APPENDIX D
Individual Future Projects

Individual Future Projects

User Guest House

As a major element of its mission, Berkeley Lab has built and operates one-of-a-kind scientific facilities for use by academic and other researchers from around the world. The majority of users visiting these facilities are from outside the Bay Area and must obtain short-term housing. Faced with a shortage of convenient, affordable housing near Berkeley Lab, the user communities have requested that on-site, low-cost, short-term housing be made available.

The Laboratory is responding to the lack of on-site housing for its guests by proposing the Berkeley Lab Guest House project. The Guest House would provide customer-centered, low cost and accessible services; a safe, clean, smoke-free and technology-enhanced environment; an effective visitor transition into LBNL; a visitor and user- oriented service experience; and 24-hour convenient access to research-support amenities and science facilities.

The proposed project site is a one-acre University-owned parcel with a filtered San Francisco Bay view and frontage on Lawrence Road in the interior "Laboratory Commons" area of Berkeley Lab. The site is directly across from the Cafeteria, adjacent to Building 2, and near to the Advanced Light Source, a Berkeley Lab landmark. Three unusable modular buildings and three-stack parking spaces currently occupy the site. The sloped terrain drops approximately 40 feet from east to west and is populated by oak, pine, and eucalyptus trees.

The building would be designed in accordance with the LBNL's design guidelines and would respect the scale, rhythm, and patterns of the surrounding architectural context through massing, exterior finishes, and other architectural elements. Exterior materials would be chosen to be compatible with the surrounding neighborhood. Common-use areas in the project include a main lobby, lounge areas, a fitness center, laundry, vending areas, and outdoor patio.

The Guest House would be a three- story single building of Type V construction (wood frame)18,400 ASF and 70 beds. The 18,400 assignable square-foot (ASF) building would have a double loaded corridor, one elevator and exit stairwells at the each end.

The Guest House would provide 70 beds for short-term visitors at the Berkeley Lab in single- and double-occupancy rooms for a total of 12,900 ASF in living quarters. The 44 standard-size rooms would be approximately 190 gross square feet (gsf) and would each include a full-size bed. Twelve larger size rooms would be approximately 250 gsf and include either one queen-size or two full-size beds. Four studio suites would be approximately 350 gsf and include a kitchenette plus either a queen-size bed or two full-size beds. Four of the studio size rooms would be handicapped-accessible, built to meet the requirements of the Americans with Disabilities Act.

The building would be sited to maximize the site by positioning the structure to align with the natural topography, respond to new and existing pedestrian paths, and position guest rooms to view San Francisco Bay. All of the units would have exterior windows to provide natural light. The main entry would have access from Lawrence Road, with additional entries to common areas. Each point of entry would reinforce the pedestrian corridors that would link the facility to the adjacent buildings and parking lots. The building would be set back from Lawrence Road to provide a driveway and drop-off/pickup point at the front entrance.

Parking spaces would be provided for disabled Guests; and additional, limited-time spaces would be provided for use by delivery vehicles, taxis, and by Guests during check-in/out. Otherwise, no new parking is planned to be included in the project. Staff parking would be provided in the existing parking lots. It is anticipated that less parking would be required by Guests overall as a result of this project, as they would be more inclined to take public transportation or a taxi to/from the Guest House and not rent a car for daily use between regional accommodations and Berkeley Lab.

The Guest House would meet or exceed the Presidential Policy for Green Building Design and Clean Energy Standards. The 1987 LRDP, which governs this project, includes guidelines to achieve specific facilities planning requirements while respecting site constraints and providing coherence among building elements and the landscape. The LRDP addresses issues such as building scale, the relationships to surrounding buildings, the interface with the streetscape and sidewalks, pedestrian circulation, parking, open space and outlooks, landscaping and plantings, exterior material & design compatibility, energy efficiency, and environmental sustainability. These guidelines would be included in the design criteria within the contract awarded to the project architect at the beginning of the Design/Build Request for Proposal.

Construction of the project would begin in December 2007 and would be completed in March 2009. Construction considerations would include:

- Sloping Terrain. The sloping site would require extensive site work to form a flat construction site, retain the hillside, and protect the environment during construction. Proximity to associated facilities, the routing of roads and utilities, parking areas, facility entry/exit points, and pedestrian circulation paths are all made more difficult by the varying terrain around the designated site.

- Parking and staging limitations. The site includes a relatively constrained adjacent laydown area and would require remote parking with a shuttle service for the construction work force.

- Near-fault condition. Because the project site is within a few hundred yards of the Hayward Fault, a more robust structure and complex building techniques are required to meet the stringent seismic safety requirements.

Helios Research Facility

The proposed project site is a two-acre University-owned parcel adjacent to the Materials Sciences Research Cluster area of Berkeley Lab. The site is at the Hill Area east of the main hill site, on southern side of the Berkeley Laboratory; with a view of San Francisco Bay, flanked by LBNL Buildings 62, 66, 67, and 72 to the east. The sloped terrain of the proposed building site drops approximately 80 feet from east to west and is populated by a small number of pine and immature redwood trees. The proposed primary access road would be an improvement to the existing UC Berkeley corporation yard road that connects to Centennial Drive and winds through laurel, eucalyptus, and oak trees.

The UC Berkeley main campus chemistry, physics and biotechnology and bioengineering research facilities at the eastern side of campus would be readily accessible by a short shuttle bus trip or a walk through Strawberry Canyon. A key benefit of this building site is its adjacency to three Berkeley Lab national user facilities - the Advanced Light Source, the Molecular Foundry, and the National Center for Electron Microscopy. In addition, the Joint Genome Institute is 18 miles east. These facilities will be available for, and vital to, the success of the Helios research program.

The building would align with the site's natural topography, respond to new and existing pedestrian paths, and be oriented towards the view of San Francisco Bay. The main entry would have open access from Centennial Drive, with additional entries to common areas and for maintenance access. In addition, a controlled-access entry would be provided from Berkeley Lab. Each point of entry would reinforce the pedestrian corridors that would link the facility to the adjacent buildings and parking lots.

Up to ten parking spaces adjacent to the building would be included with the project and reserved for disabled drivers, vanpools, and limited-time use by delivery and maintenance vehicles. The corporation yard would be relocated to make room for a parking area; a fifty-space surface parking lot, readily accessible by building occupants, may be provided under a separate project.

The Helios Research Facility would be a lab/office. The new building would be approximately 90,000 gross square feet and 3 to 5 stories tall. It would feature flexible, cross-disciplinary space assignments so as to foster interaction and collaboration between diverse scientific and engineering communities. The scientific disciplines would be approximately two-thirds Bioengineering and one-third Nanostructured Materials. Functionally, the space would be approximately one-third wet laboratory space, one-third dry laboratory and research support space, and one-third office/conference space including a 250-person auditorium.

Specialty requirements for biological engineering include greenhouse facilities, cool rooms, molecular and microbial biology labs, fermentation labs, a high-throughput screening facility, and analytical facilities. Space needs specific to nanostructured materials include low vibration / electrical noise areas for scanning probe microscopes and custom-built electron microscopes. Other space needs include a low-level clean room space (class 10,000), and catalysis, electrochemistry, chemical separations, and computational research laboratories.

The Facility would be designed to be consistent with the 2006 LRDP and design guidelines with respect to the scale, massing, exterior finishes, and other architectural elements. Exterior materials would be chosen to be compatible with the surrounding buildings and the natural setting.

The Helios Research Facility would exceed the Presidential Policy for Green Building Design and Clean Energy Standards to demonstrate the principles of the research endeavor through environmental stewardship and resource conservation. The facility would be designed and

constructed to feature innovative solar energy use, meet the U.S. Green Building Council's LEED[1] Gold level for sustainability; and to outperform the required provisions of the California Energy Code by at least 40 percent.

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[1] LEED: Leadership in Energy and Environmental Design

CRT Building

The proposed project site is a 2.25-acre University-owned parcel in the Blackberry Gate area of Berkeley Lab. The site is at the west end of the Laboratory, and features a filtered San Francisco Bay view and frontage on Seaborg Road, flanked on three sides by Buildings 70 and 70A to the east, the Building 50 complex to the north, and the Blackberry Gate to the west. The sloped terrain drops approximately 100 feet from east to west and is populated primarily by eucalyptus trees among a small number of immature oak and redwood trees.

The site is within walking distance or a short shuttle bus trip to the UC Berkeley Physical and Computer Science Departments. Pedestrian spines would be established to Cyclotron Road and already exist to the Building 50 complex, and to Buildings 70 and 70A. The building would maximize the site's potential by positioning the structure to align with the natural topography, respond to new and existing pedestrian paths, and align offices to view San Francisco Bay. Offices would have exterior windows to provide natural light to the extent feasible. The main entry would have access from Seaborg Road, with additional entries to common areas. Each point of entry would reinforce the pedestrian corridors that would link the facility to the adjacent buildings, shuttle bus routes, and parking lots. The building would be set back from Chu Road to maintain a sense of openness at the main entrance to the Laboratory.

Parking spaces would be provided for disabled Guests. Additional, limited-time parking spaces would be provided for use by delivery and maintenance vehicles. No additional new parking spaces would be included in the project. Staff parking would be provided in the existing parking lots. The site is within 500 feet of both the Horseshoe Parking Lot F to the south and Blackberry Canyon Parking Lot D to the north.

The pre-conceptual building plan includes 32,000 gross square feet (gsf) of computing space and 80,000 gsf of office, visualization lab, and conference space. This computer floor size is two-thirds larger than the floor space at LBNL's leased computer floor in Oakland in order to accommodate two high-performance computing systems at one time and anticipated growth in the scientific cluster support area. The office space would accommodate approximately 75 UC Berkeley staff and students, and 225 Berkeley Lab staff. The facility would also include 35,000 gsf of electrical/mechanical space to serve the computer electrical load and provide the cooling required. The facility would have a floor footprint of approximately 35,000 gsf, smaller footprints for the upper floors, and it would be 6 or 7 stories tall.

While a new electrical feeder would be installed from the Grizzly Peak Substation, all other major utilities are available in the immediate area. A geologic fault investigation performed in September 2006 in conformance with the Alquist-Priolo Act revealed no traces of an active fault on the proposed project site.

The CRT Facility will meet or exceed the Presidential Policy for Green Building Design and Clean Energy Standards. The building site and size of the facility are consistent with the 2006 LBNL LRDP. The building would be designed in accordance with the LRDP Design Guidelines and respect the scale, rhythm, and patterns of the surrounding architectural context through massing, exterior finishes, and other architectural elements. Exterior materials would be chosen to be compatible with the surrounding neighborhood.

APPENDIX E
Description of Existing Buildings 71 and 88

Condition of Existing Buildings at LBNL

Figure E-1 depicts conditions of existing buildings at the Berkeley Lab's main site in the Oakland-Berkeley hills. The following provides background information regarding two existing, potentially historic buildings.

Building 71 - Hilac/SuperHilac/Bevalac

Function

Building 71 was designed by the San Francisco architectural firm of Corlett and Spackman and constructed in 1957 to facilitate nuclear science studies. The building initially housed the Heavy Ion Linear Accelerator, or Hilac, which was one of the world's first accelerators built specifically for heavy-ion research. The basic elements of the Hilac were a Cockcroft-Walton generator and two Alvarez-type linear accelerators. Between 1958 and 1970, a team of Hilac scientists headed by Glen Seaborg and Albert Ghiorso was responsible for the discovery and synthesis of the elements 102-Nobelium, 103-Lawrencium, 104-Rutherfordium, and 105-Hahnium. (Element 106-Seaborgium was produced by the SuperHilac in 1974.)

The equipment and infrastructure in the Hilac were modified and upgraded in 1961, 1965, and 1969. The Hilac was converted to the SuperHilac in 1971-72, which enabled the machine to accelerate beams of all ions at higher speeds.

In 1974, the SuperHilac was connected to the Bevatron. The result was the hybrid facility known as the Bevalac, which combined the best features of both machines: the heavy ion capability of the SuperHilac and the high-energy capability of the Bevatron. Capable of accelerating even the heaviest of nuclei, the Bevalac was used to study how nuclei matter behaved under extreme conditions and how it changed from one physical state to another.

Building Conditions — % Total*

	Building Conditions	% Total*
	Suitable for current use	51%
	Requires seismic upgrade	24%
	Requires modernization or retrofit	36%
	Not suitable for future use and not appropriate for retrofit	18%

* This table is not intended to add to 100%
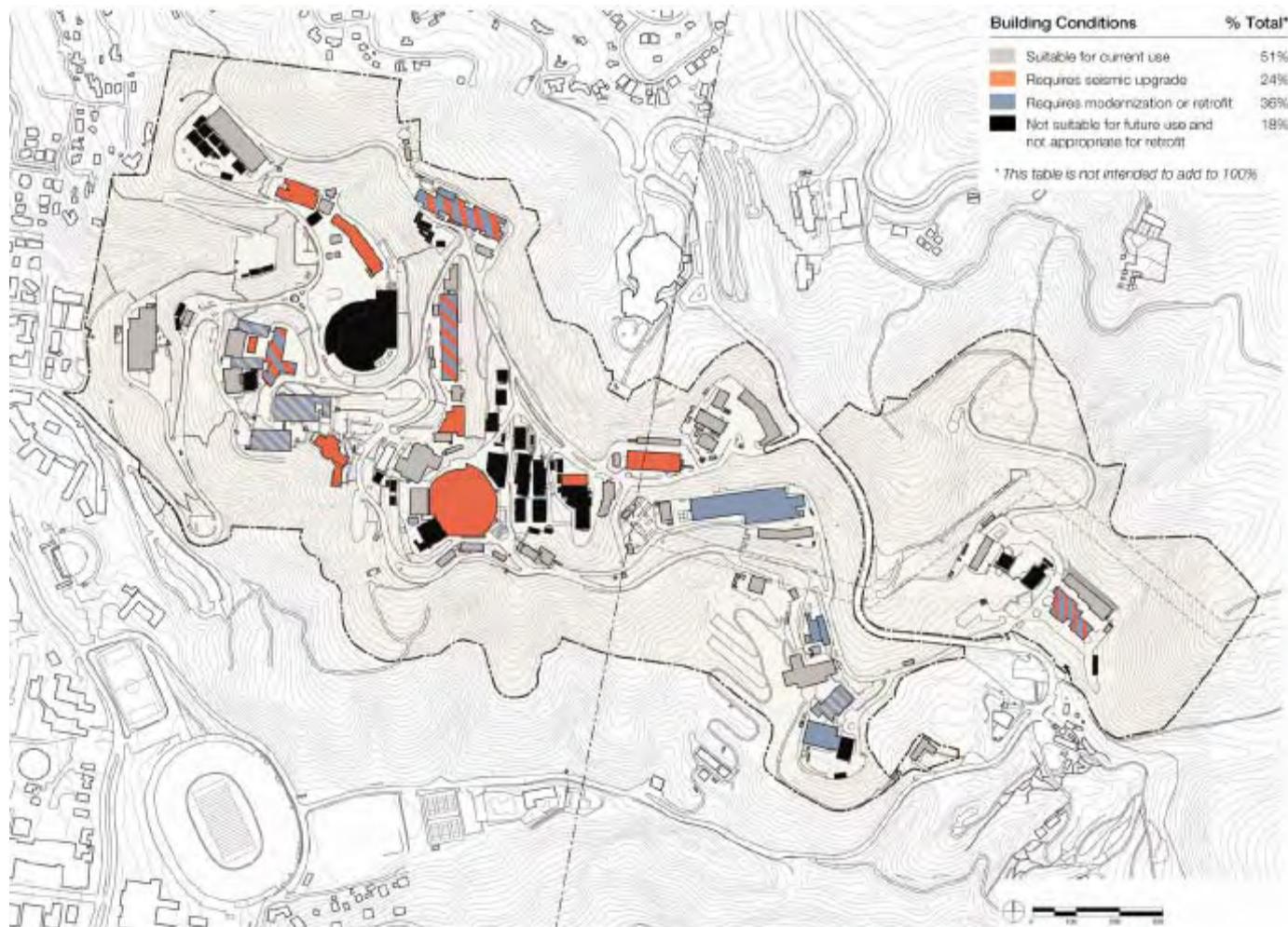
Figure E-1
Conditions of Existing Buildings at LBNL Main Hill Site

The Bevalac was used for medical research, cosmic ray experiments, and radiation therapy for the treatment of cancer. After an upgrade in 1981, the Bevalac became the only accelerator in the world capable of accelerating to near light-speed all of the naturally occurring elements of the periodic table, including ions as heavy as uranium.

