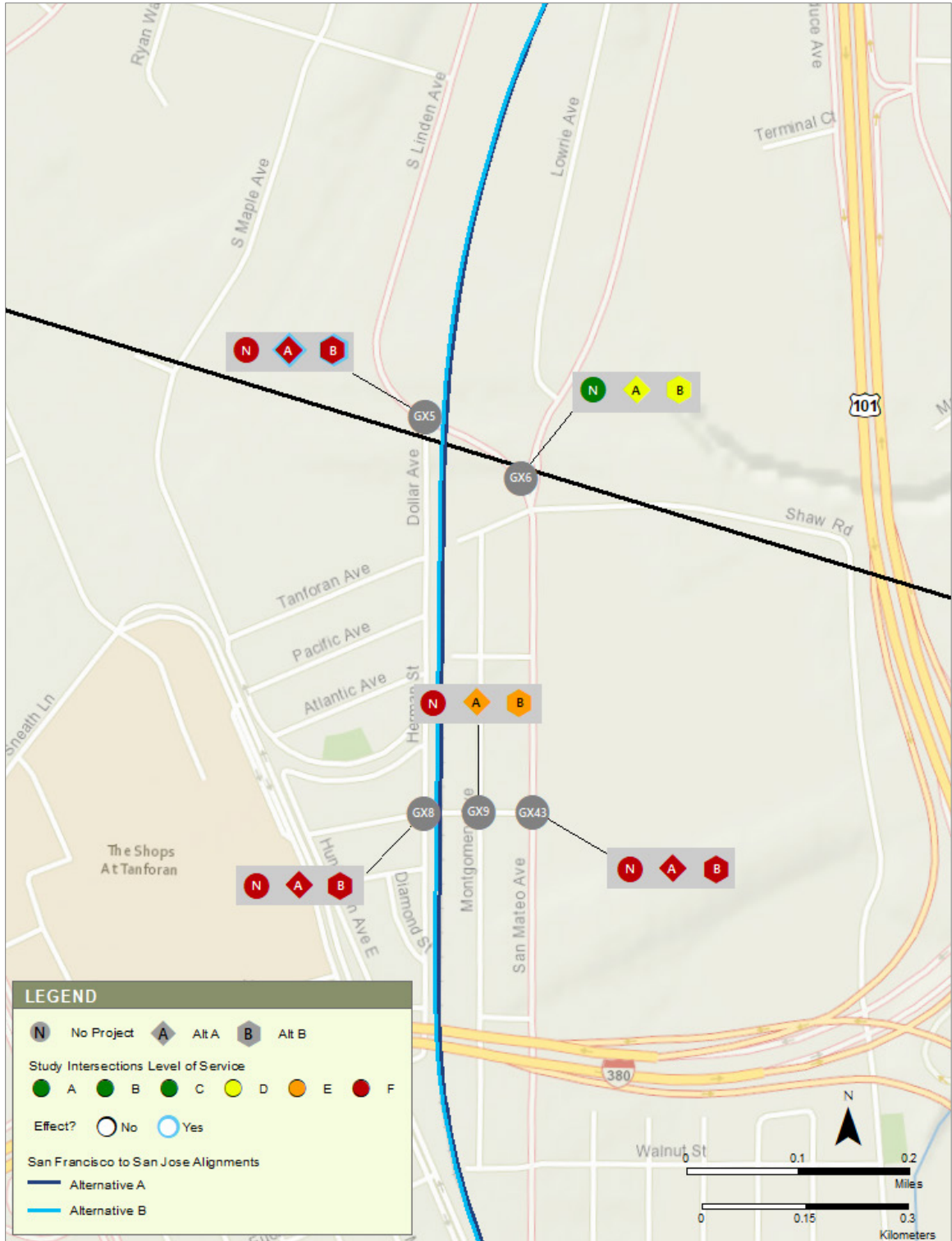


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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 10 South San Francisco and San Bruno At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 5 of 16**

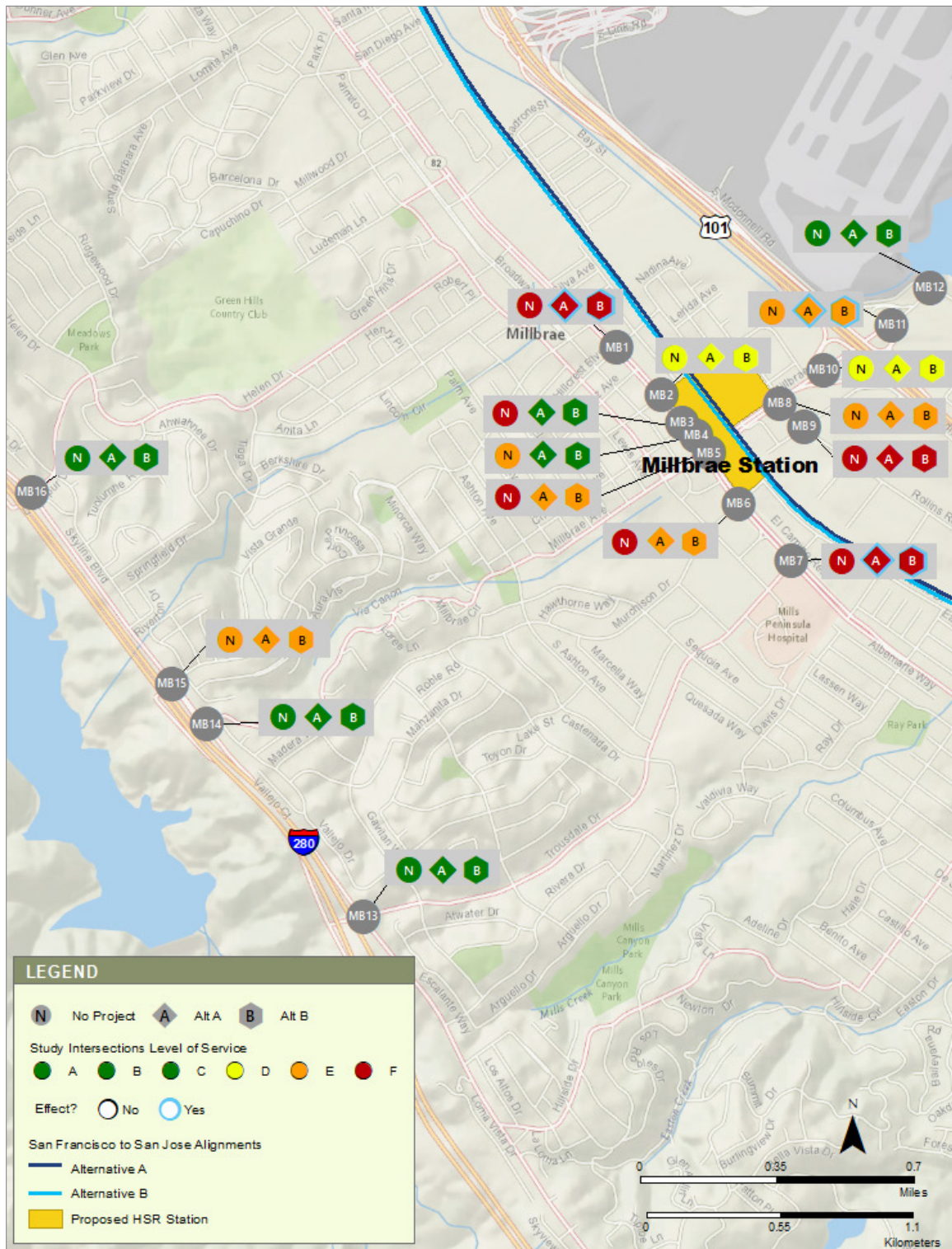




SEPTEMBER 2019

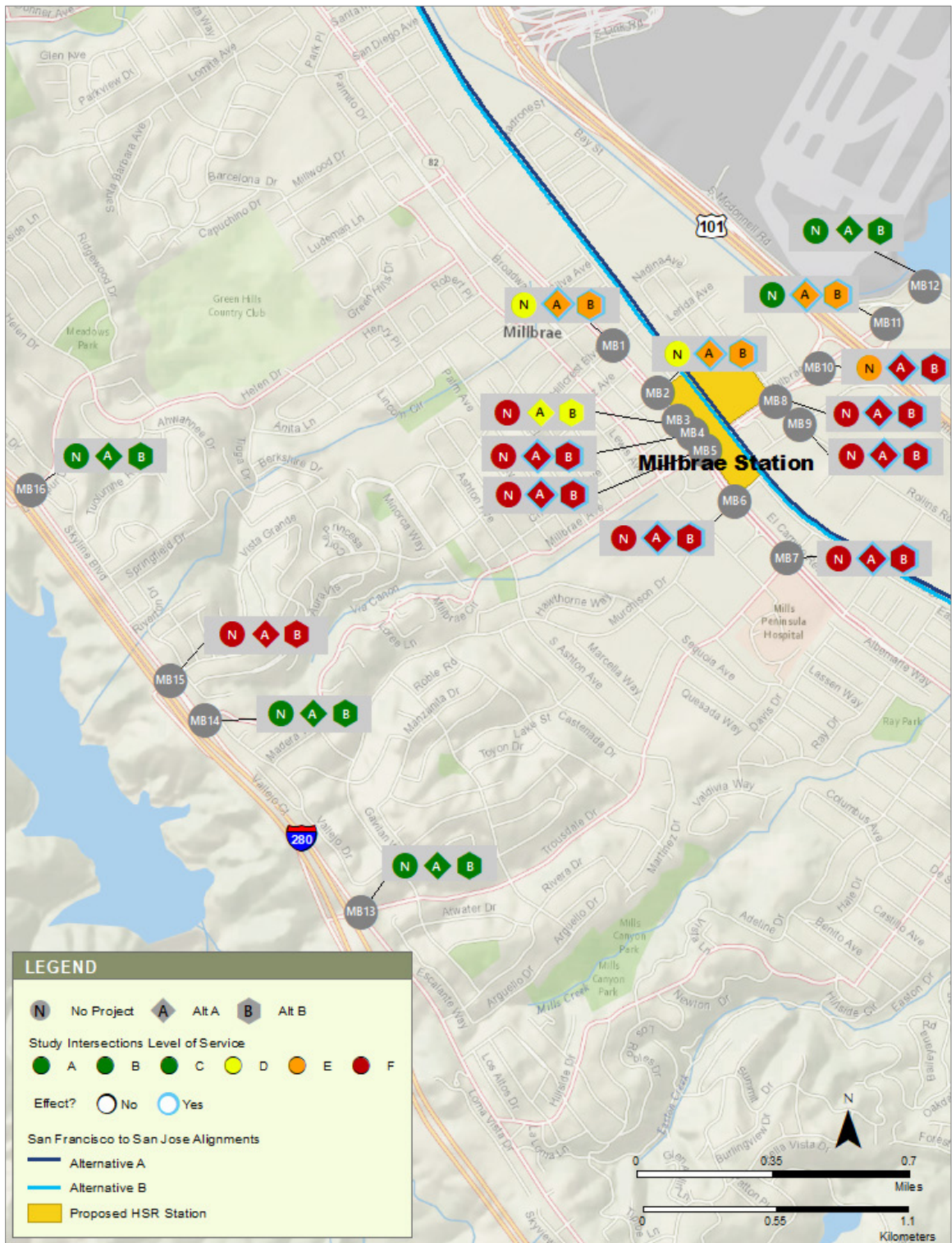
LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 11 South San Francisco and San Bruno At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 5 of 16**



LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

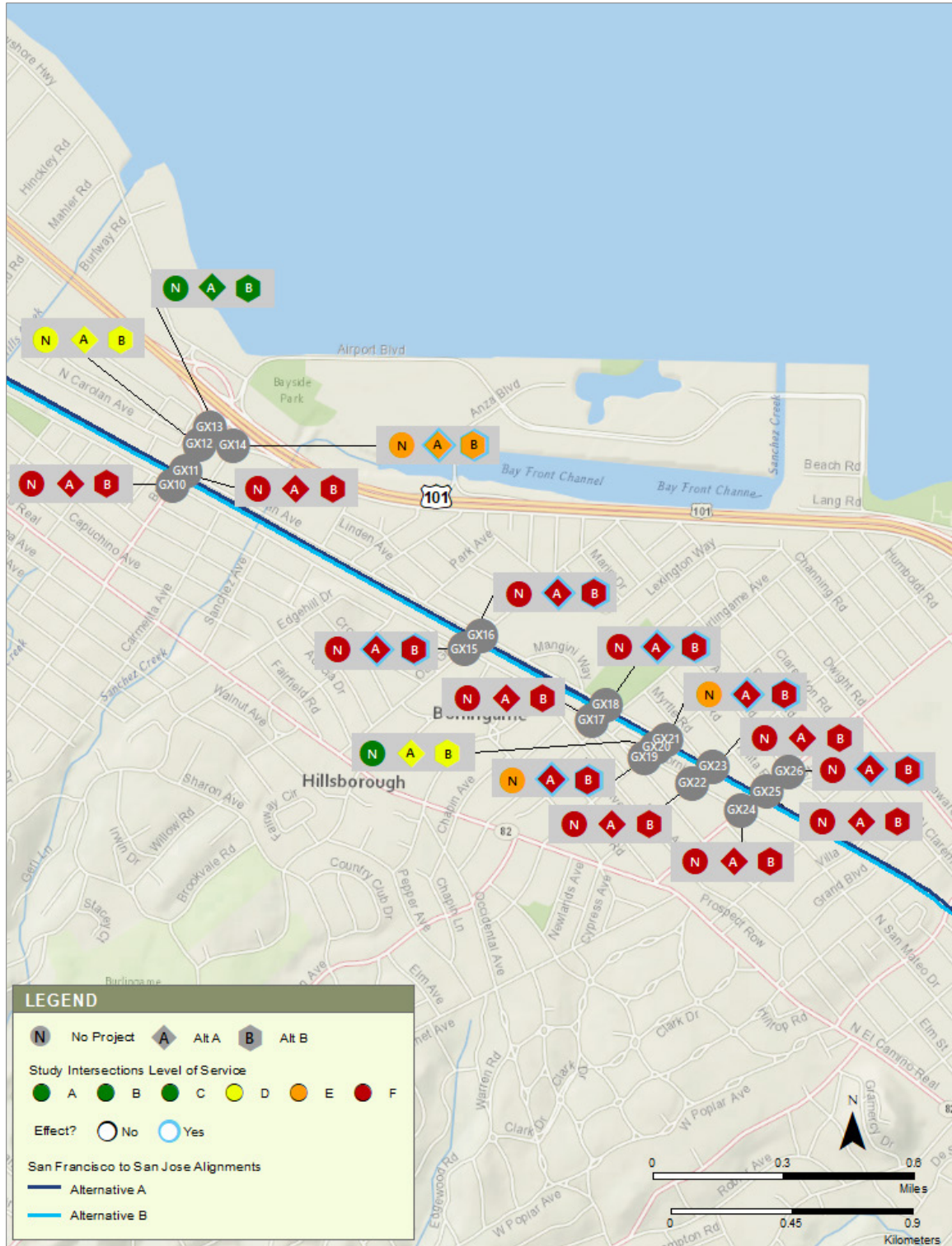
**Figure 12 Millbrae Station 2040 Plus Project AM Peak Hour Intersection LOS: Location 6 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

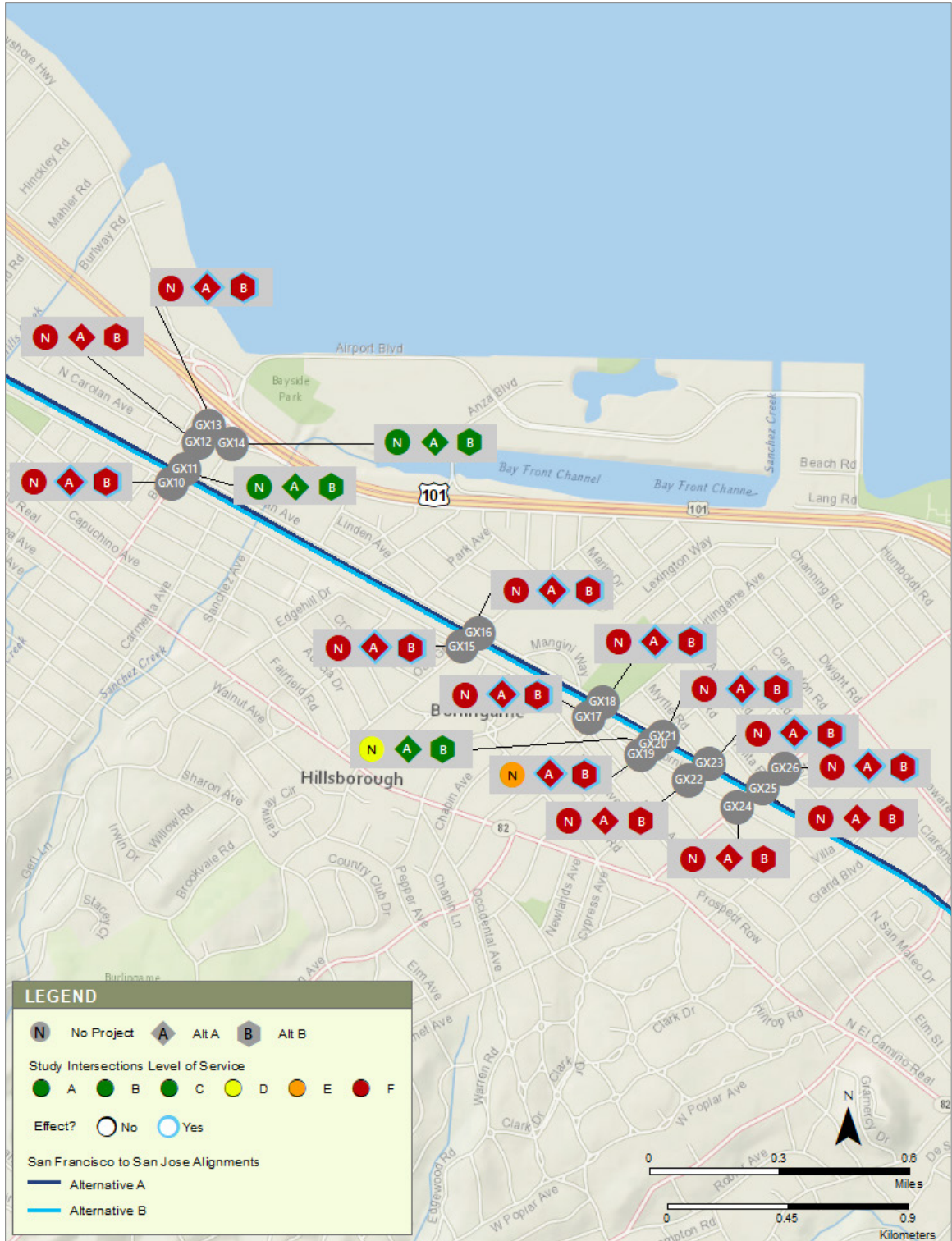
**Figure 13 Millbrae Station 2040 Plus Project PM Peak Hour Intersection LOS: Location 6 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

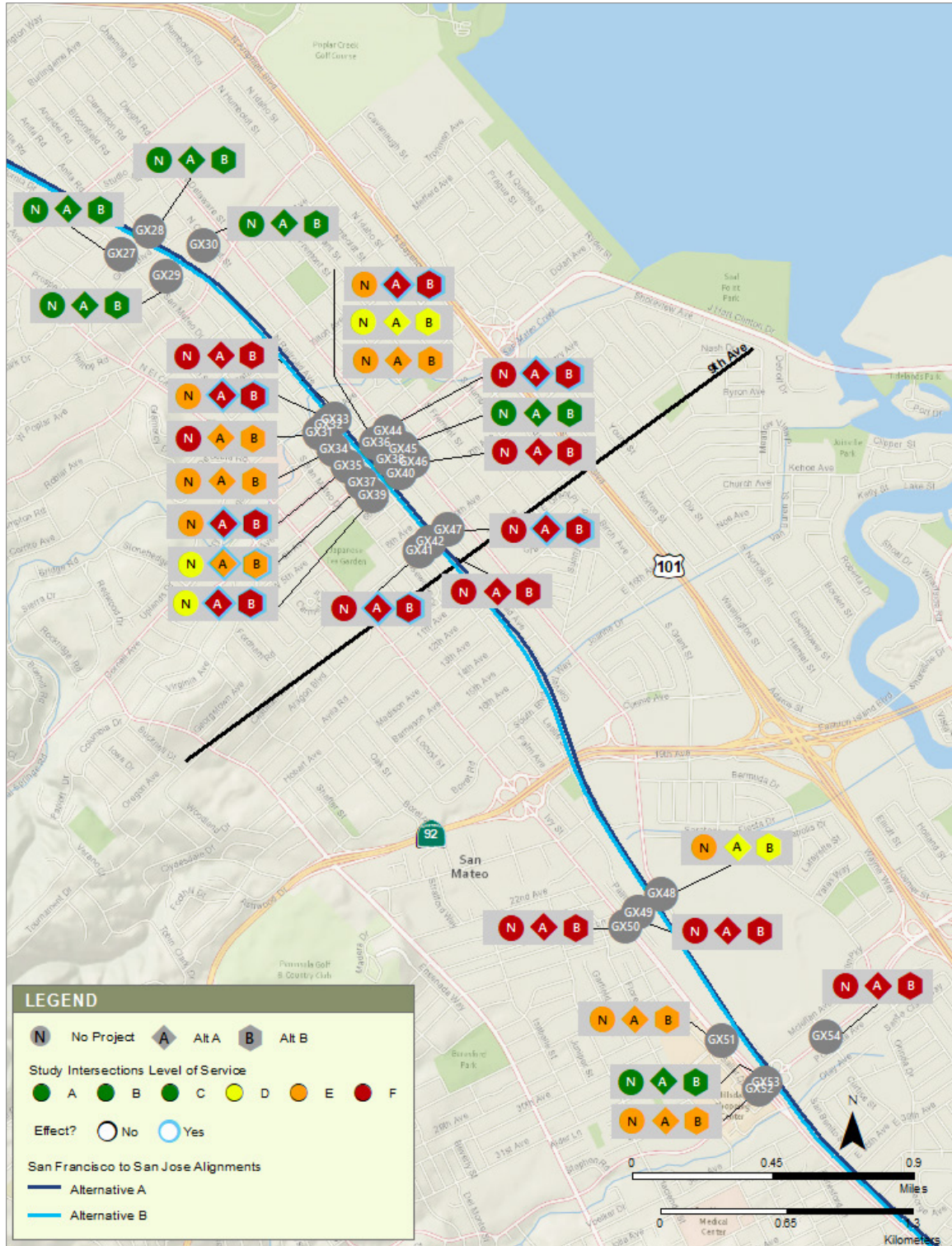
**Figure 14 Burlingame At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 7 of 16**



LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

SEPTEMBER 2019

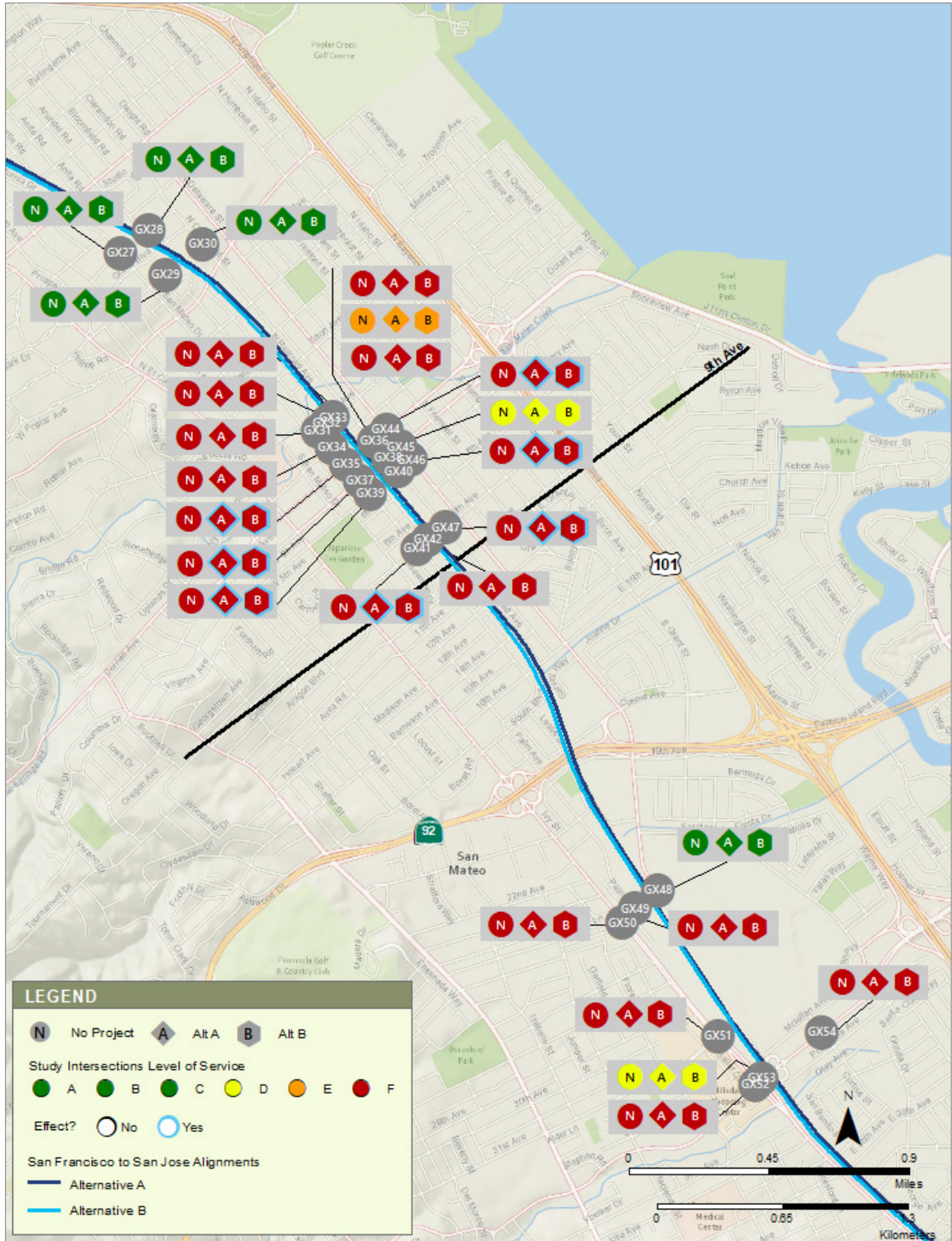
**Figure 15 Burlingame At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 7 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

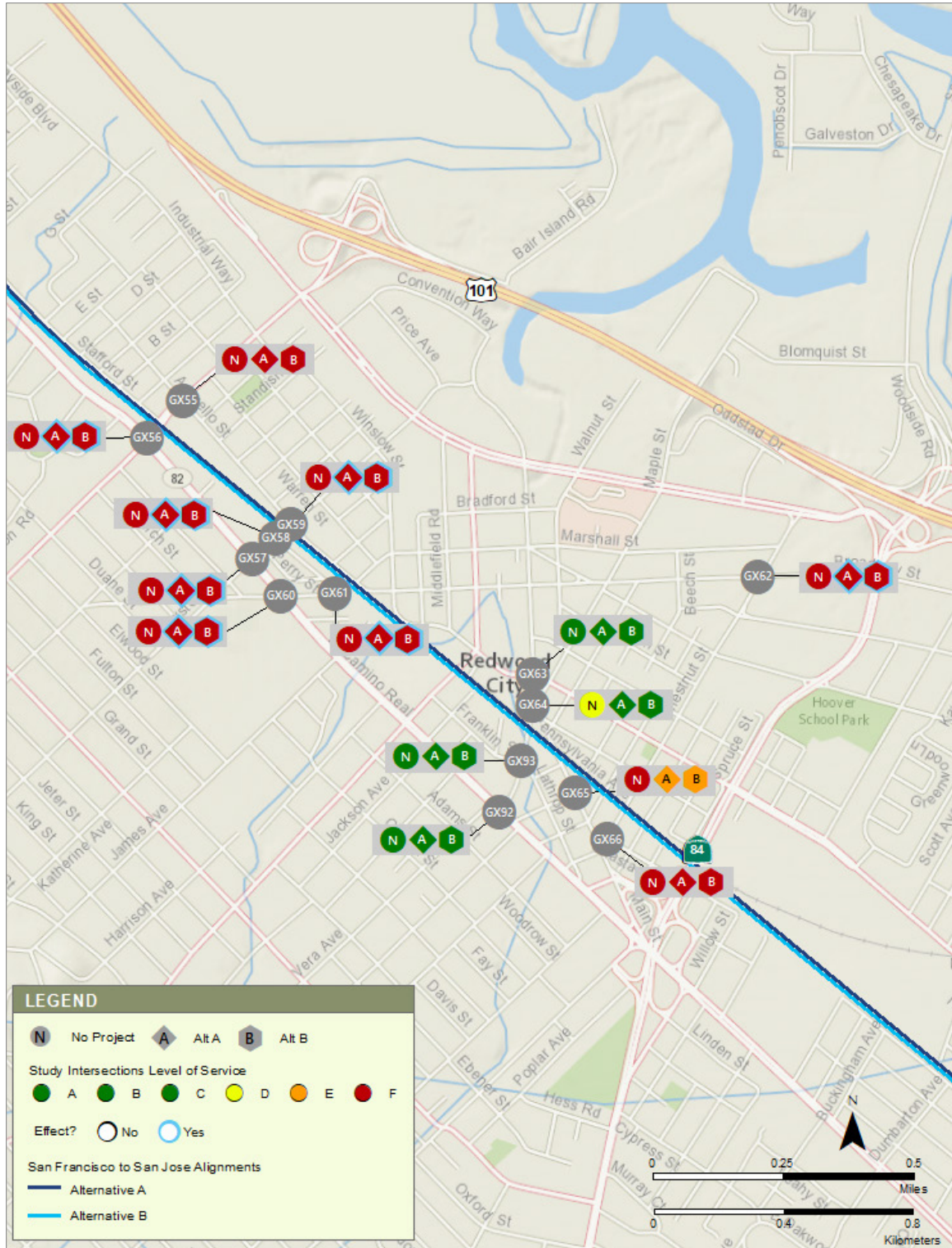
**Figure 16 San Mateo At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 8 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

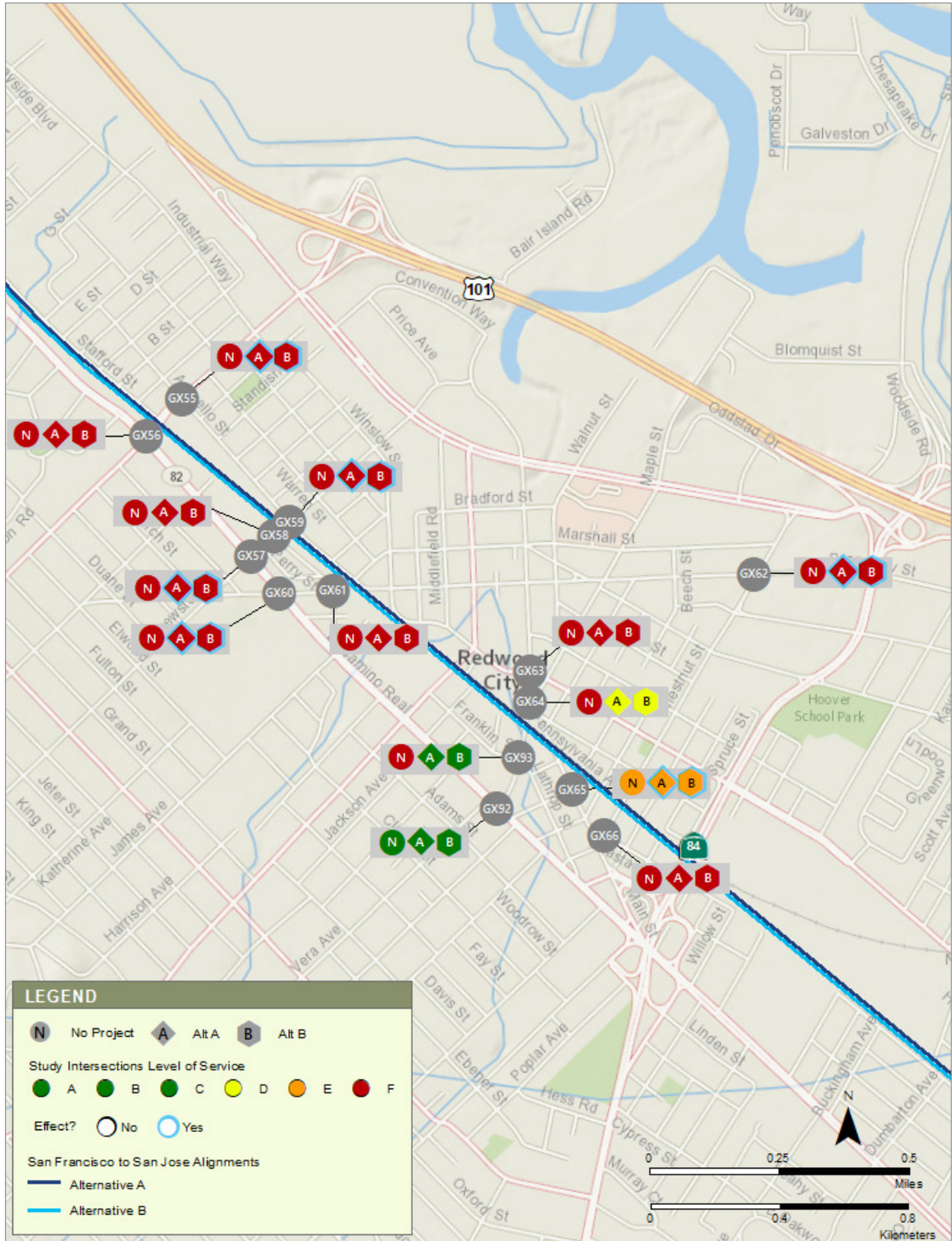
**Figure 17 San Mateo At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 8 of 16**



LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

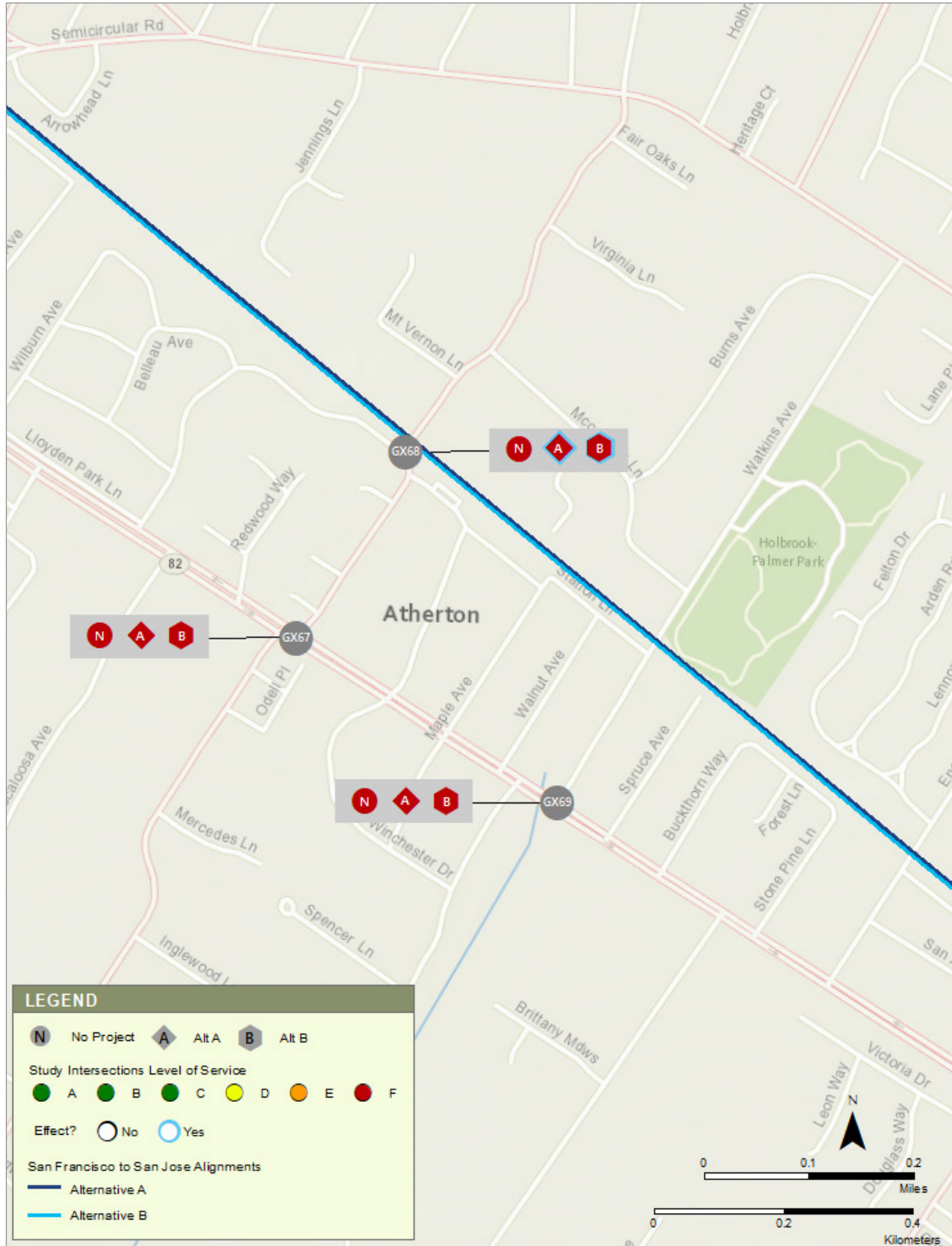
**Figure 18 Redwood City At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 9 of 16**





LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 19 Redwood City At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 9 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

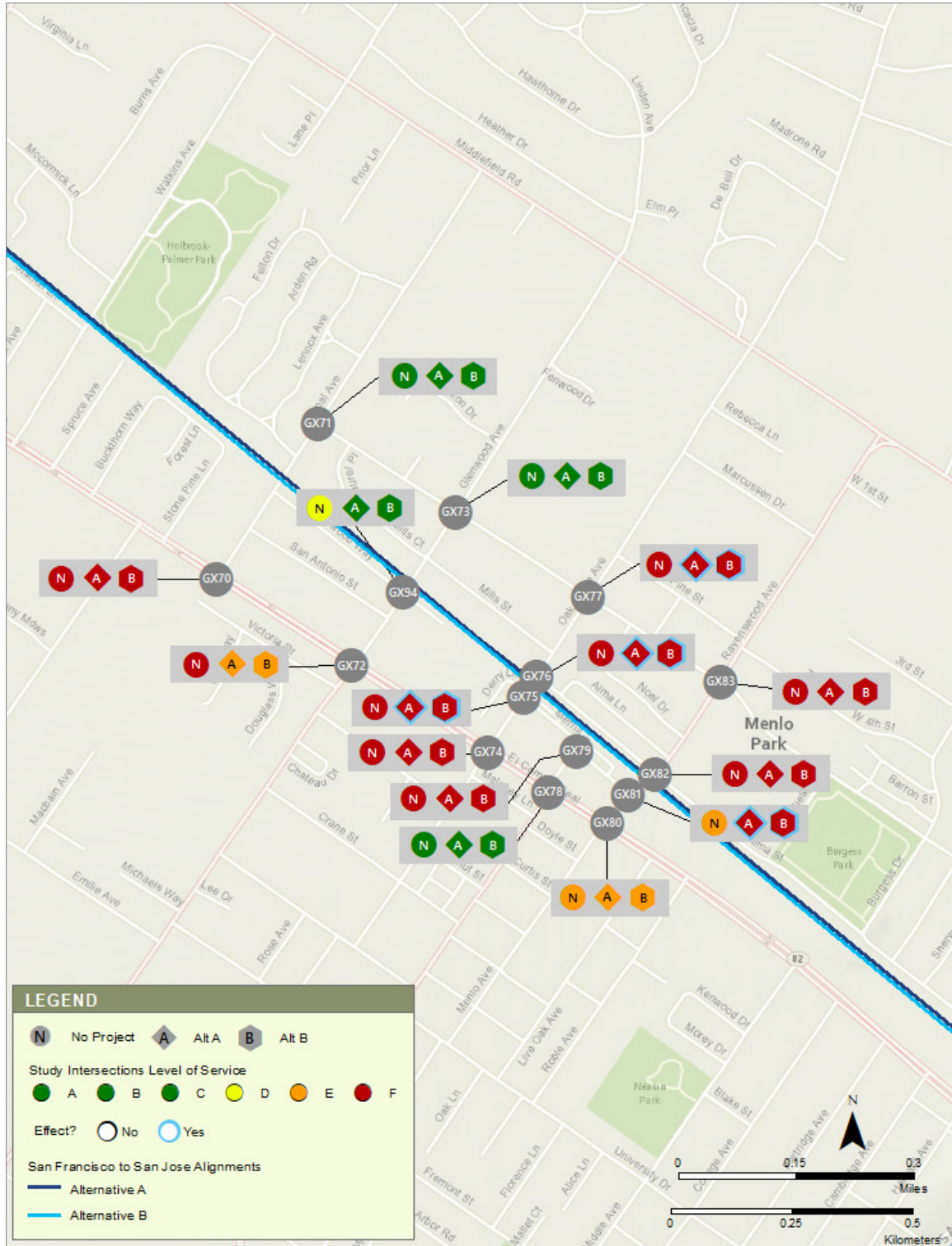
**Figure 20 Atherton At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 10 of 16**



SEPTEMBER 2019

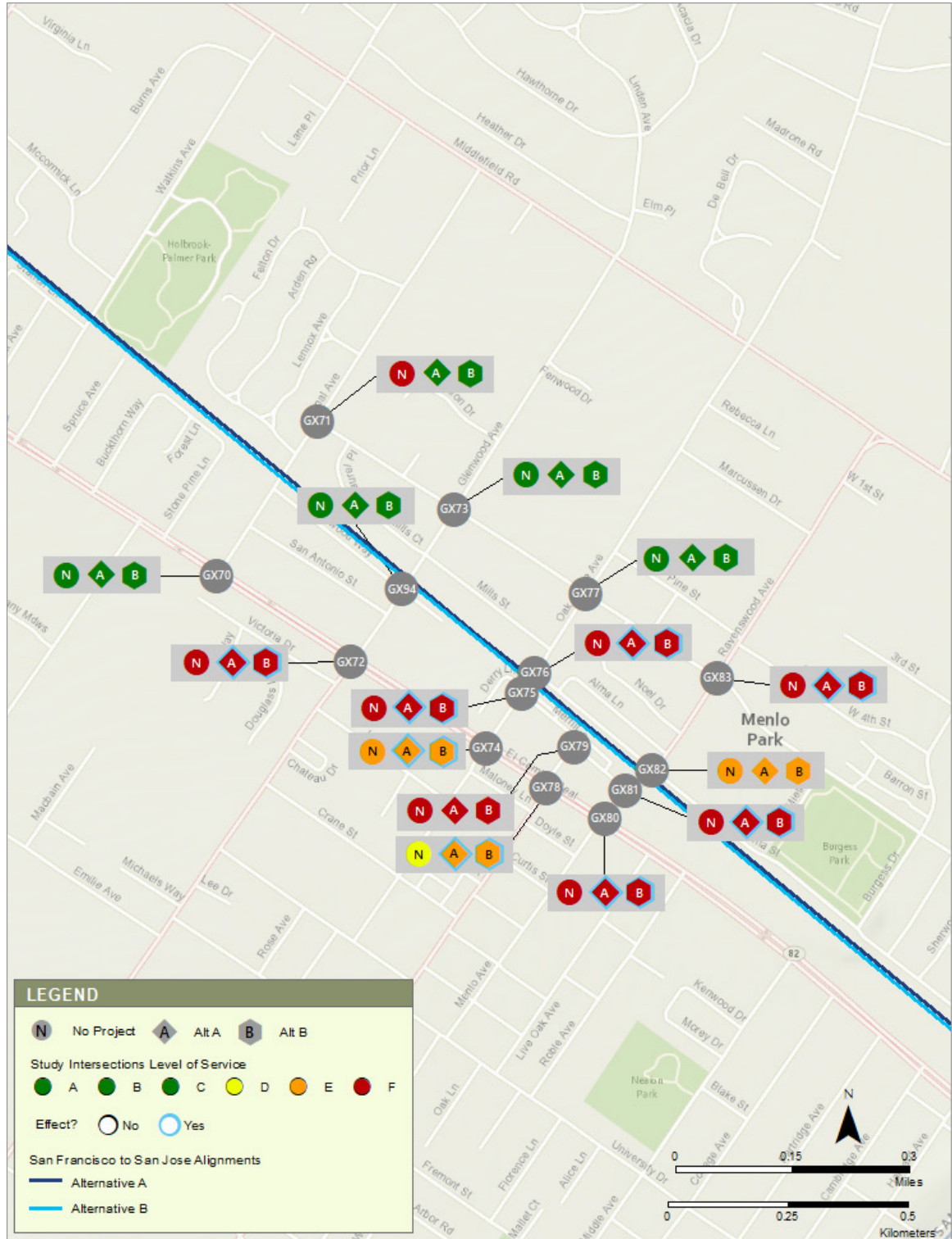
LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 21 Atherton At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 10 of 16**



LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

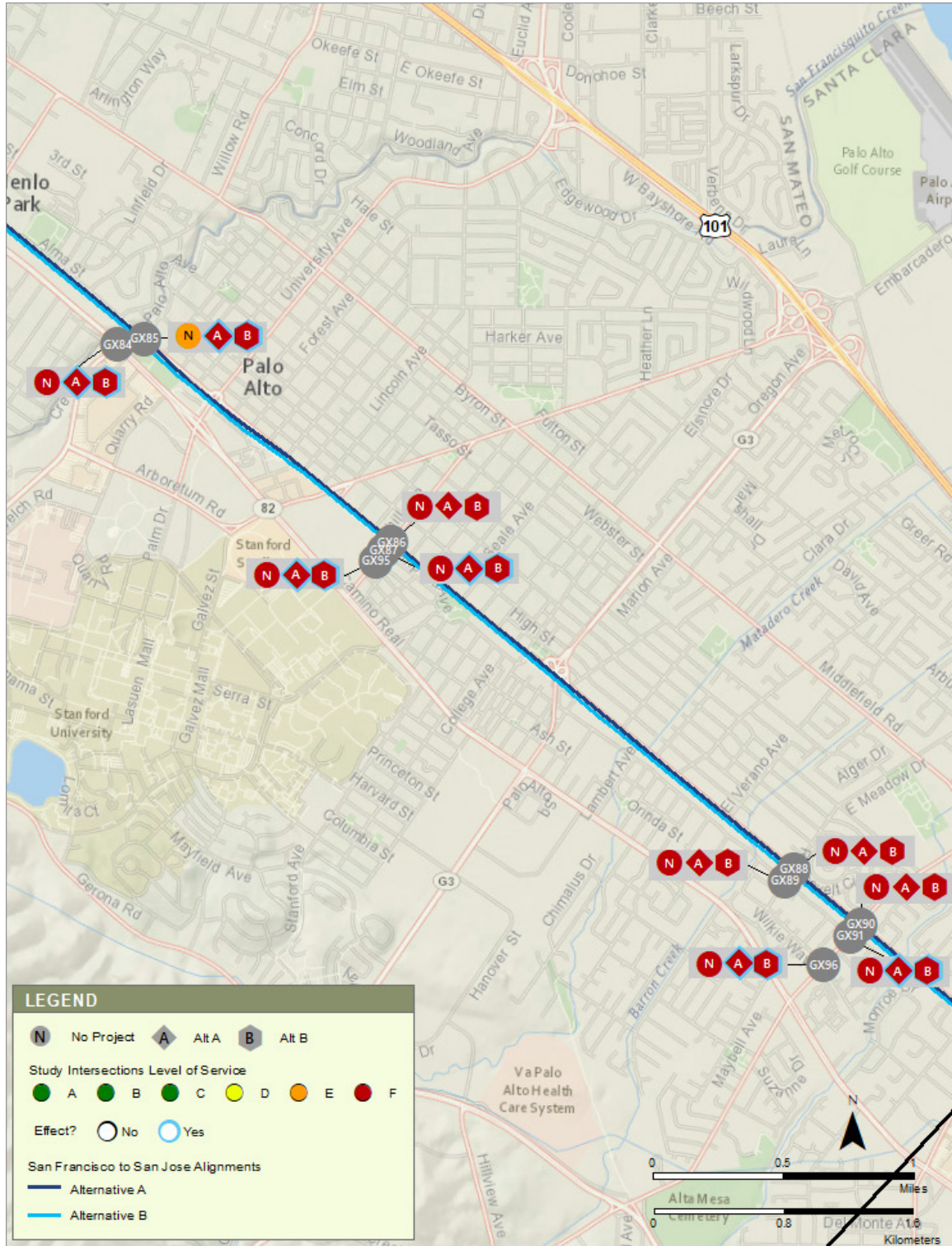
**Figure 22 Menlo Park At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 11 of 16**



SEPTEMBER 2019

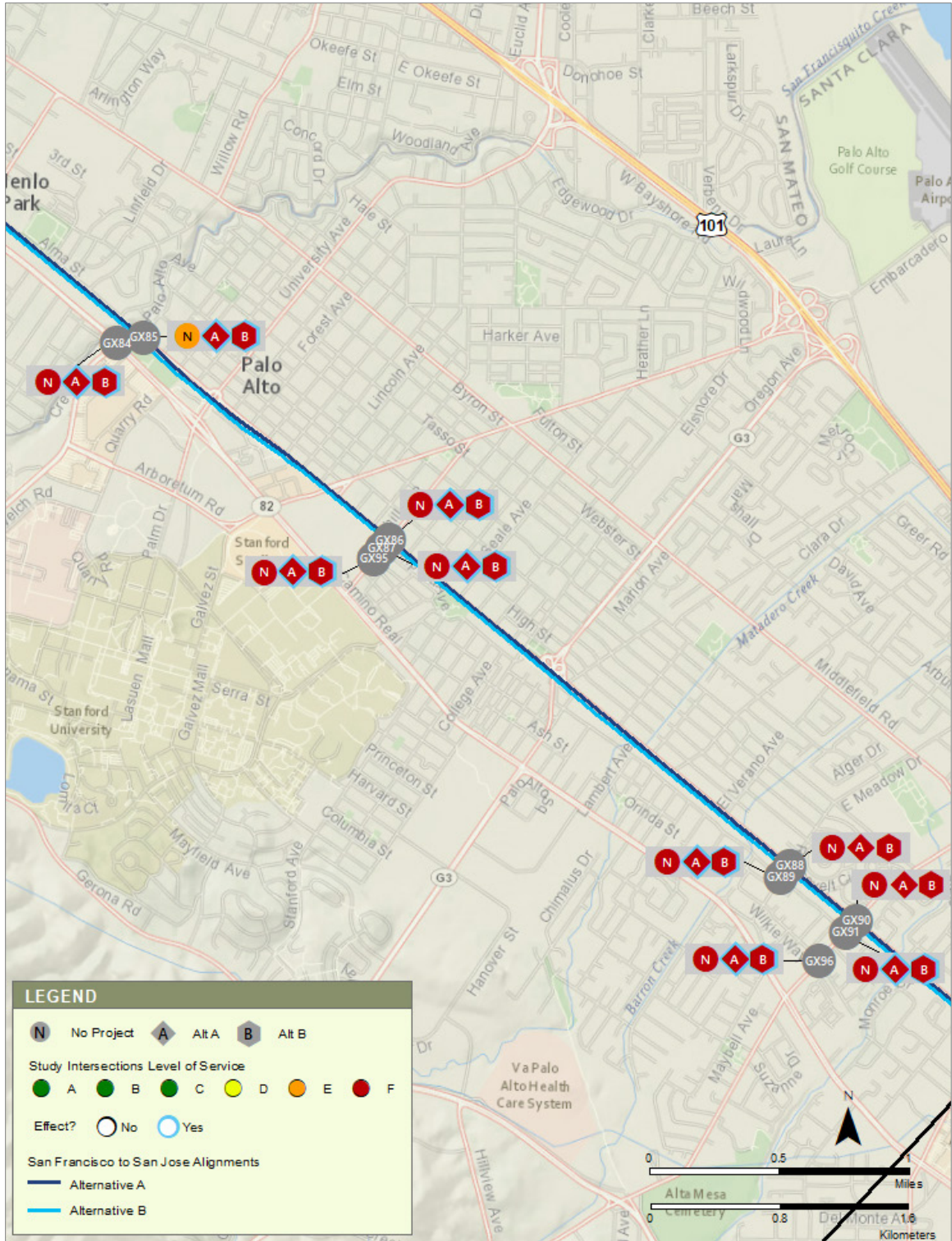
LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 23 Menlo Park At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 11 of 16**



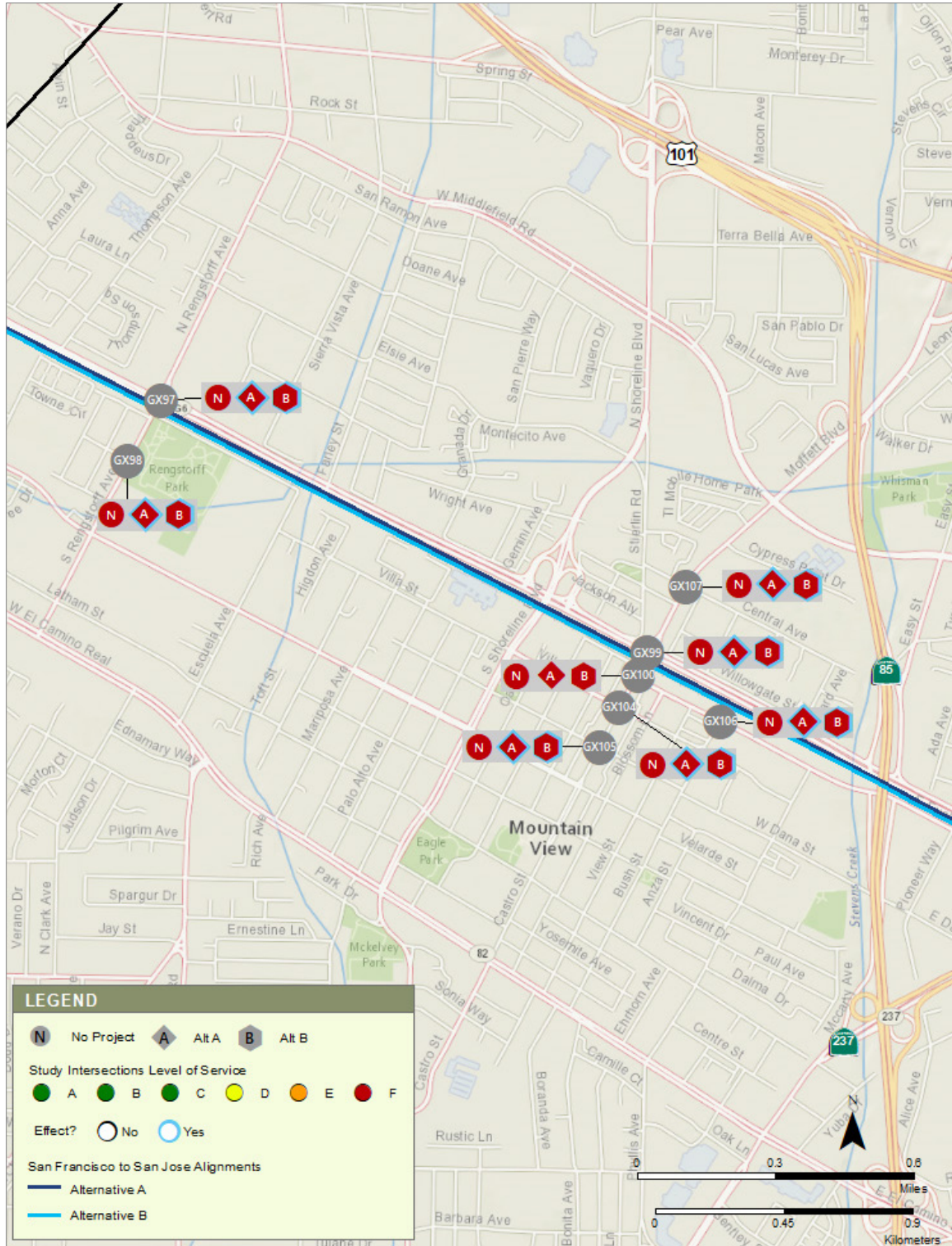
LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 24 Palo Alto At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 12 of 16**



LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 25 Palo Alto At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 12 of 16**