The Bevalac offered researchers high intensity beams of carbon, oxygen, neon, and argon, which were produced and accelerated in the SuperHilac and transferred down the beam line to the Bevatron for further acceleration. The Bevalac had up to 500 user association members who represented nuclear science, cosmic ray research, and biological and medical interests from all over the world.

Physical Description

Exterior

Building 71 is a modified rectangular structure with an east-west orientation that was built in several phases or increments into the hillside. The downhill side of Building 71 is a two-story structure, while the uphill side is generally a one-story structure. Building 71 was originally shaped as two parallel rectangles with unequal height and dimensions. Today, the main building covers approximately 57,000 square feet in area. (The larger downhill rectangle measures 191 feet by 29 feet by 38 feet high.) The elements of the SuperHilac were added on all sides giving the structure an irregular shape. The building reflects an industrial vernacular -- international style with linear, symmetrical features and minimal façade ornamentation. The building features steel-frame construction; a flat roof; solid exterior walls of precast concrete, fluted metal, and steel panel cladding occasionally broken up by a horizontal band of windows; and a monochrome painted exterior.

Interior

The main Building 71 high bay housed two injectors, a linear accelerator, and a switchyard. A third injector was housed in a smaller high bay adjacent to the main building. The main high bay also included the terminus of the 550-foot beam transfer line that consisted of four-to-six-inch diameter pipe that linked the SuperHilac to the Bevatron. Offices, laboratories, shops, and mechanized support services were and continue to be located in the rear of Building 71. Today, the pre-stripper and post-stripper tanks, several pieces of supporting infrastructure, and switchyard magnets are what remain of the Hilac, SuperHilac and the Bevalac. The three injectors, portions of the linear accelerator, and the beam transfer line to the Bevatron have been removed. Most of the caves have also been extensively modified and/or removed.

In 1998, the American Chemical Society nominated Building 71 as a National Historic Chemical Landmark. Buildings 71 received National Historic Chemical Landmark status, due to the discoveries of eleven transuranium elements that were made in these buildings between 1949 and 1999.

Building 88

Function

Built between 1958-1962, Building 88 houses the 88-inch cyclotron and has been used for heavy ion research. The cyclotron was developed by a team of scientists and engineers at the Berkeley Laboratory under the direction of physicist Dr. E. L. Kelly (Lawrence Radiation Laboratory n. d.).

The Laboratory's Nuclear Science Division operates Building 88 and the 88-inch cyclotron in support of DOE programs in basic nuclear science. The cyclotron was originally built as a general-purpose accelerator for the nuclear chemistry program to accelerate heavy ion beams from the center region to the its radius, where high voltages were used to deflect the beam out of the cyclotron.

The 88-inch cyclotron, which accelerates protons and alpha particles to variable energies up to 100 MeV (Million electron-volts), is one of the new generations of cyclotrons that were built after 1960. These third-generation accelerators incorporate the high beam intensities of first-generation, conven¬tional cyclotrons with the high energies of second-generation synchrocyclotrons. The capability of accelerating various particles to any required energy, which was pioneered on several of the older cyclotrons, is present in many of the new accelerators, such as the 88-inch cyclotron (Lawrence Radiation Laboratory n.d.).

The 88-inch cyclotron is a versatile accelerator in support of DOE programs in nuclear science and research in areas of nuclear reactions, nuclear astrophysics, and chemistry. The accelerator's flexible design regularly produces a variety of species of beams. The more electrons that are "stripped" during the process of acceleration, the higher the possible energy of accelerated ions. During the acceleration, large electromagnets are used to steer the focus of the beam to the experiments. Sophisticated vacuum systems protect the beams from losing energy during the process.

Recently the cyclotron was enhanced with the addition of an Advanced Electron Cyclotron Resonance (AECR) ion source, located on top of the vault, which enables the accelerator to boost its beams to higher energies than previously obtainable.

Physical Description

Exterior

Building 88 was designed by San Francisco architects Gerald McCue and Associates. Constructed in 1960-62, Building 88 is representative of the International Modernist architectural style with its sharp, distinctive building lines, structural steel frame, steel girders and columns, flat (insulated) metal deck roof, vertical metal cladding, symmetrically placed industrial windows, and minimal surface ornamentation. The most notable feature is the high bay that houses the vault, cyclotron, and caves. The building covers approximately 50,700 square feet. Over the years, additions were constructed to provide extra space for scientists and other personnel

conducting experiments. All of the additions matched existing construction features and materials.

Interior

The Building 88 interior is a high bay housing the cyclotron, vault, caves, ion sources, laboratories, shops, counting rooms, a control room, and offices that support the 88-inch cyclotron operations. A 30-ton ceiling crane in the upper reaches of the high bay maneuvers large, moveable concrete blocks around the cyclotron to provide protective shielding during experiments. Other interior features include concrete floors; an exposed, metal ceiling in the high bay; acoustic tile ceilings in the offices; steel beams that provide structural support; insulated metal panel walls; gypsum board partitions; and roll-up, corrugated metal, garage style doors.

Conclusion

Following investigation by a qualified historian and discussions with the State Historic Preservation Office, Building 71 and 88 may be recommended as eligible for inclusion in the National Register. While both properties have not retained all the historic physical features that contributed to their significance (i.e., laboratory equipment, machinery), they may have retained enough characteristics that enable them to convey their National Register significance.

It is likely that the significance of both of these buildings lies more in their technological features than in the buildings themselves. Thus, any changes to the exterior of these buildings, as well as changes to the interior that do not modify and/or remove remaining historic scientific and technological equipment or parts, might not adversely affect the integrity of those features that contribute to the significance of these buildings.

APPENDIX F
LBNL Draft Transportation Demand Management Program

Final Draft, December 7, 2006

Overview and Current Conditions

The purpose of the LBNL Transportation Demand Management (TDM) Program is to reduce total vehicle trips to and within Berkeley Lab, reducing emissions as well as traffic impacts and parking demands. The strategy is to implement TDM programs that increase awareness among staff and offer incentives to access the Laboratory by means other than the use of single-occupant vehicles, including public transit, carpools and vanpools, bicycling, and walking. Besides reduced traffic, emissions, and parking demands, other benefits include improved air and environmental quality, and improved relations between the Laboratory and the City of Berkeley and UC Berkeley due to reduced impacts.

Berkeley Lab's TDM Program facilitates a range of commute options for its employees that have served to reduce commuter vehicle trips to the Lab. As of the most recent Berkeley Lab transportation study, it is estimated that approximately 52% of Laboratory staff and visitors use their personal vehicles to commute to the Laboratory (see table) – a rate of use of alternative transportation modes comparable to institutions in dense urban areas. Further practices can be put in place, all of which will require increased resources, either directly in the form of expenses or indirectly due to staffing needs for implementation. The Lab is projected to experience moderate growth over the next twenty years, the impacts of which will be partially offset by the implementation of additional TDM practices.

Berkeley Lab limits the supply of parking available to employees, currently providing spaces for approximately 50% of its Adjusted Daily Population (ADP), reflecting the high degree to which access is achieved by means other than single-occupant vehicles. There are currently 2,300 parking spaces at the Laboratory, distributed as shown in Table 2.

Currently there are 1,932 general use parking spaces available (including spaces for the disabled) to serve an approximate ADP of 4,515. Parking at the Laboratory is free, but is allowed by permit only. Parking permits are provided to career employees and participating guests. The Laboratory has typically provided one free employee parking space for each 1.7 to 2.0 staff person and user/guest that is authorized to park an automobile on the Laboratory's main hill-site during the work day. Parking spaces are provided in an array of moderate to small surface parking lots dispersed throughout the Laboratory, and along the sides of many roads. There are currently no parking structures on the main site.

Table 1: Current Mode split estimates based on FY2000 employee transportation survey:

Mode	% of total	Number
Drive Alone	51.8%	2266
carpool >2x week	7.7%	336
motorcycle	2.7%	119
LBNL Shuttle	9.7%	426
LBNL Shuttle & bike	3.8%	168
Bicycle only	5.7%	248
Walk	4.3%	190
Current Transit	10.7%	469
Telecommute 2+x week	3.6%	156
Total	**100.0%**	**4376**

Table 2: Current Parking Mix

Parking Type	No. Spaces	No. Permits
Orange (employee)	32	26
Blue (employee)	309	792
General (employee)	1,552	2,523
Disabled	39	0
Emergency	3	0
Gov. Vehicle	271	0
Loading Zone	43	0
Motorcycle	23	101
Timed	11	0
Visitor	17	0
Total	**2,300**	**3,442**

Berkeley Lab has experienced an increase in demand of 25 to 30 parking spaces a year for the last fifteen years from staff population growth and an increasing demand on user facilities. This trend is expected to continue for the foreseeable future. Historically the lab has been able to meet this demand through providing an increased number of parking spaces, by creating stack parking, re-striping existing spaces for compact cars, and building additional surface parking lots. The Laboratory has added approximately 650 spaces over the past 16 years. The 1987 LRDP allowed for a total of 2410 spaces, a number which has not yet been reached.

The 2006 LRDP includes the projection of 500 net new parking spaces being added to the Laboratory over the next 20 years, accompanying a net Adjusted Daily Population increase of 1,010, meaning that the ratio of parking to population will be reduced. The draft EIR analysis of the 2006 LRDP indicates that key intersections in the City of Berkeley will be significantly impacted when the number of parking spaces at the Laboratory is increased beyond 375. It is

hoped, therefore, that through the implementation of further TDM measures over the course of the LRDP time frame, the demand for parking will be reduced such that the number of new parking spaces added to the Lab will remain below the 375 figure.

Current TDM Measures

Berkeley Lab's current TDM program includes the following measures:

Laboratory Shuttle Service
The TDM component that has the greatest impact on Lab traffic is the Berkeley Lab Shuttle system. A system of small buses, the shuttle is offered free to Berkeley Lab employees and visitors. The shuttle has an on-site route that serves passengers within the Laboratory campus, and a number of external routes that connect the Laboratory to various locations within the City of Berkeley, including UC Berkeley, major AC Transit stops and BART stations. Stops are served generally every ten to fifteen minutes during normal working hours, Monday through Friday. The shuttle buses include racks for bicycles, so bicyclists can ride the shuttle up the hill and bicycle down. The shuttle reduces vehicle trips within the Laboratory, and provides access to the Laboratory for commuters using public transit such as BART.

Guaranteed Ride Home
The Lab provides a guaranteed ride home via Lab Security or taxi in case of family illness, family crisis, unscheduled overtime, or other emergencies. This encourages Lab employees to use alternative means of transportation getting to the Lab, as they can feel comfortable that in unusual or emergency situations they will be able to get home quickly. The Lab also participates in the Alameda County Guaranteed Ride Home program.

Pretax Transportation Program Incentive
Berkeley Lab offers employees participation in the "WageWorks" program, which enables Lab employees to deduct transportation costs of up to $100 with pretax dollars. This incentive offers commuter participants a discount of up to 40% for public transportation expenses such as BART or AC Transit tickets.

Carpooling/Vanpooling
The Lab's website links employees to Rideshare, a free regional ridesharing agency. Lab employees who participate in Rideshare can also deduct voucher expenses with pre-tax dollars as part of the Pretax Transportation Program.

Telecommuting and Flex Time
The Laboratory supports telecommuting, reducing the number of daily trips to the Lab by employees. The Laboratory also allows for flexibility in work hours to reduce peak demand.

Limited Parking
Parking is limited and difficult at the Laboratory, and is regulated through the use of parking permits. This discourages personal vehicle use.

Clean-fuel Vehicles
The Laboratory has an ethanol fueling facility and uses bio-diesel in some fleet vehicles.

Other related practices and benefits

Pedestrian Network
Berkeley Laboratory has a well developed internal system of pedestrian routes, encouraging pedestrian activity in lieu of the use of vehicles. This pedestrian network is connected to the UC Berkeley campus, the City of Berkeley, and surrounding neighborhoods, thorough a series of secure pedestrian gates. The network is lighted for security and to encourage use.

Government-owned Vehicles
The Laboratory owns and maintains a number of vehicles for Berkeley Lab business use. Employees who come to work without a personal car have access to a vehicle for short trips.

Bicycle infrastructure
Bicycling is a popular form of non-auto commuting to the Laboratory. Berkeley Lab has a well-developed infrastructure to support those who bicycle to work; specifically;
- Major Laboratory circulation routes include bike lanes.
- The Berkeley Lab shuttle accommodates bike transport.
- Bike racks are provided throughout the Laboratory.
- Showers are provided at a number of locations around the Laboratory.
- The LBNL Bicycle Coalition, a volunteer group at the Laboratory, are an organized bicycling group that encourage bicycle commuting through education and helping to improve facilities.

On-site amenities
Berkeley Lab provides many support services and amenities on-site, which reduces the number of stops during commutes and trips of people leaving the Laboratory to perform errands, including:
- ATM
- Cafeteria
- Guest housing (under development)
- Dental
- Employee activities, including recreation programs and facilities

Information and Marketing
Berkeley Lab provides information to employees about TDM programs and services through the following venues:
- Laboratory Newspaper "the View," and e-news "Today at Berkeley Lab"
- Comprehensive pedestrian and bicycling maps
- Bulletin board displays
- E-mail bulletins
- Transit and access information in new employee orientation and Laboratory visitor packets
- Transportation fair
- Promotional events
- Employee advisory committee
- Spare the Air Campaign notifications

Phased Implementation of Expanded TDM Measures

Through a series of internal planning meetings as well as community meetings, a number of possible new TDM measures have been identified. Many require additional study to determine the cost and the TDM benefit before they can be implemented.

This Transportation Demand Management Program will be implemented in up to three phases, corresponding to the number of parking spaces to be added to the Laboratory as follows:

- **Phase 1:** increase from 2,300 to 2,410 spaces – maximum allowed under the current LRDP without additional environmental impact review
- **Phase 2:** increase from 2,410 to 2,675 spaces – maximum before local intersections are significantly impacted
- **Phase 3:** increase from 2,675 to 2,800 – maximum under the draft 2006 LRDP

It is hoped that the implementation of phases 1 and 2 will obviate the need for phase 3.

Implementation Phase 1:
increase from 2,300 to 2,410 spaces
(expansion of parking up to the level allowed in the 1987 LRDP)

The Laboratory may add up to 110 parking spaces under the current LRDP. Before this threshold is crossed, the Lab will undertake a number of the most basic TDM measures, as follows:

TDM Coordinator
Create a position of "TDM Coordinator" or "TDM Manager" who will monitor, plan, and implement TDM measures in coordination with parking and access. This person will oversee studies evaluating the cost and benefits of further TDM measures.

LBNL Transportation Committee
Form a committee to develop and implement TDM measures in conjunction with the TDM Coordinator position.

TDM, Traffic, and Parking Studies and Monitoring
Conduct an annual inventory of on-site parking spaces and track the number of net new spaces. Perform an annual gate count and commuter survey to more accurately profile the transportation modes used by Berkeley Lab commuters. Study service vehicle traffic to determine number of trips and vehicle modes of service and delivery vehicles. In conjunction with the City of Berkeley, monitor key intersections for traffic and pedestrian activity to assess impacts during Laboratory growth.

Additional Mass Transit Outreach
Investigate other forms of mass transit not currently being taken advantage of such as the SF Bay ferries and CalTrain.

TDM vs. Structured Parking Studies
Fund studies that compare the costs of more aggressive TDM measures vs. the cost of building parking structures – it may be cheaper to fund the TDM measures than to build parking structures.

Enhanced Information Campaign
Enhance informational campaigns to aggressively promote the use of alternatives to the single-occupant commuter vehicle with quarterly e-news and employee newspaper articles describing efficient alternatives and their outcomes of reduced traffic and preserved air quality benefits

Contractor Delivery Hours
Develop standardized contract specification information required in procurement / purchasing contracts to discourage or prohibit deliveries during commute hours, when these contracts involve delivery of goods to the Lab's site.

Bicycle Infrastructure
Expand bicycle racks at buildings and on Berkeley Lab shuttle buses if needed to meet the increased number of bicycle commuters.

Implementation Phase 2
Increase from 2,410 to 2,675 spaces
(expansion of parking up to significant impact level)

It is estimated that if more than 375 parking spaces beyond the current baseline of 2,300 are added to Berkeley Lab, key intersections in the City of Berkeley will be studied for increased traffic. Before this threshold is crossed, the Laboratory will continue to implement additional TDM measures that are determined to have sufficient benefit vs. cost. Those measures may include some combination of the following;

Parking Fee
Currently there is no fee for parking at the Laboratory, although permits are limited. Investigate charging a fee for parking to help discourage personal vehicle use and to pay for other TDM measures.

Shuttle Coordination Plan
Develop a coordinated shuttle plan in cooperation with UC Berkeley, Alta Bates Hospital, and the West Berkeley Transportation Management Agency/Bayer Corporation, all of whom operate shuttles, to see how coordinated shuttle scheduling could reduce overall impact for all.

UC Berkeley Shared Services
Investigate sharing additional services with UC Berkeley including the shuttles and parking to help reduce the overall impact.

Car Share
Investigate the use of Car Share service in addition to, or in lieu of, government-owned fleet vehicles, either outsourced or managed in-house, possibly using an on-line reservation system. Would provide reservable on-site automobiles for errands near LBNL.

Discount Group Pass Program
Sponsor an mass-transit deep discount group pass that would allow unlimited usage of regional mass transit systems, including both AC Transit and BART; modeled on the UC Berkeley BearPass (offered to UCB staff and faculty), the UC Berkeley ClassPass (offered to UCB students) or the City of Berkeley's EcoPass program (offered free to all City employees).

Enhanced Pretax Transportation Program
Enhance the "WageWorks" program already in effect with additional promotion and marketing as well as some subsidy by the Laboratory to further encourage use.

Enhanced Carpool/Vanpool
Create a more coordinated formal program for carpooling and vanpooling and offer incentives.

Alternative Fuels Program
Implement the use of alternative fuels such as biodiesel in the shuttle fleet and in government-owned Laboratory vehicles. Encourage and reward the use of alternative fuel vehicles in carpools and vanpools. Mandate the use of alternative fuel vehicles in contractor and construction vehicles.

Remote Parking
Create or Lease remote parking locations that could be serviced by the Berkeley Lab Shuttle in order to reduce on-site traffic and parking as well as traffic impacts in surrounding communities.

Preferential Parking
Dedicate preferential parking spaces to carpools and vanpools, encouraging their use.

Additional On-Site Amenities
Develop and provide additional support services and amenities on-site, to further reduce the number of stops during commutes and trips of people leaving the Laboratory to perform errands, such as:
* Child care
* Dry cleaning pick-up
* Gym

Implementation Phase 3
Increase from 2,675 to 2,800 spaces
(expansion of parking up to level allowed by 2006 LRDP)

If it is necessary to add more than 375 spaces to the Berkeley Lab main site within the time frame of the 2006 LRDP, key intersections within the City of Berkeley will be studied and if necessary, the Laboratory will consider additional options to ease traffic impacts. The following measures will be considered:

BART Bicycle Storage
Investigate the provision of additional bicycle storage lockers at BART stations that may be impacted by Berkeley Lab commuter traffic.

Critical Intersection Shared Funding
Investigate shared funding and prepare a plan for improving critical off-site intersections with funding shared among the Lab, other major institutions, and local jurisdictions (e.g. City of Berkeley, UC Berkeley, and LBNL).

Preparation of Updated Traffic Analysis

In addition to the TDM measures identified above, Berkeley Lab intends to prepare an updated traffic analysis pursuant to a "reopener" negotiated with the City of Berkeley to evaluate traffic impacts related to future development at the Lab. The updated traffic analysis will be prepared on the earliest to occur of ten years from the date that Berkeley Lab's Long Range Development Plan EIR is certified or the date upon which development at the Lab pursuant to the Long Range Development Plan reaches 375 net new parking spaces. When the earliest of these thresholds is reached, Berkeley Lab will conduct the new traffic study, circulate that traffic study for review subject to the California Environmental Quality Act, and consider whether further mitigation measures or modifications to the Long Range Development Plan should be adopted based upon that traffic study. The new traffic study may be conducted as part of a further project review or independently as a supplement to the Long Range Development Plan EIR. Consistent with this TDM Program, it is anticipated that the new traffic study will assist in reducing total vehicle trips to and within Berkeley Lab, reducing air emissions, traffic impacts, and parking demands.

APPENDIX G

U.S. Department of Energy Policy Statement on Nanoscale Safety

U.S. Department of Energy
Washington, D.C.

SUBJECT: SECRETARIAL POLICY STATEMENT ON NANOSCALE SAFETY

PURPOSE AND SCOPE

The safety of its employees, the public, and the environment is the Department's number one priority. This policy statement is issued to establish a framework for working safely with nanomaterials.

Nanomaterials exhibit unique properties that can affect physical, chemical and biological attributes. Much of the scientific information on the safety, health and environmental hazards of working with these materials is yet to be determined. With the establishment of the Department's Nanoscale Science Research Centers and other emerging programs, research and development in nanoscience will increase significantly for the foreseeable future.

POLICY

The Department of Energy (DOE) requires that all work with nanomaterials be conducted in a safe and responsible manner that protects workers, the public, and the environment. Thus, the Department must be prudent and follow a cautious approach in the production, use, and disposition of nanomaterials.

It is imperative that the Department's work with nanomaterials be conducted in a manner that encompasses the following attributes:

- DOE will adopt and implement, as appropriate, both existing and future environment, safety and health best practices, "National Consensus Standards," and guidance relating to nanotechnology developed by recognized standard-setting organizations. Further, any existing DOE Directives and Standards which contain provisions that are relevant to nanotechnology work must be appropriately applied.

- DOE and its contractors will identify and manage potential health and safety hazards and potential environmental impacts at sites through the use of existing Integrated Safety Management Systems, including Environmental Management Systems.

- DOE organizations working with nanomaterials will stay abreast of current research and guidance relating to the potential hazards and impacts of nanomaterials, and will ensure that this best current knowledge is reflected in the identification and control of these potential hazards and impacts at their facilities.

- DOE will continue to both support research on the environmental and safety and health impacts of nanomaterials, and participate in government-wide activities aimed at identifying and resolving potential environmental, safety, and health issues.

RESPONSIBILITIES

Everyone involved with nanotechnology research and development activities shares
responsibility for protecting the safety and health of workers and the public, and in safeguarding
the environment from the hazards presented by the conduct of their activities. Authorized DOE
employees (or personnel) are responsible for conveying to contractors and grantees the
expectation that appropriate programs must be in place to maintain a level of worker, public, and
environmental safety consistent with the intent of this policy.

SAMUEL W. BODMAN
Secretary of Energy

APPENDIX H
Scientific Achievements at the Lawrence Berkeley National Laboratory

75 Milestones in 75 Years:
Achievements at the Lawrence Berkeley National Laboratory

- **Invention of the cyclotron** - circular particle accelerator that won the 1939 Nobel Prize in Physics for E.O. Lawrence
- **Technetium-99 discovered** – first artificial element created would become most widely used radioisotope in medicine
- **60-inch cyclotron built** – gave birth to the Crocker Radiation Laboratory and nuclear medicine
- **Neptunium and Plutonium discovered** – first transuranic elements produced, won 1951 Nobel Prize in chemistry for Edwin McMillan and Glenn Seaborg
- **Carbon-14 discovered** – became an atomic clock for dating human artifacts
- **184-inch synchrocyclotron built** – took the Rad Lab from UC Berkeley campus to current location in Berkeley Hills
- **First proton linear accelerator invented** - type of accelerator used in oncology clinics today for cancer treatments
- **Berkelium discovered** – radioactive rare earth metal named for the city of Berkeley
- **Anger camera invented** – Hal Anger develops the first gamma ray camera for imaging radioisotopes in tissue
- **Liquid-hydrogen bubble chamber invented** – won the 1960 Nobel Prize in Physics for its inventor, Donald Glaser
- **Bevatron built** – accelerator smashed the billion electron volt (GeV) barrier for protons
- **Antiproton discovered** – won 1959 Nobel Prize in Physics for Emilio Segrè and Owen Chamberlain
- **Antineutron discovered** – antimatter or mirror matter was extended to include the electrically neutral elementary particles
- **Photosynthesis path of carbon identified** – won the 1961 Nobel Prize in Chemistry for Melvin Calvin
- **Lawrencium discovered** - radioactive rare earth metal named after Berkeley Lab founder Ernest O. Lawrence
- **88-Inch Cyclotron opens** – still in use today for the study of ionizing radiation effects on space-based electronics
- **Chemical laser invented** – became one of the most versatile and widely used tools of science

- **Discovery of "resonance states" in elementary particles** – won for [Luis Alvarez](#) the 1968 Nobel Prize in Physics
- **Positron Emission Tomography breakthrough** – world's highest resolution PET scanner developed for diagnostics research
- **j/psi particle discovered** – a meson that contained the first evidence of the charm quark
- **Seaborgium discovered** – radioactive synthetic element named after Berkeley Lab Nobelist Glenn Seaborg
- **Bevalac created** – SuperHILAC and Bevatron accelerators are joined to accelerate heavy ions to relativistic energies
- **Time Projection Chamber invented** – TPCs remain the workhorse of high energy physics particle detectors
- **Superconducting magnet breaks TESLA record** – Lab becomes world leader in superconducting electromagnetic technology
- **Positron-Electron Project built at Stanford** - joint project with SLAC produces first matter-antimatter collider
- **Earthquake studies begin at Parkfield** – Lab becomes a leader in subsurface imaging technology
- **Ten Meter Telescope conceived** – proposed segmented reflecting mirror now used in the world's largest optical telescopes
- **SQUIDs invented** – superconducting quantum interference devices for measuring ultra-tiny magnetic fields
- **Smart Windows invented** – embedded electrodes enable window glass to respond to changes in sunlight
- **Dinosaur Die Out** – iridium anomaly at the K-T boundary links dinosaur extinction to asteroid collision with Earth
- **National Center for Electron Microscopy (NCEM) opens** – home to the world's most powerful electron microscopes, will produce first images of carbon atoms in a lattice
- **DOE-2 program created** – energy-saving computational program for modeling heating, lighting and air-conditioning costs
- **Collective flow observed** – first direct evidence that nuclear matter can be compressed to high temperature and density launches the search for a Quark Gluon Plasma
- **Crossed molecular beam research** – wins for [Yuan T. Lee](#) the 1988 Nobel Prize in Chemistry
- **NMR Magic Angle and Double-rotation invented** – first of a series of new techniques that will extend nuclear magnetic resonance technology from solids to liquids and gases
- **Good and bad cholesterol identified** – two forms of lipoproteins found in cholesterol, high-density and low-density, the former good, the latter bad for heart disease
- **Solid-state ballasts for fluorescent lamps** – high-frequency electronic ballasts lead to the commercial development of compact fluorescent lamps
- **MBE-4 inertital fusion energy experiments** - linac accelerates and focuses parallel heavy ion beams to 1 MeV, provides an alternative to magnetic fusion energy