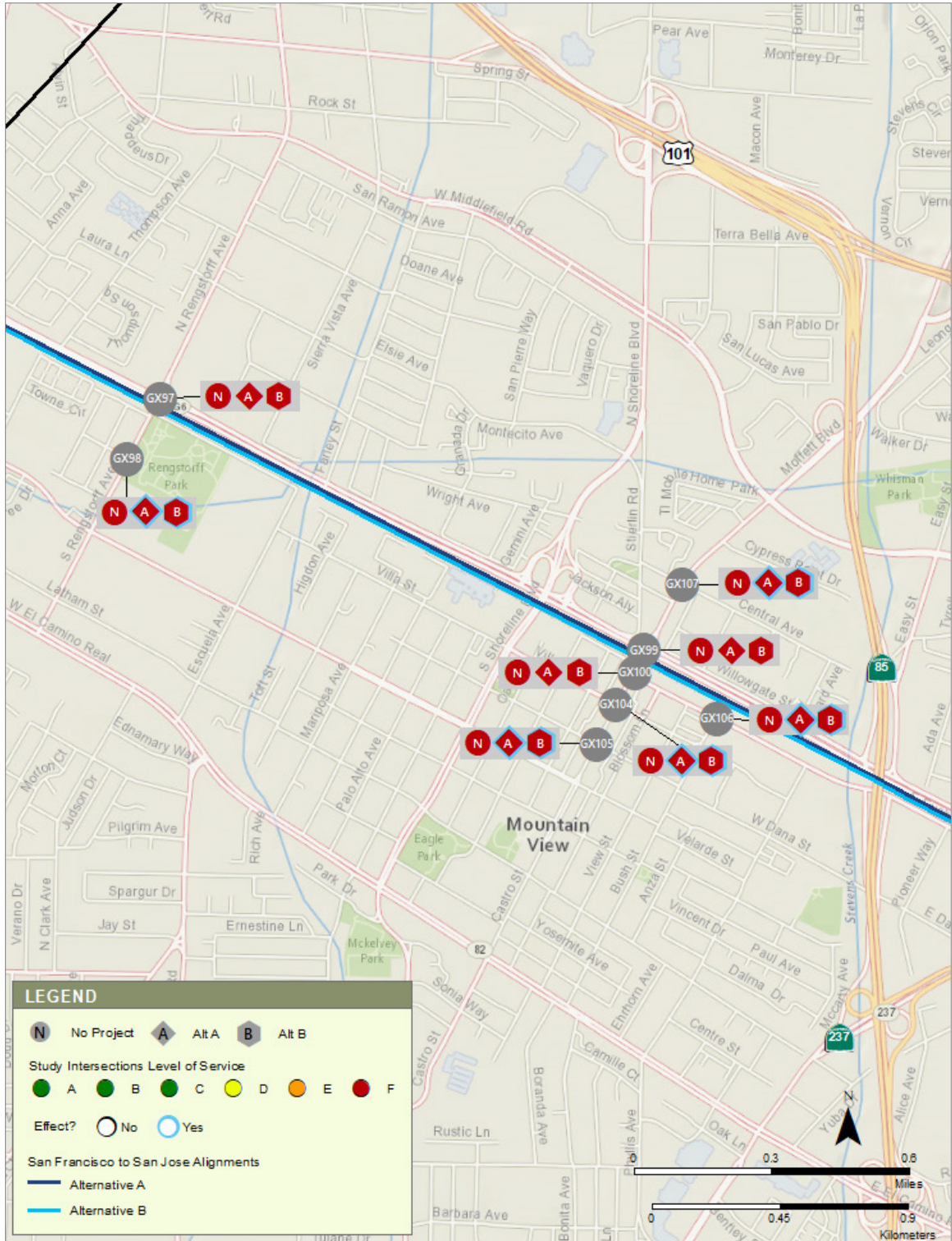


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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 26 Mountain View At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection**  
**LOS: Location 13 of 16**

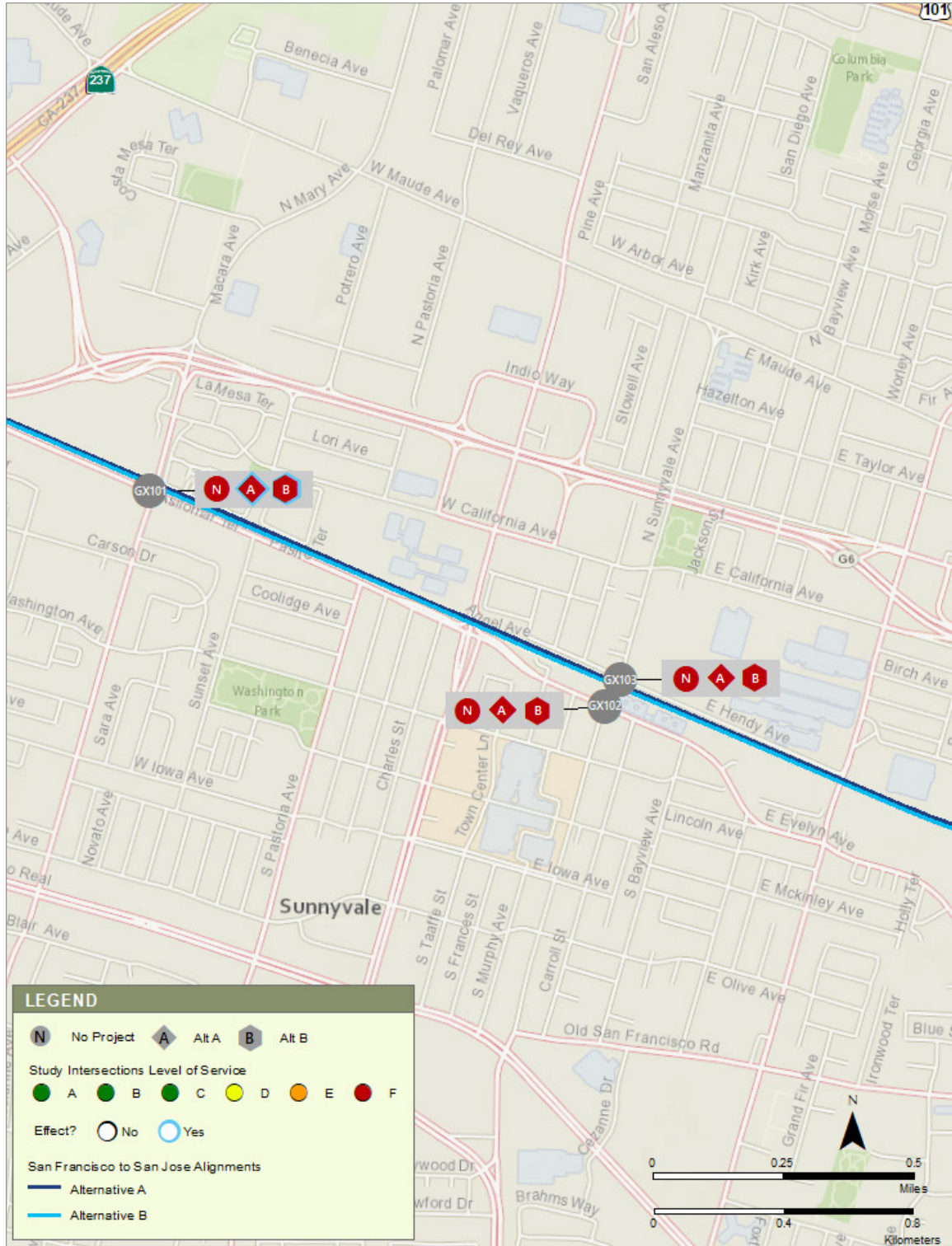




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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

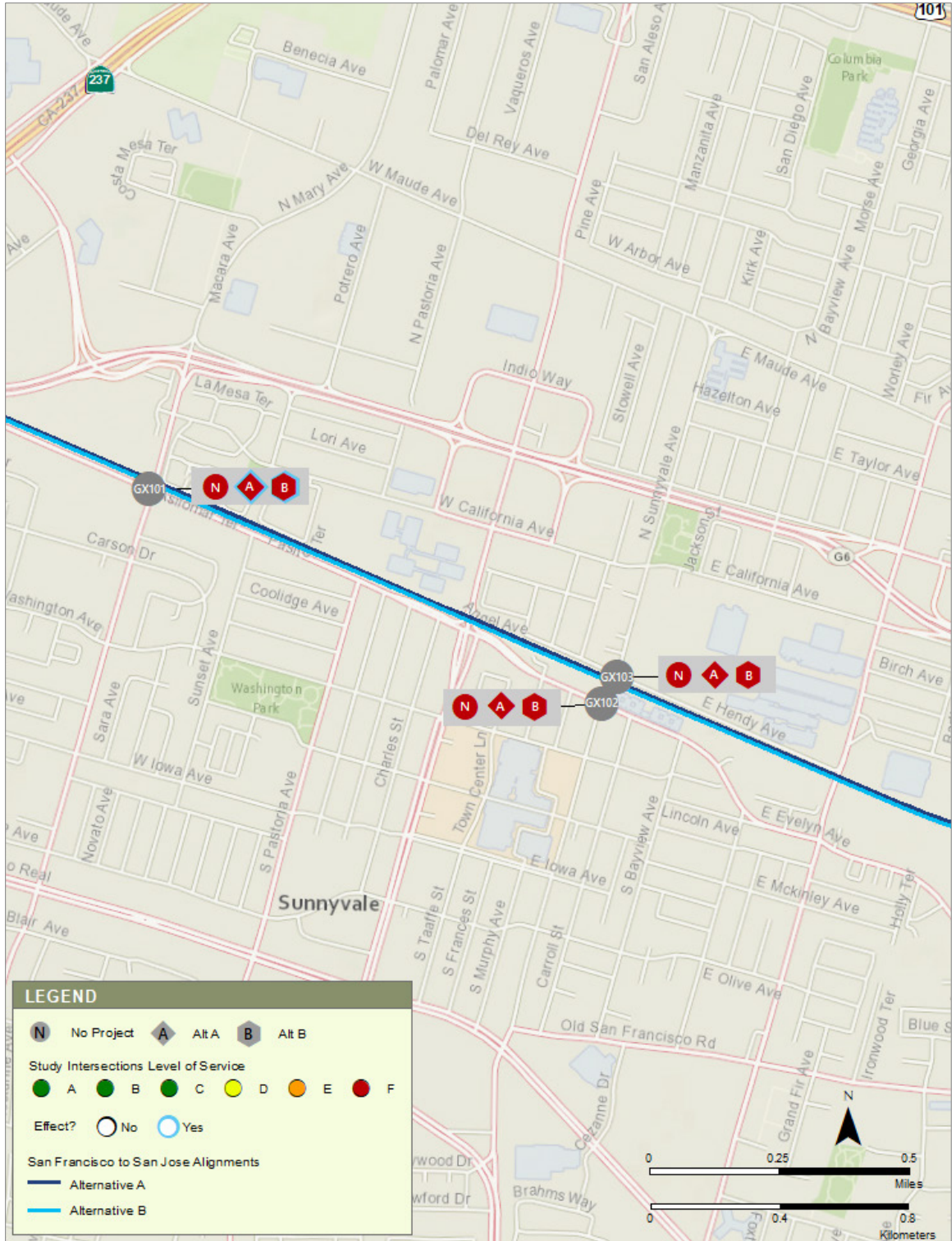
**Figure 27 Mountain View At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 13 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