- **Arctic soot discovered** – Lab aetholometers reveal large concentrations of radiation-absorbing black particles at the North Pole, demonstrates pollution is global issue
- **Random Vortex Method invented** – mathematical model describes turbulent flow, the most common form of motion in the universe
- **Next generation of aerogels created** – Lab develops materials that are 96-percent air, results in first commercial U.S. aerogel firm
- **Immortal human epithelial cell lines established** – creation of cells that live indefinitely in culture opens new doors to cancer research
- **Radon risk uncovered** – radon gas seeping into homes through basements found to pose substantial radiation hazard in some parts of the country
- **Center for Science and Engineering Education starts** – CSEE begins on-going outreach programs to teachers and students in K-12, community college, undergraduate and graduate science education programs
- **Extra Cellular Matrix theory proposed** – ground-breaking theory links breast cancer development to breakdown in the micro-environment surrounding breast cells
- **Human Genome Project begins** – Lab named one of two DOE centers for mapping and sequencing human genome, a project that will be successfully completed in 2003
- **Solid polymer batteries invented** - novel class of polymer cathodes makes possible a new family of lightweight rechargeable batteries
- **COBE satellite records seeds of early universe** – Lab detectors aboard NASA satellite reveal fluctuations in the cosmic microwave background that gave rise to today's galaxies - wins for [George Smoot](#) the 2006 Nobel Prize in Physics
- **Advanced Light Source opens** – generates world's brightest beams of soft x-rays and ultraviolet light for scientific research
- **Heart disease gene identified** – new evidence links atherosclerosis to a single dominant gene
- **ultrahard carbon-nitride** – new compound designed on basis of theoretical model is tougher than diamond
- **First view of DNA double-helix** – image of unaltered DNA gives scientists their first look at the double-helix
- **Kesterson Reservoir threat uncovered** – Lab discovery of selenium contamination of wildlife refuge by agriculture runoff exposes widespread ecological danger
- **First femtosecond x-ray beam** – pulse lengths of ALS beam sliced to barely a few hundred millionths of a billionth of a second
- **Sulfur lamp invented** – Lab scientists help produce molecular emitter four times more energy efficient and 700 times brighter than conventional incandescent bulbs
- **NERSC moves to Berkeley Lab** – Lab becomes host of National Energy Research Scientific Computing Center, flagship scientific computing facility for the Office of Science in the U.S. Department of Energy
- **Cell senescence linked to cancer** – bioassay enables scientists to identify senescent cells within living organisms and find link to cancer
- **Gammasphere unveiled** – world's most sensitive detector of gamma radiation inspires production of Hollywood blockbuster film, *The Hulk*
- **B factory conceived** – collaboration with SLAC to build first asymmetric particle collider, called B factory, which will go on to reveal first evidence of CP violation

- **Sickle cell and Down syndrome transgenic mice** – mouse models carrying human genes mimic sickle cell disease and link DYRK gene to mental retardation in Down syndrome
- **TCP/IP flow control algorithms** – algorithms developed at Lab substantially reduce network traffic congestion and are widely credited with saving the Internet from an otherwise inevitable congestion collapse
- **Top quark discovered** – Lab scientists part of two historic experiments at Tevatron, CDF and D-Zero, that find the last and most elusive of the six predicted quarks
- **UV water purifier prevents cholera outbreaks** – ultraviolet light quickly and cheaply disinfects water in remote locations
- **3-D computer model of Yucca Mountain** – hydrogeologic model shows Nevada mountain to be a sound choice for nuclear waste repository
- **Dark energy discovered** – Supernova Cosmology Project reveals antigravity force called "dark energy" that is causing the expansion of the universe to accelerate
- **First 3-D atomic-scale model of tubulin** – image reveals structure of flexible protein that enables biological cells to undergo mitosis and other critical functions
- **Front-end system for Spallation Neutron Source completed** – Lab completes work on accelerator that generates negative hydrogen ions for SNS and sends to Oak Ridge, TN.
- **First results from SNO show neutrino mass** – first year of data from SNO reveals a tiny mass for ghostlike subatomic particles
- **Hybrid solar cells developed** – nanotechnology combined with plastic electronics yields photovoltaic devices that can be mass-produced in a multitude of different shapes
- **Southern Ocean and Frio tests** – Lab begins carbon sequestration studies off the Antarctic coast and in deep brine aquifers near Houston, Texas
- **Lilliputian lasers invented** – UV light-emitting nanowire lasers measure 100 nanometers in diameter, or one-thousandth that of a human hair
- **Berkeley Lamp invented** – fluorescent table lamp reduces energy costs by 50-percent over conventional desk lamps
- **Synthetic biology breakthroughs** – first SB department at major institute creates synthetic genes for antimalaria and anti-AIDS superdrugs
- **World's smallest synthetic motor created** - rotational motor fashioned out of carbon nanotubes and gold measures less than 300 nanometers in length
- **Molecular Foundry opens** – DOE national user facility dedicated to design, synthesis and characterization of nanoscale materials

APPENDIX I
Intersection Level of Service Data

To save paper, this appendix is included in the electronic version of the Draft EIR but is not included in the hard copy version. A hard copy of this appendix (approximately 340 pages) is available upon request from Berkeley Lab, at (510) 486-5257.

This appendix contains the traffic count volumes on which the intersection level of service (LOS) calculations in the EIR were based, as well as those LOS calculations themselves.

To ensure that the previously counted turning movement volumes adequately represent current conditions, new traffic counts were undertaken at each of the study intersections in October 2006 (when UC Berkeley and City of Berkeley schools were in session). In general, the volumes counted in 2006 were lower than those counted previously, with 18 of 20 intersections having current volumes in both the a.m. and p.m. peak hours that were between 3 percent and 39 percent lower than those counted earlier. The average decline was 14 percent in the morning and 13 percent in the afternoon. Exceptions were at Centennial/Stadium Rim Way (a.m. peak hour, 5-percent increase, but overall volumes remain very low), and Dwight/Piedmont-Warring and College/Bancroft (p.m. peak hour, 9-percent and 4-percent increases, respectively, with little or no increase in the conflicting movements that determine level of service). At the Panoramic Way/Canyon Road/Stadium Rim Way intersection, a.m. peak-hour volumes were essentially unchanged (although p.m. peak-hour volumes declined by 20 percent between the 2003 and 2006 counts). All intersections where volumes increased between the prior counts and the 2006 counts currently operate (and will operate in the future) at good levels of service (LOS B or C). The October 2006 counts were also compared to the volumes counted for the UC Berkeley Southeast Campus Integrated Projects (SCIP) EIR (taken in January 2006). Once again, the current counts are lower, except at Centennial/Stadium Rim Way (a.m. peak hour, increase of 33 percent but, as stated above, the overall volume was low and the level of service remained good) and Bancroft/Gayley-Piedmont (p.m. peak hour, increase of 5 percent, but there was a decrease in conflicting movements that determine level of service).

Existing Conditions—A.M. Peak Hour

```
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #1 Marin Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):          100      Critical Vol./Cap. (X):          0.852
Loss Time (sec):       16 (Y+R =  4 sec) Average Delay (sec/veh):   79.2
Optimal Cycle:        100      Level Of Service:                   E
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          ------------|--------------||--------------||--------------|
Control:       Protected       Protected        Protected        Protected
Rights:          Include         Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:      1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
          ------------|--------------||--------------||--------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:   102  363   59   106  891   15    38  672  235   147  768   90
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 102  363   59   106  891   15    38  672  235   147  768   90
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume: 112  399   65   116  979   16    42  738  258   162  844   99
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 112  399   65   116  979   16    42  738  258   162  844   99
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 112  399   65   116  979   16    42  738  258   162  844   99
          ------------|--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.95 0.95  0.95 0.91 0.91  0.95 0.93 0.93
Lanes:      1.00 1.72 0.28  1.00 1.97 0.03  1.00 1.48 0.52  1.00 1.79 0.21
Final Sat.: 1805 3040  494  1805 3540   60  1805 2570  899  1805 3180  373
          ------------|--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.13 0.13  0.06 0.28 0.28  0.02 0.29 0.29  0.09 0.27 0.27
Crit Moves: ****              ****              ****              ****
Green/Cycle: 0.12 0.36 0.36  0.12 0.36 0.36  0.17 0.21 0.21  0.15 0.35 0.35
Volume/Cap: 0.52 0.36 0.36  0.54 0.77 0.77  0.14 1.37 1.37  0.60 0.76 0.76
Delay/Veh:  43.5 23.8 23.8  44.1 31.2 31.2  35.5  214 213.9  43.3 31.5 31.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 43.5 23.8 23.8  44.1 31.2 31.2  35.5  214 213.9  43.3 31.5 31.5
DesignQueue:   6   15    2     6   37    1     2   34   12     8   32    4
**************************************************************************
```

```
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #2 Marin Avenue / The Alameda
**************************************************************************
Cycle (sec):           65      Critical Vol./Cap. (X):          0.506
Loss Time (sec):        8 (Y+R =  4 sec) Average Delay (sec/veh):   13.2
Optimal Cycle:         56      Level Of Service:                   B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          ------------|--------------||--------------||--------------|
Control:       Permitted       Permitted        Permitted        Permitted
Rights:          Include         Include          Include          Include
Min. Green:  25   25   25    25   25   25    23   23   23    23   23   23
Lanes:      0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  1  0  1  0
          ------------|--------------||--------------||--------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:   173  189    7    38  279   23    33  494  291    20  420   48
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 173  189    7    38  279   23    33  494  291    20  420   48
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume: 186  203    8    41  300   25    35  531  313    22  452   52
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 186  203    8    41  300   25    35  531  313    22  452   52
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 186  203    8    41  300   25    35  531  313    22  452   52
          ------------|--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.63 0.63 0.63  0.83 0.83 0.83  0.83 0.83 0.83  0.85 0.85 0.85
Lanes:      0.94 1.02 0.04  0.22 1.64 0.14  0.08 1.21 0.71  0.08 1.72 0.20
Final Sat.: 1131 1235   46   353 2593  214   127 1901 1120   133 2785  318
          ------------|--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.16 0.16  0.12 0.12 0.12  0.28 0.28 0.28  0.16 0.16 0.16
Crit Moves:       ****                              ****
Green/Cycle: 0.45 0.45 0.45  0.45 0.45 0.45  0.46 0.46 0.46  0.46 0.46 0.46
Volume/Cap: 0.36 0.36 0.36  0.25 0.25 0.25  0.61 0.61 0.61  0.35 0.35 0.35
Delay/Veh:  12.5 12.5 12.5  11.4 11.4 11.4  15.0 15.0 15.0  11.9 11.9 11.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 12.5 12.5 12.5  11.4 11.4 11.4  15.0 15.0 15.0  11.9 11.9 11.9
DesignQueue:   4    4    0     1    6    0     1   11    6     0    9    1
**************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #3 Gilman Street / Sixth Street
**************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):        0.578
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):  11.5
Optimal Cycle:       46        Level Of Service:                  B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   19   19   19    19   19   19    19   19   19    19   19   19
Lanes:         0  0  1! 0  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    122   24   56    11   45   28    21  416  114    47  430   20
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 122   24   56    11   45   28    21  416  114    47  430   20
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89
PHF Volume:  137   27   63    12   51   31    24  467  128    53  483   22
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 137   27   63    12   51   31    24  467  128    53  483   22
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  137   27   63    12   51   31    24  467  128    53  483   22
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.73 0.73 0.73  0.83 0.83 0.83  0.95 0.95 0.95  0.91 0.91 0.91
Lanes:      0.60 0.12 0.28  0.26 1.07 0.67  0.04 0.75 0.21  0.09 0.87 0.04
Final Sat.:  842  166  387   412 1685 1048    69 1359  373   163 1495   70
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.16 0.16  0.03 0.03 0.03  0.34 0.34 0.34  0.32 0.32 0.32
Crit Moves:      ****            ****            ****            ****
Green/Cycle: 0.32 0.32 0.32  0.32 0.32 0.32  0.62 0.62 0.62  0.62 0.62 0.62
Volume/Cap: 0.50 0.50 0.50  0.09 0.09 0.09  0.56 0.56 0.56  0.53 0.53 0.53
Delay/Veh:  21.8 21.8 21.8  15.5 15.5 15.5   9.4  9.4  9.4   9.0  9.0  9.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 21.8 21.8 21.8  15.5 15.5 15.5   9.4  9.4  9.4   9.0  9.0  9.0
DesignQueue:   3    1    2     0    1    1     0    7    2     1    7    0
**************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #4 Gilman Street / San Pablo Avenue
**************************************************************************
Cycle (sec):        100        Critical Vol./Cap. (X):        0.812
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):  41.0
Optimal Cycle:       82        Level Of Service:                  D
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    4   35   35     4   35   35    31   31   31    31   31   31
Lanes:         1  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    113  401   25    74 1055  125    75  189   96    62  318   42
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 113  401   25    74 1055  125    75  189   96    62  318   42
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:  124  441   27    81 1159  137    82  208  105    68  349   46
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 124  441   27    81 1159  137    82  208  105    68  349   46
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  124  441   27    81 1159  137    82  208  105    68  349   46
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.94 0.94  0.95 0.93 0.93  0.63 0.63 0.63  0.87 0.87 0.87
Lanes:      1.00 1.88 0.12  1.00 1.79 0.21  0.42 1.05 0.53  0.15 0.75 0.10
Final Sat.: 1805 3368  210  1805 3176  376   497 1252  636   243 1246  165
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.13 0.13  0.05 0.37 0.37  0.17 0.17 0.17  0.28 0.28 0.28
Crit Moves: ****            ****                                ****
Green/Cycle: 0.15 0.37 0.37  0.15 0.37 0.37  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap: 0.46 0.35 0.35  0.30 0.99 0.99  0.45 0.45 0.45  0.77 0.77 0.77
Delay/Veh:  44.3 23.6 23.6  40.7 53.1 53.1  25.9 25.9 25.9  37.1 37.1 37.1
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 44.3 23.6 23.6  40.7 53.1 53.1  25.9 25.9 25.9  37.1 37.1 37.1
DesignQueue:   6   16    1     4   44    5     3    7    4     3   13    2
**************************************************************************
```

```
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #5 Rose Street / Shattuck Avenue
**************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):          0.505
Loss Time (sec):       8 (Y+R =  5 sec) Average Delay (sec/veh):   7.1
Optimal Cycle:        52        Level Of Service:                  A
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    17  17   17    17  17   17    27  27   27    27  27   27
Lanes:          1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       55  191   11   174  961   28    28  174   40    32  185   40
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    55  191   11   174  961   28    28  174   40    32  185   40
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:     58  201   12   183 1012   29    29  183   42    34  195   42
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    58  201   12   183 1012   29    29  183   42    34  195   42
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     58  201   12   183 1012   29    29  183   42    34  195   42
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.25 0.94 0.94  0.61 0.95 0.95  0.94 0.94 0.85  0.93 0.93 0.93
Lanes:        1.00 1.89 0.11  1.00 1.94 0.06  0.14 0.86 1.00  0.12 0.72 0.16
Final Sat.:    479 3386  195  1161 3494  102   247 1534 1615   219 1267  274
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.12 0.06 0.06  0.16 0.29 0.29  0.12 0.12 0.03  0.15 0.15 0.15
Crit Moves:             ****             ****             
Green/Cycle: 0.50 0.50 0.50  0.50 0.50 0.50  0.42 0.42 0.42  0.42 0.42 0.42
Volume/Cap:  0.24 0.12 0.12  0.32 0.58 0.58  0.28 0.28 0.06  0.36 0.36 0.36
Delay/Veh:     5.5  3.0  3.0   4.6  5.2  5.2  13.2 13.2 11.3  14.2 14.2 14.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    5.5  3.0  3.0   4.6  5.2  5.2  13.2 13.2 11.3  14.2 14.2 14.2
DesignQueue:     1    4    0     3   19    1     1    4    1     1    4    1
**************************************************************************
```

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                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #6 Cedar Street / Martin Luther King Way
**************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):          0.694
Loss Time (sec):       8 (Y+R =  5 sec) Average Delay (sec/veh):  17.2
Optimal Cycle:        48        Level Of Service:                  B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    20  20   20    20  20   20    20  20   20    20  20   20
Lanes:          0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       33  292   44    35  617   26    14  276   62    58  248   30
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    33  292   44    35  617   26    14  276   62    58  248   30
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:     34  304   46    36  643   27    15  288   65    60  258   31
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    34  304   46    36  643   27    15  288   65    60  258   31
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     34  304   46    36  643   27    15  288   65    60  258   31
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.90 0.90 0.90  0.96 0.96 0.96  0.96 0.96 0.96  0.83 0.83 0.83
Lanes:        0.09 0.79 0.12  0.05 0.91 0.04  0.04 0.78 0.18  0.17 0.74 0.09
Final Sat.:    153 1355  204    94 1665   70    72 1425  320   272 1162  141
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.22 0.22 0.22  0.39 0.39 0.39  0.20 0.20 0.20  0.22 0.22 0.22
Crit Moves:             ****             ****             
Green/Cycle: 0.54 0.54 0.54  0.54 0.54 0.54  0.31 0.31 0.31  0.31 0.31 0.31
Volume/Cap:  0.42 0.42 0.42  0.72 0.72 0.72  0.66 0.66 0.66  0.72 0.72 0.72
Delay/Veh:     7.7  7.7  7.7  12.4 12.4 12.4  25.4 25.4 25.4  29.0 29.0 29.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    7.7  7.7  7.7  12.4 12.4 12.4  25.4 25.4 25.4  29.0 29.0 29.0
DesignQueue:     1    5    1     1   12    0     0    7    2     2    7    1
**************************************************************************
```

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                   LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #7 Cedar Street / Shattuck Avenue
********************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):           0.567
Loss Time (sec):       8 (Y+R =  5 sec) Average Delay (sec/veh):     9.7
Optimal Cycle:        50        Level Of Service:                    A
********************************************************************************
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:   20   20   20    20   20   20    22   22   22    22   22   22
Lanes:         1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      48  256   41   127  933   52    44  257   86    94  268   56
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   48  256   41   127  933   52    44  257   86    94  268   56
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:    52  275   44   137 1003   56    47  276   92   101  288   60
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   52  275   44   137 1003   56    47  276   92   101  288   60
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    52  275   44   137 1003   56    47  276   92   101  288   60
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.26 0.93 0.93  0.55 0.94 0.94  0.39 0.96 0.96  0.37 0.97 0.97
Lanes:       1.00 1.72 0.28  1.00 1.89 0.11  1.00 0.75 0.25  1.00 0.83 0.17
Final Sat.:   502 3046  488  1053 3392  189   743 1370  458   695 1531  320
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.09 0.09  0.13 0.30 0.30  0.06 0.20 0.20  0.15 0.19 0.19
Crit Moves:            ****             ****             ****
Green/Cycle: 0.53 0.53 0.53  0.53 0.53 0.53  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap:  0.19 0.17 0.17  0.24 0.56 0.56  0.19 0.60 0.60  0.43 0.56 0.56
Delay/Veh:    3.6  2.1  2.1   3.1  3.7  3.7  16.8 22.0 22.0  22.3 21.1 21.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   3.6  2.1  2.1   3.1  3.7  3.7  16.8 22.0 22.0  22.3 21.1 21.1
DesignQueue:    1    5    1     2   18    1     1    7    2     2    7    1
********************************************************************************
```

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                   LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #8 Cedar Street / Oxford Street
********************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):           0.928
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    49.4
Optimal Cycle:        92        Level Of Service:                    D
********************************************************************************
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:   16   16   16    16   16   16    16   16   16    16   16   16
Lanes:         0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      45  186   56    34  531   19    18  314   75   144  343   19
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   45  186   56    34  531   19    18  314   75   144  343   19
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:    50  207   62    38  590   21    20  349   83   160  381   21
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   50  207   62    38  590   21    20  349   83   160  381   21
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    50  207   62    38  590   21    20  349   83   160  381   21
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.84 0.84 0.84  0.96 0.96 0.96  0.95 0.95 0.95  0.64 0.64 0.64
Lanes:       0.16 0.65 0.19  0.06 0.91 0.03  0.04 0.78 0.18  0.28 0.68 0.04
Final Sat.:   250 1031  311   107 1666   60    80 1391  332   348  829   46
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20 0.20  0.35 0.35 0.35  0.25 0.25 0.25  0.46 0.46 0.46
Crit Moves:            ****             ****             ****
Green/Cycle: 0.49 0.49 0.49  0.49 0.49 0.49  0.38 0.38 0.38  0.38 0.38 0.38
Volume/Cap:  0.41 0.41 0.41  0.73 0.73 0.73  0.66 0.66 0.66  1.21 1.21 1.21
Delay/Veh:   10.0 10.0 10.0  15.5 15.5 15.5  21.6 21.6 21.6 133.1  133 133.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  10.0 10.0 10.0  15.5 15.5 15.5  21.6 21.6 21.6 133.1  133 133.1
DesignQueue:    1    4    1     1   12    0     0    8    2     4    9    1
********************************************************************************
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #9 Cedar Street / Euclid Avenue
**************************************************************************
Cycle (sec):         60          Critical Vol./Cap. (X):      0.570
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):    13.1
Optimal Cycle:       42          Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   17  17   17    17  17   17    17  17   17    17  17   17
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     30   85   29    23  295  141    50  143  117    28  209    8
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  30   85   29    23  295  141    50  143  117    28  209    8
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:   33   94   32    26  328  157    56  159  130    31  232    9
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  33   94   32    26  328  157    56  159  130    31  232    9
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   33   94   32    26  328  157    56  159  130    31  232    9
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.85 0.85 0.85  0.94 0.94 0.94  0.86 0.86 0.86  0.93 0.93 0.93
Lanes:      0.21 0.59 0.20  0.05 0.64 0.31  0.16 0.46 0.38  0.11 0.86 0.03
Final Sat.:  335  950  324    90 1151  550   265  758  620   202 1509   58
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.10 0.10 0.10  0.28 0.28 0.28  0.21 0.21 0.21  0.15 0.15 0.15
Crit Moves:        ****              ****              ****
Green/Cycle: 0.50 0.50 0.50  0.50 0.50 0.50  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap:  0.20 0.20 0.20  0.57 0.57 0.57  0.57 0.57 0.57  0.42 0.42 0.42
Delay/Veh:    8.5  8.5  8.5 11.4 11.4 11.4  16.5 16.5 16.5  14.6 14.6 14.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   8.5  8.5  8.5 11.4 11.4 11.4  16.5 16.5 16.5  14.6 14.6 14.6
DesignQueue:   1    2    1     0    6    3     1    3    3     1    5    0
**************************************************************************
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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
**************************************************************************
Intersection #10 Grizzly Peak Blvd / Centennial Drive
**************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):      0.416
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):    10.2
Optimal Cycle:        0          Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:    0   0    0     0   0    0     0   0    0     0   0    0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 7:00-9:00 AM
Base Vol:     31   13   13    25   52    4     6  165  143   169   90   16
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  31   13   13    25   52    4     6  165  143   169   90   16
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   33   14   14    27   55    4     6  176  152   180   96   17
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  33   14   14    27   55    4     6  176  152   180   96   17
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   33   14   14    27   55    4     6  176  152   180   96   17
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.54 0.23 0.23  0.31 0.64 0.05  0.02 0.53 0.45  0.61 0.33 0.06
Final Sat.:  327  137  137   187  389   30    15  422  365   454  242   43
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.10 0.10 0.10  0.14 0.14 0.14  0.42 0.42 0.42  0.40 0.40 0.40
Crit Moves:        ****              ****              ****              ****
Delay/Veh:    8.9  8.9  8.9  9.2  9.2   9.2 10.3 10.3 10.3  10.7 10.7 10.7
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   8.9  8.9  8.9  9.2  9.2   9.2 10.3 10.3 10.3  10.7 10.7 10.7
LOS by Move:   A    A    A    A    A    A     B    B    B     B    B    B
ApproachDel:       8.9              9.2              10.3             10.7
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        8.9              9.2              10.3             10.7
LOS by Appr:        A                A                B                B
**************************************************************************
```

                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour

                  Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #11 Hearst Avenue / Shattuck Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.434
Loss Time (sec):   8 (Y+R = 6 sec) Average Delay (sec/veh):   6.1
Optimal Cycle: 52   Level Of Service: A
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 22   22   22   22   22   22   22   22   22   22   22   22
Lanes: 1 0 1 1 0   1 0 1 1 0   0 1 0 1 0   0 1 0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 19   291   43   199   810   57   31   278   24   11   225   51
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 19   291   43   199   810   57   31   278   24   11   225   51
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91   0.91 0.91 0.91   0.91 0.91 0.91   0.91 0.91 0.91
PHF Volume: 21   320   47   219   890   63   34   305   26   12   247   56
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 21   320   47   219   890   63   34   305   26   12   247   56
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   21   320   47   219   890   63   34   305   26   12   247   56
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.30 0.93 0.93   0.53 0.94 0.94   0.85 0.85 0.85   0.87 0.87 0.87
Lanes: 1.00 1.74 0.26   1.00 1.87 0.13   0.19 1.67 0.14   0.08 1.57 0.35
Final Sat.:   574 3085 456   1011 3339 235   299 2683 232   126 2577 584
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.04 0.10 0.10   0.22 0.27 0.27   0.11 0.11 0.11   0.10 0.10 0.10
Crit Moves: ****   ****
Green/Cycle: 0.56 0.56 0.56   0.56 0.56 0.56   0.36 0.36 0.36   0.36 0.36 0.36
Volume/Cap: 0.06 0.18 0.18   0.38 0.47 0.47   0.32 0.32 0.32   0.27 0.27 0.27
Delay/Veh: 1.3 1.2 1.2   3.1 2.0 2.0   16.0 16.0 16.0   15.5 15.5 15.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 1.3 1.2 1.2   3.1 2.0 2.0   16.0 16.0 16.0   15.5 15.5 15.5
DesignQueue: 0   5   1   4   15   1   1   7   1   0   6   1
****

                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour

                  Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #12 Hearst Avenue / Oxford Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.487
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   10.0
Optimal Cycle: 49   Level Of Service: A
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 19   19   19   19   19   19   22   22   22   22   22   22
Lanes: 1 0 1 1 0   0 1 0 1 0   0 1 0 1 0   1 1 0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 46   328 374   48   841   38   10   399 114   207   281   27
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 46   328 374   48   841   38   10   399 114   207   281   27
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94   0.94 0.94 0.94   0.94 0.94 0.94   0.94 0.94 0.94
PHF Volume: 49   349 398   51   895   40   11   424 121   220   299   29
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 49   349 398   51   895   40   11   424 121   220   299   29
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   49   349 398   51   895   40   11   424 121   220   299   29
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
Lanes: 1.00 1.00 1.00   0.10 1.82 0.08   0.04 1.52 0.44   1.20 1.64 0.16
Final Sat.:   1900 1805 1805   187 3275 148   69 2754 787   2177 2955 284
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.03 0.19 0.22   0.27 0.27 0.27   0.15 0.15 0.15   0.10 0.10 0.10
Crit Moves: ****   ****
Green/Cycle: 0.52 0.52 0.52   0.52 0.52 0.52   0.42 0.42 0.42   0.42 0.42 0.42
Volume/Cap: 0.05 0.37 0.42   0.52 0.52 0.52   0.37 0.37 0.37   0.24 0.24 0.24
Delay/Veh: 5.6 7.2 7.7   8.5 8.5 8.5   13.8 13.8 13.8   12.6 12.6 12.6
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 5.6 7.2 7.7   8.5 8.5 8.5   13.8 13.8 13.8   12.6 12.6 12.6
DesignQueue: 1   6   7   1   16   1   0   9   3   5   6   1
****

```
                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Hearst Avenue / Spruce Street
********************************************************************************
Average Delay (sec/veh):    0.7        Worst Case Level Of Service:       B
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:          Include           Include           Include           Include
Lanes:       0  0  0  0      0  0  1! 0  0     0  1  1  0  0     0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0    0     9    0   63    11  843    0     0  430    7
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0     9    0   63    11  843    0     0  430    7
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   0    0    0     9    0   66    12  887    0     0  453    7
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0     9    0   66    12  887    0     0  453    7
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  923 xxxx  230   460 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  272 xxxx  779  1112 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  270 xxxx  779  1112 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.3 xxxx xxxxx xxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  630 xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.5 xxxxx  8.3 xxxx xxxxx xxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *     A    *    *     *    *    *
ApproachDel:     xxxxxx            11.5          xxxxxx           xxxxxx
ApproachLOS:       *                B             *                *
```