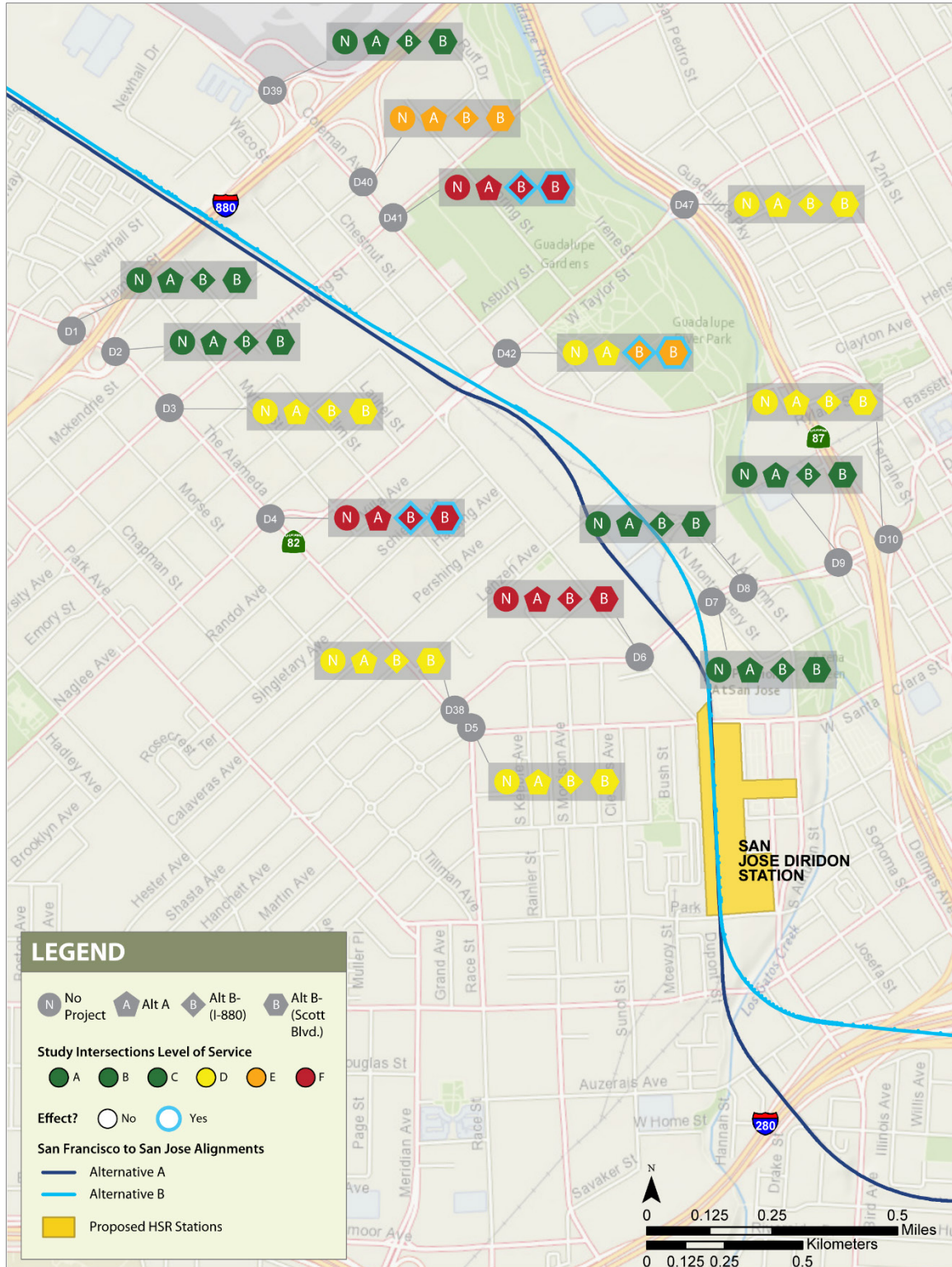
**Figure 28 Sunnyvale At-Grade Crossings 2040 Plus Project AM Peak Hour Intersection LOS: Location 14 of 16**



SEPTEMBER 2019

LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

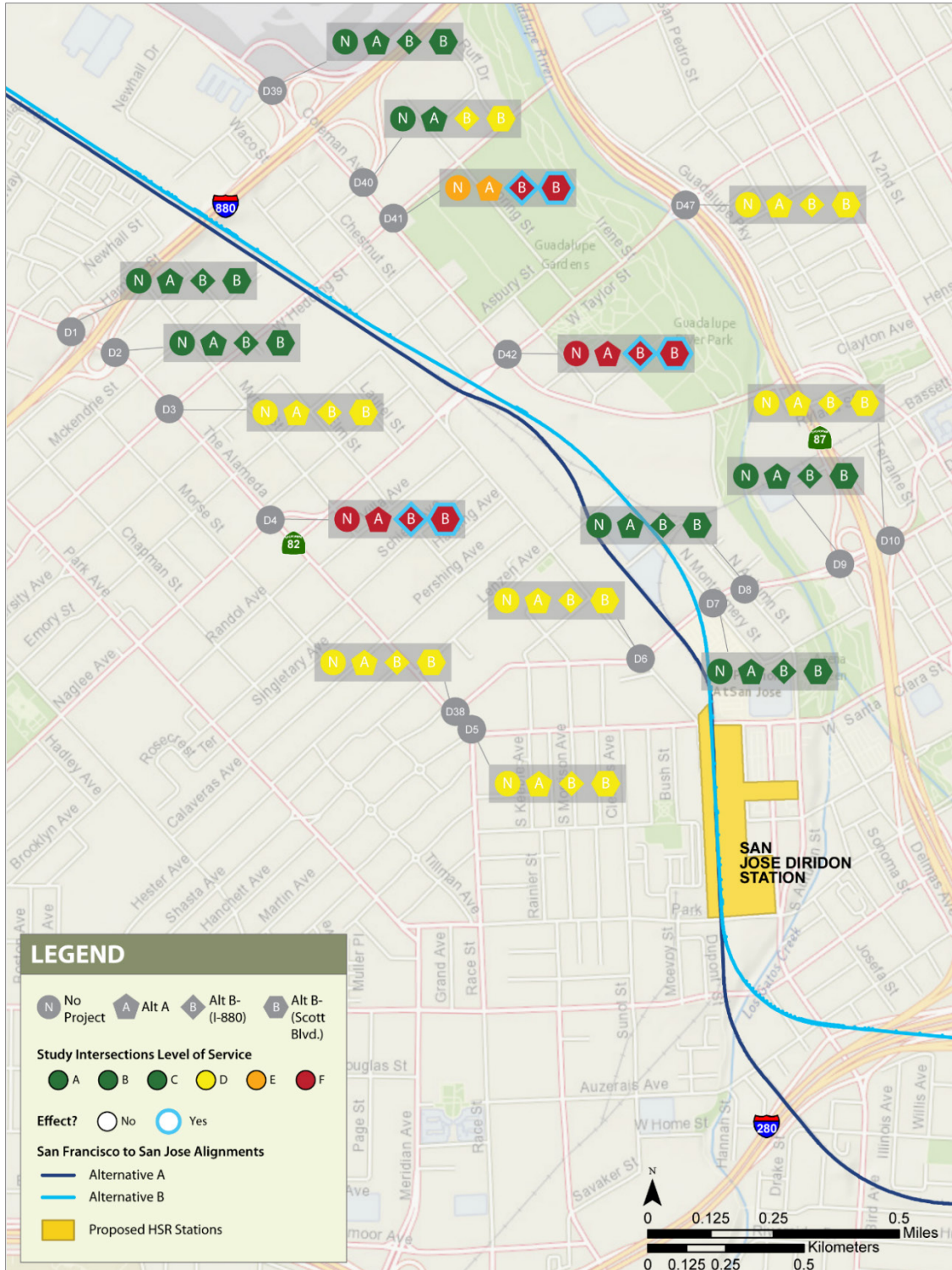
**Figure 29 Sunnyvale At-Grade Crossings 2040 Plus Project PM Peak Hour Intersection LOS: Location 14 of 16**



SEPTEMBER 2019

LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

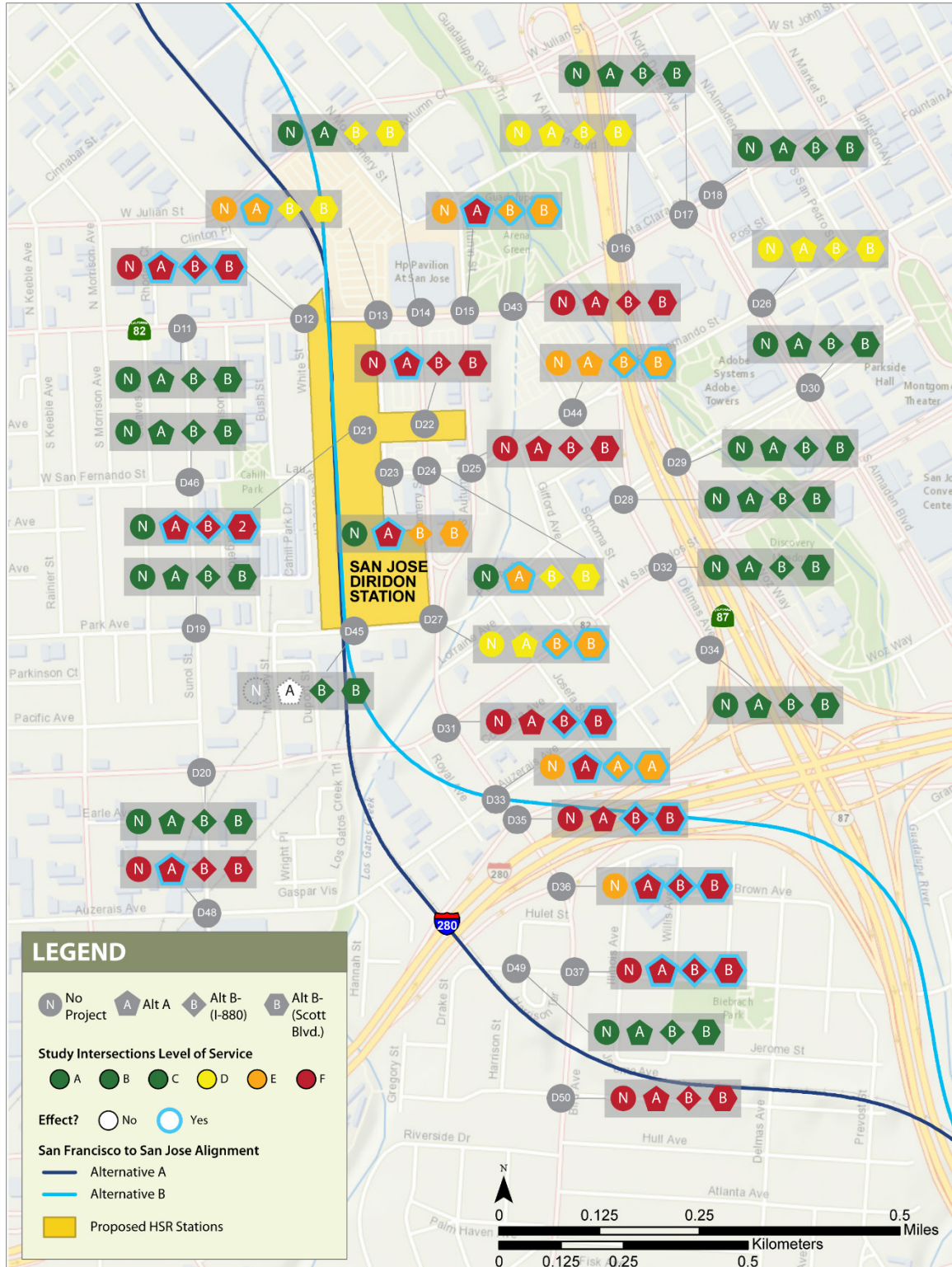
**Figure 30 San Jose Diridon Station 2040 Plus Project AM Peak Hour Intersection LOS: Location 15 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