```
                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Hearst Avenue / Arch Street / Le Conte Avenue
********************************************************************************
Average Delay (sec/veh):    3.0        Worst Case Level Of Service:       B
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:          Include           Include           Include           Include
Lanes:       0  0  0  0      0  0  1! 0  0     1  0  2  0  0     0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0    0     2    0  130   276  566    0     0  307    4
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0     2    0  130   276  566    0     0  307    4
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   0    0    0     2    0  138   294  602    0     0  327    4
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0     2    0  138   294  602    0     0  327    4
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1217 xxxx  165   331 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  176 xxxx  856  1240 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  144 xxxx  856  1240 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.8 xxxx xxxxx xxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  797 xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.5 xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *     *    *    *     *    *    *
ApproachDel:     xxxxxx            10.5          xxxxxx           xxxxxx
ApproachLOS:       *                B             *                *
```

```
                     LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #15 Hearst Avenue / Scenic Avenue
**************************************************************************
Average Delay (sec/veh):    0.4      Worst Case Level Of Service:     A
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||--------------|
Control:       Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  0  0  1    0  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:      0    0    0      0    0   37      0  531    0      0  290   55
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0    0    0      0    0   37      0  531    0      0  290   55
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93   0.93 0.93 0.93   0.93 0.93 0.93   0.93 0.93 0.93
PHF Volume:    0    0    0      0    0   40      0  571    0      0  312   59
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:    0    0    0      0    0   40      0  571    0      0  312   59
------------|---------------||---------------||---------------||--------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||--------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   185 xxxx xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   831 xxxx xxxx xxxxx xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   831 xxxx xxxx xxxxx xxxx xxxx xxxxx
------------|---------------||---------------||---------------||--------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx   9.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *      *    *    A      *    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *      *    *    *      *    *    *      *    *    *
ApproachDel:    xxxxxx             9.5           xxxxxx           xxxxxx
ApproachLOS:       *               A               *                *
```

```
                     LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #16 Hearst Avenue / Euclid Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):          0.471
Loss Time (sec):    12 (Y+R =  3 sec) Average Delay (sec/veh):      15.4
Optimal Cycle:      58        Level Of Service:                    B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||--------------|
Control:        Permitted        Permitted       Prot+Permit       Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     25   25   25      5   16   16     16   16   16
Lanes:       0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    0  0  1! 0  0
------------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00-9:00 AM
Base Vol:      2    0    2     47    1  151     75  448    1      1  276   10
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   2    0    2     47    1  151     75  448    1      1  276   10
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94   0.94 0.94 0.94   0.94 0.94 0.94   0.94 0.94 0.94
PHF Volume:    2    0    2     50    1  161     80  477    1      1  294   11
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   2    0    2     50    1  161     80  477    1      1  294   11
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    2    0    2     50    1  161     80  477    1      1  294   11
------------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.88 1.00 0.88   0.84 0.84 0.84   0.84 1.00 1.00   1.00 1.00 1.00
Lanes:      0.50 0.00 0.50   0.23 0.01 0.76   1.00 0.99 0.01   0.01 0.96 0.03
Final Sat.:  831    0  831    377    8 1212   1605 1896    4      7 1818   66
------------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00   0.13 0.13 0.13   0.05 0.25 0.25   0.16 0.16 0.16
Crit Moves:                  ****              ****              ****
Green/Cycle:0.40 0.40 0.40   0.40 0.40 0.40   0.51 0.51 0.51   0.31 0.31 0.31
Volume/Cap: 0.01 0.00 0.01   0.33 0.33 0.33   0.10 0.50 0.50   0.52 0.52 0.52
Delay/Veh:  11.7  0.0 11.7   14.9 14.9 14.9    9.7 12.3 12.3   21.9 21.9 21.9
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 11.7  0.0 11.7   14.9 14.9 14.9    9.7 12.3 12.3   21.9 21.9 21.9
DesignQueue:   0    0    0      1    0    4      2    9    0      0    8    0
**************************************************************************
```

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--------------------------------------------------------------------------
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #17 Hearst Avenue / Le Roy Avenue
**************************************************************************
Average Delay (sec/veh):     1.7      Worst Case Level Of Service:     B
**************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:          Include           Include           Include           Include
Lanes:       0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:      0    0    0    19    0   60    59  436    0     0  230    3
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    19    0   60    59  436    0     0  230    3
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:    0    0    0    20    0   64    63  464    0     0  245    3
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    0    0    0    20    0   64    63  464    0     0  245    3
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.4 xxxx  6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  739 xxxx  246  248 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  353 xxxx  797 1330 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  340 xxxx  797 1330 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx  7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     A    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  603 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.9 xxxxx  7.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *     A    *    *     *    *    *
ApproachDel:    xxxxxx            11.9           xxxxxx            xxxxxx
ApproachLOS:      *                 B              *                 *
```

```
--------------------------------------------------------------------------
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #18 Hearst Avenue / Gayley Road / LaLoma Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.924
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     22.4
Optimal Cycle:      91        Level Of Service:                 C
**************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   18   18   18    18   18   18    17   17   17    17   17   17
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00-9:00 AM
Base Vol:     274  212   95    12  274   21    28  161  304    21   33    5
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  274  212   95    12  274   21    28  161  304    21   33    5
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92
PHF Volume:   298  230  103    13  298   23    30  175  330    23   36    5
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  298  230  103    13  298   23    30  175  330    23   36    5
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   298  230  103    13  298   23    30  175  330    23   36    5
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.67 0.67 0.67  0.97 0.97 0.97  0.90 0.90 0.90  0.82 0.82 0.85
Lanes:      0.48 0.36 0.16  0.04 0.89 0.07  0.06 0.32 0.62  0.39 0.61 1.00
Final Sat.:   599  463  208    72 1640  126    97  559 1056   603  947 1615
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.50 0.50 0.50  0.18 0.18 0.18  0.31 0.31 0.31  0.04 0.04 0.00
Crit Moves:      ****                             ****
Green/Cycle:0.55 0.55 0.55  0.55 0.55 0.55  0.40 0.40 0.40  0.40 0.40 0.40
Volume/Cap: 0.90 0.90 0.90  0.33 0.33 0.33  0.78 0.78 0.78  0.09 0.09 0.01
Delay/Veh:  29.5 29.5 29.5   8.8  8.8  8.8  23.9 23.9 23.9  11.2 11.2 10.5
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 29.5 29.5 29.5   8.8  8.8  8.8  23.9 23.9 23.9  11.2 11.2 10.5
DesignQueue:   5    4    2     0    5    0     1    4    8     0    1    0
**************************************************************************
```

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                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             AM Peak Hour
```

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                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #19 Berkeley Way / Oxford Street
********************************************************************************
Cycle (sec):          70          Critical Vol./Cap. (X):          0.486
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):      4.7
Optimal Cycle:        46          Level Of Service:                  A
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  18   18   18    18   18   18    20   20   20    20   20   20
Lanes:       1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    39  717   40    30 1132   11    20   18   72    10    2   12
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 39  717   40    30 1132   11    20   18   72    10    2   12
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89
PHF Volume:  44  806   45    34 1272   12    22   20   81    11    2   13
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 44  806   45    34 1272   12    22   20   81    11    2   13
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  44  806   45    34 1272   12    22   20   81    11    2   13
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.20 0.94 0.94  0.33 0.95 0.95  0.87 0.87 0.87  0.86 0.87 0.87
Lanes:      1.00 1.89 0.11  1.00 1.98 0.02  0.18 0.16 0.66  1.00 0.14 0.86
Final Sat.:  378 3392  189   625 3572   35   302  272 1087  1625  236 1418
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.12 0.24 0.24  0.05 0.36 0.36  0.07 0.07 0.07  0.01 0.01 0.01
Crit Moves:           ****            ****            ****
Green/Cycle: 0.64 0.64 0.64  0.64 0.64 0.64  0.31 0.31 0.31  0.31 0.31 0.31
Volume/Cap: 0.18 0.37 0.37  0.08 0.55 0.55  0.24 0.24 0.24  0.02 0.03 0.03
Delay/Veh:   3.9  3.1  3.1   2.6  4.1  4.1  19.3 19.3 19.3  17.0 17.1 17.1
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  3.9  3.1  3.1   2.6  4.1  4.1  19.3 19.3 19.3  17.0 17.1 17.1
DesignQueue:  1   12    1     0   19    0     1    1    2     0    0    0
********************************************************************************
```

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                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             AM Peak Hour
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                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #20 University Avenue / Sixth Street
********************************************************************************
Cycle (sec):         114          Critical Vol./Cap. (X):          0.812
Loss Time (sec):      16 (Y+R =  5 sec) Average Delay (sec/veh):     83.6
Optimal Cycle:       114          Level Of Service:                  F
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted         Protected         Protected
Rights:         Include           Include           Include           Include
Min. Green:   6   23   23     0   23   23     6   15   15     6   15   15
Lanes:       1  0  1  0  1   1  0  1  0  1   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:   211  111   19    73  290  325    89  932  333    40  931   21
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 211 111   19    73  290  325    89  932  333    40  931   21
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume: 224  118   20    78  309  346    95  991  354    43  990   22
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 224 118   20    78  309  346    95  991  354    43  990   22
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 224  118   20    78  309  346    95  991  354    43  990   22
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 1.00 0.85  0.68 1.00 0.85  0.95 0.91 0.91  0.95 0.95 0.95
Lanes:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.47 0.53  1.00 1.96 0.04
Final Sat.: 1805 1900 1615  1286 1900 1615  1805 2556  913  1805 3520   79
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.12 0.06 0.01  0.06 0.16 0.21  0.05 0.39 0.39  0.02 0.28 0.28
Crit Moves: ****            ****            ****            ****
Green/Cycle: 0.41 0.41 0.41  0.27 0.27 0.27  0.10 0.32 0.32  0.05 0.32 0.32
Volume/Cap: 0.30 0.15 0.03  0.22 0.60 0.79  0.54 1.23 1.23  0.45 0.89 0.89
Delay/Veh:  23.5 21.4 20.0  33.6 41.1 51.8  60.8  150 149.9 66.9 47.8 47.8
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 23.5 21.4 20.0  33.6 41.1 51.8  60.8  150 149.9 66.9 47.8 47.8
DesignQueue:  9    4    1     4   15   17     5   46   17     3   45    1
********************************************************************************
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EXISTING AM              Mon Feb 23, 2004 15:37:56        Page 25-1
------------------------------------------------------------------------
                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
************************************************************************
Intersection #21 University Avenue / San Pablo Avenue
************************************************************************
Cycle (sec):        114        Critical Vol./Cap. (X):        0.822
Loss Time (sec):     16 (Y+R =  5 sec) Average Delay (sec/veh):   115.4
Optimal Cycle:       97         Level Of Service:                 F
************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   5   21   21    5   21   21    5   22   22    5   22   22
Lanes:        1  0  1  1  0  1  0  1  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    100  457   75   190  837   83    56  957   49    63  644   93
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 100  457   75   190  837   83    56  957   49    63  644   93
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89
PHF Volume:  112  513   84   213  940   93    63 1075   55    71  724  104
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 112  513   84   213  940   93    63 1075   55    71  724  104
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  112  513   84   213  940   93    63 1075   55    71  724  104
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.94 0.94  0.95 0.94 0.94  0.95 0.93 0.93
Lanes:      1.00 1.72 0.28  1.00 1.82 0.18  1.00 1.90 0.10  1.00 1.75 0.25
Final Sat.: 1805 3036  498  1805 3242  321  1805 3410  175  1805 3095  447
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.17 0.17  0.12 0.29 0.29  0.03 0.32 0.32  0.04 0.23 0.23
Crit Moves: ****            ****             ****             ****
Green/Cycle: 0.17 0.31 0.31  0.17 0.31 0.31  0.05 0.22 0.22  0.06 0.22 0.22
Volume/Cap: 0.37 0.55 0.55  0.71 0.95 0.95  0.66 1.44 1.44  0.64 1.07 1.07
Delay/Veh:  45.7 35.0 35.0  58.2 55.4 55.4  84.0  249 248.8 77.2 95.9 95.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 45.7 35.0 35.0  58.2 55.4 55.4  84.0  249 248.8 77.2 95.9 95.9
DesignQueue:   6   23    4    12   44    4     4   57    3     4   38    5
************************************************************************
```