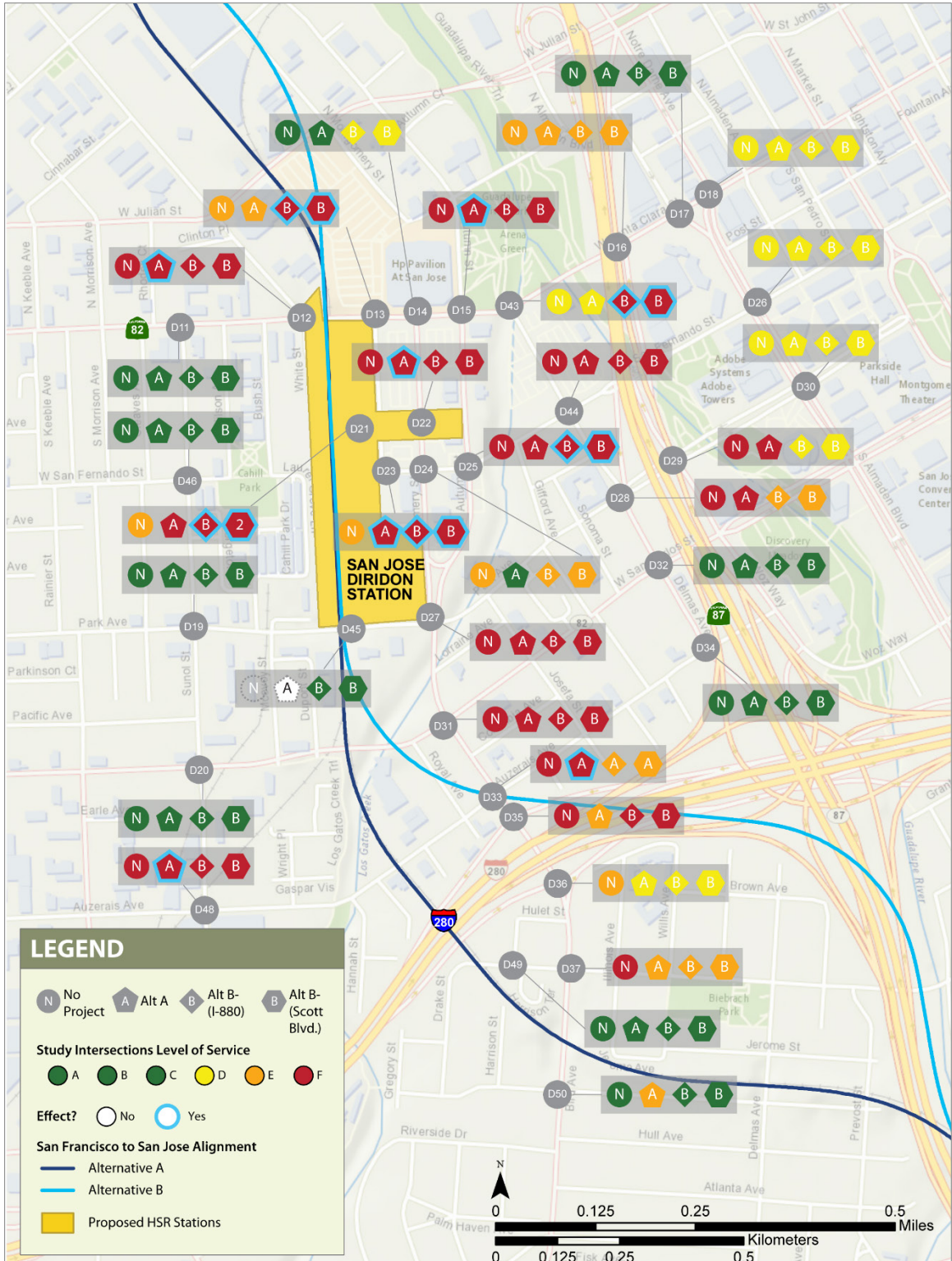
**Figure 31 San Jose Diridon Station 2040 Plus Project PM Peak Hour Intersection LOS: Location 15 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 32 San Jose Diridon Station 2040 Plus Project AM Peak Hour Intersection LOS: Location 16 of 16**



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LOS A, B, and C are all displayed as green because intersections experience little to average daily traffic delay.

**Figure 33 San Jose Diridon Station 2040 Plus Project PM Peak Hour Intersection LOS: Location 16 of 16**

## References

Transportation Research Board. 2010. *Highway Capacity Manual*. Fifth Edition.



**TRAFFIC COUNTS PLUS**

mietekm@comcast.net  
925.305.4358

CITY OF BRISBANE

Latitude: 37.700953  
Longitude: -122.408493

File Name : bayshore-industrial-a

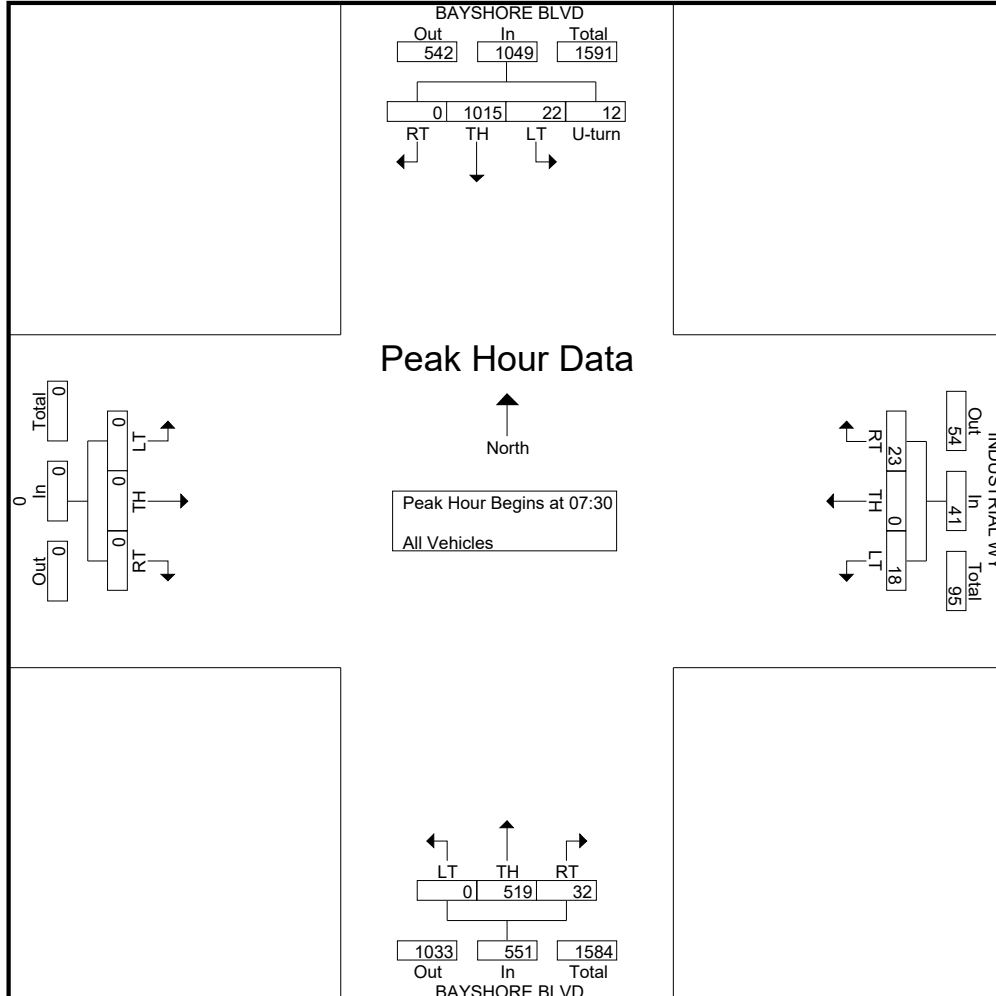
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Page No : 1

**Groups Printed- All Vehicles**

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	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total		
07:00	0	185	11	1	197	5	0	7	12	3	101	0	104	0	0	0	0	0	313
07:15	0	213	11	1	225	6	0	2	8	4	99	0	103	0	0	0	0	0	336
07:30	0	239	7	1	247	3	0	9	12	5	103	0	108	0	0	0	0	0	367
07:45	0	265	6	2	273	9	0	4	13	10	160	0	170	0	0	0	0	0	456
Total	0	902	35	5	942	23	0	22	45	22	463	0	485	0	0	0	0	0	1472
08:00	0	251	5	6	262	4	0	2	6	5	139	0	144	0	0	0	0	0	412
08:15	0	260	4	3	267	7	0	3	10	12	117	0	129	0	0	0	0	0	406
08:30	0	194	7	4	205	3	0	7	10	4	125	0	129	0	0	0	0	0	344
08:45	0	183	10	2	195	2	0	2	4	8	104	0	112	0	0	0	0	0	311
Total	0	888	26	15	929	16	0	14	30	29	485	0	514	0	0	0	0	0	1473
Grand Total	0	1790	61	20	1871	39	0	36	75	51	948	0	999	0	0	0	0	0	2945
Apprch %	0	95.7	3.3	1.1		52	0	48		5.1	94.9	0		0	0	0	0	0	
Total %	0	60.8	2.1	0.7	63.5	1.3	0	1.2	2.5	1.7	32.2	0	33.9	0	0	0	0	0	

Start Time	BAYSHORE BLVD Southbound					INDUSTRIAL WY Westbound				BAYSHORE BLVD Northbound				0 Eastbound				Int. Total	
	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total		
07:30	0	239	7	1	247	3	0	9	12	5	103	0	108	0	0	0	0	0	367
07:45	0	265	6	2	273	9	0	4	13	10	160	0	170	0	0	0	0	0	456
08:00	0	251	5	6	262	4	0	2	6	5	139	0	144	0	0	0	0	0	412
08:15	0	260	4	3	267	7	0	3	10	12	117	0	129	0	0	0	0	0	406
Total Volume	0	1015	22	12	1049	23	0	18	41	32	519	0	551	0	0	0	0	0	1641
% App. Total	0	96.8	2.1	1.1		56.1	0	43.9		5.8	94.2	0		0	0	0	0	0	
PHF	.000	.958	.786	.500	.961	.639	.000	.500	.788	.667	.811	.000	.810	.000	.000	.000	.000	.000	.900

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:30



**TRAFFIC COUNTS PLUS**

mietekm@comcast.net  
925.305.4358

CITY OF BRISBANE

Latitude: 37.700953  
Longitude: -122.408493

File Name : bayshore-industrial-p

Site Code : 1  
Start Date : 11/17/2016  
Page No : 1

**Groups Printed- All Vehicles**

Start Time	BAYSHORE BLVD Southbound					INDUSTRIAL WY Westbound				BAYSHORE BLVD Northbound				0 Eastbound				Int. Total	
	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total		
16:00	0	122	5	3	130	13	0	8	21	4	179	0	183	0	0	0	0	0	334
16:15	0	124	5	5	134	11	0	5	16	4	214	0	218	0	0	0	0	0	368
16:30	0	158	4	2	164	7	0	7	14	1	242	0	243	0	0	0	0	0	421
16:45	0	130	7	1	138	11	0	10	21	8	219	0	227	0	0	0	0	0	386
Total	0	534	21	11	566	42	0	30	72	17	854	0	871	0	0	0	0	0	1509
17:00	0	135	6	2	143	8	0	12	20	8	286	0	294	0	0	0	0	0	457
17:15	0	119	6	3	128	11	0	8	19	9	256	0	265	0	0	0	0	0	412
17:30	0	135	4	5	144	9	0	8	17	0	255	0	255	0	0	0	0	0	416
17:45	0	135	7	2	144	6	0	2	8	2	251	0	253	0	0	0	0	0	405
Total	0	524	23	12	559	34	0	30	64	19	1048	0	1067	0	0	0	0	0	1690
Grand Total	0	1058	44	23	1125	76	0	60	136	36	1902	0	1938	0	0	0	0	0	3199
Apprch %	0	94	3.9	2		55.9	0	44.1		1.9	98.1	0		0	0	0	0	0	
Total %	0	33.1	1.4	0.7	35.2	2.4	0	1.9	4.3	1.1	59.5	0	60.6	0	0	0	0	0	

Start Time	BAYSHORE BLVD Southbound					INDUSTRIAL WY Westbound				BAYSHORE BLVD Northbound				0 Eastbound				Int. Total	
	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total		
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	0	135	6	2	143	8	0	12	20	8	286	0	294	0	0	0	0	0	457
17:15	0	119	6	3	128	11	0	8	19	9	256	0	265	0	0	0	0	0	412
17:30	0	135	4	5	144	9	0	8	17	0	255	0	255	0	0	0	0	0	416
17:45	0	135	7	2	144	6	0	2	8	2	251	0	253	0	0	0	0	0	405
Total Volume	0	524	23	12	559	34	0	30	64	19	1048	0	1067	0	0	0	0	0	1690
% App. Total	0	93.7	4.1	2.1		53.1	0	46.9		1.8	98.2	0		0	0	0	0	0	
PHF	.000	.970	.821	.600	.970	.773	.000	.625	.800	.528	.916	.000	.907	.000	.000	.000	.000	.000	.925