```
EXISTING AM              Mon Feb 23, 2004 15:37:56        Page 26-1
------------------------------------------------------------------------
                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
************************************************************************
Intersection #22 University Avenue / Martin Luther King Way
************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):        0.789
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):    20.7
Optimal Cycle:       66         Level Of Service:                 C
************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit       Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   5   23   23    23   23   23    17   17   17    17   17   17
Lanes:        1  0  1  1  0  1  0  1  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    178  568   80    57  833   87    81  703  185    41  477   47
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 178  568   80    57  833   87    81  703  185    41  477   47
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:  191  611   86    61  896   94    87  756  199    44  513   51
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 191  611   86    61  896   94    87  756  199    44  513   51
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  191  611   86    61  896   94    87  756  199    44  513   51
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.35 0.93 0.93  0.32 0.94 0.94  0.36 0.92 0.92  0.17 0.94 0.94
Lanes:      1.00 1.75 0.25  1.00 1.81 0.19  1.00 1.58 0.42  1.00 1.82 0.18
Final Sat.:  658 3107  438   599 3223  337   676 2769  729   331 3243  320
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.29 0.20 0.20  0.10 0.28 0.28  0.13 0.27 0.27  0.13 0.16 0.16
Crit Moves: ****            ****             ****
Green/Cycle: 0.43 0.43 0.43  0.34 0.34 0.34  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap: 0.68 0.46 0.46  0.30 0.82 0.82  0.36 0.77 0.77  0.38 0.45 0.45
Delay/Veh:  25.8 12.3 12.3  18.9 25.1 25.1  19.8 23.4 23.4  24.7 17.3 17.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 25.8 12.3 12.3  18.9 25.1 25.1  19.8 23.4 23.4  24.7 17.3 17.3
DesignQueue:   6   13    2     1   23    2     2   19    5     1   12    1
************************************************************************
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #23 University Avenue / Milvia Street
**************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):        0.502
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    10.8
Optimal Cycle:       49        Level Of Service:                 B
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   21   21   21     21   21   21     20   20   20     20   20   20
Lanes:         1  0  0  1 0     0  0  1! 0 0     0  1  0  1 0     0  1  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     100   98   21      6  203   63     37  656  137     18  406   15
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  100   98   21      6  203   63     37  656  137     18  406   15
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.92 0.92 0.92   0.92 0.92 0.92   0.92 0.92 0.92   0.92 0.92 0.92
PHF Volume:   109  107   23      7  221   68     40  713  149     20  441   16
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  109  107   23      7  221   68     40  713  149     20  441   16
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   109  107   23      7  221   68     40  713  149     20  441   16
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.69 0.97 0.97   0.97 0.97 0.97   0.85 0.85 0.85   0.86 0.86 0.86
Lanes:       1.00 0.82 0.18   0.02 0.75 0.23   0.09 1.58 0.33   0.08 1.85 0.07
Final Sat.:  1303 1524  327     40 1369  425    144 2559  534    134 3033  112
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.07 0.07   0.16 0.16 0.16   0.28 0.28 0.28   0.15 0.15 0.15
Crit Moves:            ****         ****
Green/Cycle: 0.38 0.38 0.38   0.38 0.38 0.38   0.56 0.56 0.56   0.56 0.56 0.56
Volume/Cap:  0.22 0.18 0.18   0.42 0.42 0.42   0.50 0.50 0.50   0.26 0.26 0.26
Delay/Veh:   14.4 13.8 13.8   16.5 16.5 16.5    9.6  9.6  9.6    7.7  7.7  7.7
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  14.4 13.8 13.8   16.5 16.5 16.5    9.6  9.6  9.6    7.7  7.7  7.7
DesignQueue:    2    2    1      0    5    2      1   12    2      0    7    0
**************************************************************************
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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #24 University Avenue / SB Shattuck Avenue
**************************************************************************
Cycle (sec):         75        Critical Vol./Cap. (X):        0.459
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    19.7
Optimal Cycle:       40        Level Of Service:                 B
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    0    0    0     16   16   16     16   16   16     16   16   16
Lanes:         0  0  0  0 0     0  1  1  1 0     1  0  1  1 0     0  1  0  1 1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0     49  767  105    115  401  162     26  356  314
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    0    0    0     49  767  105    115  401  162     26  356  314
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94   0.94 0.94 0.94   0.94 0.94 0.94   0.94 0.94 0.94
PHF Volume:     0    0    0     52  816  112    122  427  172     28  379  334
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    0    0    0     52  816  112    122  427  172     28  379  334
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:     0    0    0     52  816  112    122  427  172     28  379  334
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  1.00 1.00 1.00   0.79 0.79 0.79   0.45 0.82 0.82   0.72 0.72 0.72
Lanes:       0.00 0.00 0.00   0.16 2.50 0.34   1.00 1.42 0.58   0.11 1.54 1.35
Final Sat.:     0    0    0    240 3757  514    846 2215  895    154 2112 1863
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00   0.22 0.22 0.22   0.14 0.19 0.19   0.18 0.18 0.18
Crit Moves:            ****         ****
Green/Cycle: 0.00 0.00 0.00   0.36 0.36 0.36   0.30 0.30 0.30   0.30 0.53 0.53
Volume/Cap:  0.00 0.00 0.00   0.60 0.60 0.60   0.48 0.64 0.64   0.60 0.34 0.34
Delay/Veh:    0.0  0.0  0.0   21.3 21.3 21.3   27.9 26.1 26.1   24.5 10.5 10.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   21.3 21.3 21.3   27.9 26.1 26.1   24.5 10.5 10.5
DesignQueue:    0    0    0      1   23    3      4   13    5      1    8    7
**************************************************************************
```

                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour

                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #25 University Avenue / NB Shattuck Avenue
****
Cycle (sec):   75   Critical Vol./Cap. (X):   0.335
Loss Time (sec):   15 (Y+R = 4 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 47   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 19   0   19   0   0   0   0   13   0   0   13   0
Lanes: 2 0 1! 0 1   0 0 0 0 0   0 0 2 0 0   0 0 2 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 458   0 168   0   0   0   0 444   0   0 235   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 458   0 168   0   0   0   0 444   0   0 235   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 492   0 181   0   0   0   0 477   0   0 253   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 492   0 181   0   0   0   0 477   0   0 253   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   492   0 181   0   0   0   0 477   0   0 253   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.81 1.00 0.83 1.00 1.00 1.00 1.00 0.86 1.00 1.00 0.86 1.00
Lanes: 2.65 0.00 1.35 0.00 0.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00
Final Sat.:   4075   0 2135   0   0   0   0 3249   0   0 3249   0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.08 0.00 0.00 0.00 0.00 0.15 0.00 0.00 0.08 0.00
Crit Moves: ****   ****   ****
Green/Cycle: 0.36 0.00 0.36 0.00 0.00 0.00 0.00 0.44 0.00 0.00 0.44 0.00
Volume/Cap: 0.34 0.00 0.23 0.00 0.00 0.00 0.00 0.33 0.00 0.00 0.18 0.00
Delay/Veh: 17.9 0.0 17.0   0.0 0.0 0.0   0.0 14.4 0.0   0.0 13.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 17.9 0.0 17.0   0.0 0.0 0.0   0.0 14.4 0.0   0.0 13.0 0.0
DesignQueue: 13   0   5   0   0   0   0   11   0   0   6   0
****

                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour

                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #26 University Avenue / Oxford Street
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.800
Loss Time (sec):   12 (Y+R = 4 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 68   Level Of Service: C
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Prot+Permit   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 5   18   18   5   18   18   18   18   18   18   18   18
Lanes: 1 0 1 1 0   1 0 1 1 0   1 1 0 0 1   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 147 487   4   41 1101   77   300   38 217   6   12   23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 147 487   4   41 1101   77   300   38 217   6   12   23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 162 535   4   45 1210   85   330   42 238   7   13   25
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 162 535   4   45 1210   85   330   42 238   7   13   25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   162 535   4   45 1210   85   330   42 238   7   13   25
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.85 0.85 0.37 0.85 0.85 0.65 0.65 0.77 0.81 0.81 0.81
Lanes: 1.00 1.98 0.02 1.00 1.87 0.13 1.78 0.22 1.00 0.15 0.29 0.56
Final Sat.:   1625 3219   26   710 3006 210 2189 277 1454   225 450 863
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.10 0.17 0.17 0.06 0.40 0.40 0.15 0.15 0.16 0.03 0.03 0.03
Crit Moves: ****   ****   ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.30 0.30 0.30 0.30 0.30 0.30
Volume/Cap: 0.24 0.41 0.41 0.16 0.99 0.99 0.50 0.50 0.55 0.10 0.10 0.10
Delay/Veh: 13.5 14.6 14.6 13.3 41.0 41.0 21.2 21.2 23.9 16.8 16.8 16.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.5 14.6 14.6 13.3 41.0 41.0 21.2 21.2 23.9 16.8 16.8 16.8
DesignQueue: 4   12   0   1   28   2   9   1   6   0   0   1
****

```
EXISTING AM            Mon Feb 23, 2004 15:37:57       Page 31-1
--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #27 Univeristy Drive (East Gate)  / Gayley Road
*************************************************************************
Average Delay (sec/veh):    2.6      Worst Case Level Of Service:      C
*************************************************************************
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L - T - R        L - T - R        L - T - R        L - T - R
-----------|---------------||---------------||---------------||---------------|
Control:     Uncontrolled     Uncontrolled     Stop Sign         Stop Sign
Rights:         Include          Include          Include          Include
Lanes:      1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     69  476    0     0  543   75    53    0   73     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  69  476    0     0  543   75    53    0   73     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   73  501    0     0  572   79    56    0   77     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   73  501    0     0  572   79    56    0   77     0    0    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  651 xxxx xxxxx  xxxx xxxx xxxxx 1257 xxxx   611 xxxxx xxxx xxxxx
Potent Cap.:  945 xxxx xxxxx  xxxx xxxx xxxxx  191 xxxx   497 xxxxx xxxx xxxxx
Move Cap.:    945 xxxx xxxxx  xxxx xxxx xxxxx  179 xxxx   497 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 9.1 xxxx xxxxx xxxxx xxxx xxxxx 33.9 xxxx 13.6 xxxxx xxxx xxxxx
LOS by Move:  A   *    *     *     *    *     D    *    B    *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:   *   *    *     *    *    *     *    *    *     *    *    *
ApproachDel:    xxxxxx           xxxxxx            22.1           xxxxxx
ApproachLOS:      *                *                C                *
```

```
EXISTING AM            Mon Feb 23, 2004 15:37:57       Page 32-1
--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #28 Addison Street / Oxford Street
*************************************************************************
Average Delay (sec/veh):    0.5      Worst Case Level Of Service:      B
*************************************************************************
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L - T - R        L - T - R        L - T - R        L - T - R
-----------|---------------||---------------||---------------||---------------|
Control:     Uncontrolled     Uncontrolled     Stop Sign         Stop Sign
Rights:         Include          Include          Include          Include
Lanes:      1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     54  647    0     0 1165   61     4    0   31     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  54  647    0     0 1165   61     4    0   31     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:   59  711    0     0 1280   67     4    0   34     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   59  711    0     0 1280   67     4    0   34     0    0    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  812 xxxx xxxxx  xxxx xxxx xxxxx 1392 xxxx     0 xxxxx xxxx xxxxx
Potent Cap.:  622 xxxx xxxxx  xxxx xxxx xxxxx  102 xxxx     0 xxxxx xxxx xxxxx
Move Cap.:    622 xxxx xxxxx  xxxx xxxx xxxxx   95 xxxx     0 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 11.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  B   *    *     *     *    *     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  830 xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  9.5 xxxxx xxxxx xxxxx xxxxx
Shared LOS:   *   *    *     *    *    *     *    A    *     *    *    *
ApproachDel:    xxxxxx           xxxxxx             9.5           xxxxxx
ApproachLOS:      *                *                A                *
```

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```
                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #29 Center Street / SB Shattuck Avenue
********************************************************************************
Cycle (sec):          65         Critical Vol./Cap. (X):        0.348
Loss Time (sec):      12 (Y+R =  9 sec) Average Delay (sec/veh):      14.9
Optimal Cycle:        65         Level Of Service:                  B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0   20   20   20    0   22   22   33   33    0
Lanes:          0 0  0 0  0   0 1  1 1  0   0 0  0 1  0   0 1  0 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0   15  779   71    0   69   51   17  102    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    0   15  779   71    0   69   51   17  102    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:     0    0    0   16  838   76    0   74   55   18  110    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    0    0    0   16  838   76    0   74   55   18  110    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     0    0    0   16  838   76    0   74   55   18  110    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 1.00 0.80 0.80 0.80 1.00 0.85 0.85 0.86 0.86 1.00
Lanes:       0.00 0.00 0.00 0.05 2.70 0.25 0.00 0.58 0.42 0.14 0.86 0.00
Final Sat.:     0    0    0   79 4104  374    0  927  685  233 1398    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.20 0.20 0.20 0.00 0.08 0.08 0.08 0.08 0.00
Crit Moves:                      ****              ****
Green/Cycle: 0.00 0.00 0.00 0.31 0.31 0.31 0.00 0.34 0.34 0.51 0.51 0.00
Volume/Cap:  0.00 0.00 0.00 0.66 0.66 0.66 0.00 0.24 0.24 0.15 0.15 0.00
Delay/Veh:    0.0  0.0  0.0 16.3 16.3 16.3  0.0 16.5 16.5  3.1  3.1  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0 16.3 16.3 16.3  0.0 16.5 16.5  3.1  3.1  0.0
DesignQueue:    0    0    0    0   22    2    0    2    1    0    2    0
********************************************************************************
```

```
                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #30 Center Street / NB Shattuck Avenue
********************************************************************************
Cycle (sec):          65         Critical Vol./Cap. (X):        0.285
Loss Time (sec):       8 (Y+R =  9 sec) Average Delay (sec/veh):       4.6
Optimal Cycle:        60         Level Of Service:                  A
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    30   30   30    0    0    0   22   22    0    0   22   22
Lanes:          0 1  1 1  0   0 0  0 0  0   0 1  0 0  0   0 0  0 1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      42  616   51    0    0    0   26   56    0    0   77   26
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   42  616   51    0    0    0   26   56    0    0   77   26
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
PHF Volume:    48  708   59    0    0    0   30   64    0    0   89   30
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   48  708   59    0    0    0   30   64    0    0   89   30
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    48  708   59    0    0    0   30   64    0    0   89   30
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.80 0.80 0.80 1.00 1.00 1.00 0.80 0.80 1.00 1.00 0.87 0.87
Lanes:       0.18 2.61 0.21 0.00 0.00 0.00 0.32 0.68 0.00 0.00 0.75 0.25
Final Sat.:   270 3967  328    0    0    0  479 1032    0    0 1235  417
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18 0.18 0.00 0.00 0.00 0.06 0.06 0.00 0.00 0.07 0.07
Crit Moves:       ****                             ****
Green/Cycle: 0.54 0.54 0.54 0.00 0.00 0.00 0.34 0.34 0.00 0.00 0.34 0.34
Volume/Cap:  0.33 0.33 0.33 0.00 0.00 0.00 0.18 0.18 0.00 0.00 0.21 0.21
Delay/Veh:    2.2  2.2  2.2  0.0  0.0  0.0 10.8 10.8  0.0  0.0 16.2 16.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   2.2  2.2  2.2  0.0  0.0  0.0 10.8 10.8  0.0  0.0 16.2 16.2
DesignQueue:    1   12    1    0    0    0    1    2    0    0    2    1
********************************************************************************
```

                    LBNL + UC Berkeley LRDP EIR
                      Existing Conditions
                         AM Peak Hour

                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #31 Center Street / Oxford Street
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.516
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   8.3
Optimal Cycle: 46   Level Of Service: A
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 19   19   19   19   19   19   19   19   19   19   19   19
Lanes: 1 0 1 1 0   1 0 1 1 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 50 663   42   11 1145   39   26   10   43   19   6   8
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 663   42   11 1145   39   26   10   43   19   6   8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 54 713   45   12 1231   42   28   11   46   20   6   9
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 54 713   45   12 1231   42   28   11   46   20   6   9
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   54 713   45   12 1231   42   28   11   46   20   6   9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.18 0.85 0.85 0.32 0.85 0.85 0.77 0.77 0.77 0.76 0.76 0.76
Lanes: 1.00 1.88 0.12 1.00 1.93 0.07 0.33 0.13 0.54 0.58 0.18 0.24
Final Sat.: 340 3028 192   612 3126 106   479 184 793   826 261 348
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.16 0.24 0.24 0.02 0.39 0.39 0.06 0.06 0.06 0.02 0.02 0.02
Crit Moves: ****   ****
Green/Cycle: 0.63 0.63 0.63 0.63 0.63 0.63 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.25 0.37 0.37 0.03 0.62 0.62 0.19 0.19 0.19 0.08 0.08 0.08
Delay/Veh: 8.0 6.3 6.3   4.7 8.8 8.8 17.5 17.5 17.5 16.3 16.3 16.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.0 6.3 6.3   4.7 8.8 8.8 17.5 17.5 17.5 16.3 16.3 16.3
DesignQueue: 1   10   1   0   18   1   1   0   1   1   0   0
****

                    LBNL + UC Berkeley LRDP EIR
                      Existing Conditions
                         AM Peak Hour

                 Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #32 Stadium Rim Road / Gayley Road
****
Cycle (sec):   100   Critical Vol./Cap. (X):   0.911
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   26.2
Optimal Cycle: 0   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 0 1 0   0 1 0 0 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 0 386   19   128 471   0   12   5   14   18   1 118
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 386   19   128 471   0   12   5   14   18   1 118
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 0 415   20   138 506   0   13   5   15   19   1 127
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 415   20   138 506   0   13   5   15   19   1 127
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 415   20   138 506   0   13   5   15   19   1 127
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.95 0.05 0.21 0.79 0.00 0.39 0.16 0.45 0.13 0.01 0.86
Final Sat.:   0 641   32   151 556   0   190   79 222   74   4 488
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx 0.65 0.65 0.91 0.91 xxxx 0.07 0.07 0.07 0.26 0.26 0.26
Crit Moves: ****   ****   ****   ****
Delay/Veh: 0.0 16.8 16.8 36.9 36.9 0.0 10.0 10.0 10.0 10.8 10.8 10.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 16.8 16.8 36.9 36.9 0.0 10.0 10.0 10.0 10.8 10.8 10.8
LOS by Move: *   C   C   E   E   *   A   A   A   B   B   B
ApproachDel: 16.8   36.9   10.0   10.8
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 16.8   36.9   10.0   10.8
LOS by Appr: C   E   A   B
****

```
EXISTING AM              Mon Feb 23, 2004 15:37:57          Page 37-1
--------------------------------------------------------------------------
                     LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #33 Allston Way / Oxford Street
**************************************************************************
Average Delay (sec/veh):      1.1      Worst Case Level Of Service:      D
**************************************************************************
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:    Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:        Include          Include          Include          Include
Lanes:      0  1  1  0  0    0  1  0  1  0    1  0  0  0  1    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    17  798    0    59 1111   34    16    0   33     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 17  798    0    59 1111   34    16    0   33     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:  18  858    0    63 1195   37    17    0   35     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  18  858    0    63 1195   37    17    0   35     0    0    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1129 xxxx xxxxx   858 xxxx xxxxx  1735 xxxx   480 xxxxx xxxx xxxxx
Potent Cap.:  594 xxxx xxxxx   791 xxxx xxxxx    76 xxxx   510 xxxxx xxxx xxxxx
Move Cap.:    594 xxxx xxxxx   791 xxxx xxxxx    70 xxxx   510 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 11.3 xxxx xxxxx   9.9 xxxx xxxxx  73.0 xxxx  12.6 xxxxx xxxx xxxxx
LOS by Move:   B    *     *     A    *     *     F    *     B     *    *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 11.3 xxxx xxxxx   9.9 xxxx xxxxx   *    *    *     *    *     *
Shared LOS:    B    *     *     A    *     *     *    *    *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           32.3            xxxxxx
ApproachLOS:       *                *               D                *
--------------------------------------------------------------------------
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EXISTING AM              Mon Feb 23, 2004 15:37:57          Page 38-1
--------------------------------------------------------------------------
                     LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #34 Kittridge Street / Oxford Street / Fulton Street
**************************************************************************
Average Delay (sec/veh):      0.4      Worst Case Level Of Service:      C
**************************************************************************
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:    Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:        Include          Include          Include          Include
Lanes:      0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    13  801    0     0 1122   18     6    0   23     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 13  801    0     0 1122   18     6    0   23     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:  14  861    0     0 1206   19     6    0   25     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  14  861    0     0 1206   19     6    0   25     0    0    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1079 xxxx xxxxx  xxxx xxxx xxxxx  1565 xxxx   418 xxxx xxxx xxxxx
Potent Cap.:  607 xxxx xxxxx  xxxx xxxx xxxxx    97 xxxx   547 xxxxx xxxx xxxxx
Move Cap.:    607 xxxx xxxxx  xxxx xxxx xxxxx    95 xxxx   547 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 11.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   B    *     *     *    *     *     *    *    *     *    *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  276 xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 11.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 19.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:    B    *     *     *    *     *     *    C    *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           19.7            xxxxxx
ApproachLOS:       *                *               C                *
--------------------------------------------------------------------------
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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM 4-Way Stop Method (Base Volume Alternative)
****************************************************************************
Intersection #35 Stadium Rim Road / Centennial Drive
****************************************************************************
Cycle (sec):        100       Critical Vol./Cap. (X):         0.325
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):    9.2
Optimal Cycle:        0                Level Of Service:           A
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0      0    0    0      0    0    0      0    0    0
Lanes:      0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0   70  160     94   22    0      0    0    0    114    0   71
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0   70  160     94   22    0      0    0    0    114    0   71
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85
PHF Volume:   0   82  188    111   26    0      0    0    0    134    0   84
Reduct Vol:   0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  0   82  188    111   26    0      0    0    0    134    0   84
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0   82  188    111   26    0      0    0    0    134    0   84
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.30 0.70  0.81 0.19 0.00  0.00 0.00 0.00  0.61 0.01 0.38
Final Sat.:   0  253  579    575  135    0      0    0    0    452    0  282
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.33 0.33  0.19 0.19 xxxx xxxx xxxx xxxx  0.30 0.00 0.30
Crit Moves:       ****            ****                           ****
Delay/Veh:   0.0  9.0  9.0   8.9  8.9  0.0   0.0  0.0  0.0   9.5  9.5  9.5
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  9.0  9.0   8.9  8.9  0.0   0.0  0.0  0.0   9.5  9.5  9.5
LOS by Move:  *    A    A     A    A    *     *    *    *     A    A    A
ApproachDel:      9.0             8.9            xxxxxx           9.5
Delay Adj:        1.00            1.00           xxxxx            1.00
ApprAdjDel:       9.0             8.9            xxxxxx           9.5
LOS by Appr:       A               A               *              A
****************************************************************************
```

```
--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
****************************************************************************
Intersection #36 Bancroft Way / Shattuck Avenue
****************************************************************************
Cycle (sec):         65       Critical Vol./Cap. (X):         0.457
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    8.6
Optimal Cycle:       42                Level Of Service:           A
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18   18    0      0   18   18      0    0    0     16   16   16
Lanes:      1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    29  912    0      0  788   12      1    0   62    116   51   71
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 29  912    0      0  788   12      1    0   62    116   51   71
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:  31  981    0      0  847   13      1    0   67    125   55   76
Reduct Vol:   0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 31  981    0      0  847   13      1    0   67    125   55   76
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  31  981    0      0  847   13      1    0   67    125   55   76
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.29 0.86 1.00  1.00 0.85 0.85  0.78 1.00 0.78  0.67 0.82 0.82
Lanes:      1.00 2.00 0.00  0.00 1.97 0.03  0.02 0.00 0.98  1.00 0.42 0.58
Final Sat.: 559 3249    0      0 3194   49     24    0 1459   1264  653  909
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.30 0.00  0.00 0.27 0.27  0.05 0.00 0.05  0.10 0.08 0.08
Crit Moves:       ****            ****                           ****
Green/Cycle:0.62 0.62 0.00  0.00 0.62 0.62  0.00 0.00 0.00  0.30 0.30 0.30
Volume/Cap: 0.09 0.49 0.00  0.00 0.43 0.43  xxxx 0.00 xxxx  0.33 0.28 0.28
Delay/Veh:   5.6  7.7  0.0   0.0  7.2  7.2   0.0  0.0  0.0  20.0 18.9 18.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  5.6  7.7  0.0   0.0  7.2  7.2   0.0  0.0  0.0  20.0 18.9 18.9
DesignQueue:  0   14    0      0   12    0      0    0    2      3    1    2
****************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #37 Bancroft Way / Fulton Street
********************************************************************************
Cycle (sec):       65        Critical Vol./Cap. (X):       0.394
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):    6.3
Optimal Cycle:     49        Level Of Service:              A
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Ignore
Min. Green:   17   17    0     0   17   17     0    0    0    24   24   24
Lanes:         0    1    1  0  0    0    2    1 0   0    0    0  0  0  0    1    1  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     13  146    0     0 1071   79     0    0    0    84  173  650
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  13  146    0     0 1071   79     0    0    0    84  173  650
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:    0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.00
PHF Volume:   15  164    0     0 1203   89     0    0    0    94  194    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  15  164    0     0 1203   89     0    0    0    94  194    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
Final Vol.:   15  164    0     0 1203   89     0    0    0    94  194    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.82 0.82 1.00  1.00 0.90 0.90  1.00 1.00 1.00  0.81 0.81 1.00
Lanes:      0.16 1.84 0.00  0.00 2.79 0.21  0.00 0.00 0.00  0.65 1.35 1.00
Final Sat.:  256 2877    0     0 4782  353     0    0    0  1003 2066 1900
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.06 0.00  0.00 0.25 0.25  0.00 0.00 0.00  0.09 0.09 0.00
Crit Moves:           ****                ****
Green/Cycle: 0.60 0.60 0.00  0.00 0.60 0.60  0.00 0.00 0.00  0.34 0.34 0.34
Volume/Cap: 0.10 0.10 0.00  0.00 0.42 0.42  0.00 0.00 0.00  0.28 0.28 0.00
Delay/Veh:   3.3  3.3  0.0   0.0  4.4  4.4   0.0  0.0  0.0  16.4 16.4  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  3.3  3.3  0.0   0.0  4.4  4.4   0.0  0.0  0.0  16.4 16.4  0.0
DesignQueue:   0    2    0     0   18    1     0    0    0     2    5    0
********************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #38 Bancroft Way / Ellsworth Street
********************************************************************************
Average Delay (sec/veh):      4.9        Worst Case Level Of Service:      C
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:          Include           Include           Include           Include
Lanes:         1  1  0  0  0    0  0  0  0  1    0  0  0  0  0    0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     241   60    0     0    0   11     0    0    0     0  674   39
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  241   60    0     0    0   11     0    0    0     0  674   39
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:   265   66    0     0    0   12     0    0    0     0  741   43
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   265   66    0     0    0   12     0    0    0     0  741   43
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  370  784 xxxxx  xxxx xxxx   392 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  590  328 xxxxx  xxxx xxxx   661 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    579  328 xxxxx  xxxx xxxx   661 xxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 13.0 xxxx xxxxx xxxxx xxxx  10.5 xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   B    *    *     *    *     B    *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  461 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 18.6 xxxx xxxxx xxxxx xxxx  xxxxx xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:    C    *    *     *    *     *    *    *    *     *    *    *
ApproachDel:      16.4              10.5             xxxxxx           xxxxxx
ApproachLOS:       C                B                  *                *
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #39 Bancroft Way / Dana Street
********************************************************************************
Average Delay (sec/veh):       0.0        Worst Case Level Of Service:       A
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  1  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM – 9:00 AM
Base Vol:      0    0    0    0    0    0    0    0    0  145  721    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0    0    0    0    0    0    0  145  721    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:    0    0    0    0    0    0    0    0    0  154  767    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    0    0    0    0    0    0    0    0    0  154  767    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx
LOS by Move:  *     *     *     *     *     *     *     *     *    A    *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx
Shared LOS:   *     *     *     *     *     *     *     *     *    A    *     *
ApproachDel:      xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:        *                *                *                *
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #40 Bancroft Way / Telegraph Avenue
********************************************************************************
Cycle (sec):          65          Critical Vol./Cap. (X):        0.258
Loss Time (sec):       8 (Y+R = 23 sec) Average Delay (sec/veh):   20.4
Optimal Cycle:        46          Level Of Service:                  C
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:   15    0    0    0    0    0    0    0    0    0   23    0
Lanes:         2  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM – 9:00 AM
Base Vol:    427    0    0    0    0    0    0    0    0    0  460    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 427    0    0    0    0    0    0    0    0    0  460    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:  459    0    0    0    0    0    0    0    0    0  495    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 459    0    0    0    0    0    0    0    0    0  495    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  459    0    0    0    0    0    0    0    0    0  495    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.91 1.00
Lanes:      2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 3.00 0.00
Final Sat.: 3502    0    0    0    0    0    0    0    0    0 5187    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.13 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.10 0.00
Crit Moves: ****                                                  ****
Green/Cycle: 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.35 0.00
Volume/Cap: 0.57 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.00
Delay/Veh:  25.8  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 15.4  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.8  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 15.4  0.0
DesignQueue:  13    0    0    0    0    0    0    0    0    0   12    0
********************************************************************************
```

Left column:

```
EXISTING AM              Mon Feb 23, 2004 15:37:57         Page 45-1
------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
------------------------------------------------------------------------
                  Level Of Service Computation Report
        2000 HCM 4-Way Stop Method (Base Volume Alternative)
************************************************************************
Intersection #41 Bancroft Way / Bowditch Street
************************************************************************
Cycle (sec):     100        Critical Vol./Cap. (X):        0.456
Loss Time (sec):   0 (Y+R =  4 sec) Average Delay (sec/veh):      11.5
Optimal Cycle:     0            Level Of Service:             B
************************************************************************
Approach:     North Bound      South Bound       East Bound      West Bound
Movement:    L - T - R       L - T - R       L - T - R       L - T - R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:         Include          Include           Include           Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1 0  0  0  0    0 0  0  0  0    0 0  0  0  0    0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    191    0    0     0    0    0     0    0    0    99  494    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 191    0    0     0    0    0     0    0    0    99  494    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:  201    0    0     0    0    0     0    0    0   104  520    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 201    0    0     0    0    0     0    0    0   104  520    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  201    0    0     0    0    0     0    0    0   104  520    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      1.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.33 1.67 0.00
Final Sat.:  650    0    0     0    0    0     0    0    0   229 1163    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.31 xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  0.46 0.45 xxxx
Crit Moves: ****                                            ****
Delay/Veh:  10.6  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  12.1 11.8  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 10.6  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  12.1 11.8  0.0
LOS by Move:  B    *    *     *    *    *     *    *    *     B    B    *
ApproachDel:     10.6           xxxxxx           xxxxxx          11.8
Delay Adj:       1.00           xxxxx            xxxxx           1.00
ApprAdjDel:      10.6           xxxxxx           xxxxxx          11.8
LOS by Appr:      B               *                *               B
************************************************************************


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Right column:

```
EXISTING AM              Mon Feb 23, 2004 15:37:57         Page 46-1
------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
------------------------------------------------------------------------
                  Level Of Service Computation Report
        2000 HCM 4-Way Stop Method (Base Volume Alternative)
************************************************************************
Intersection #42 Bancroft Way / College Avenue
************************************************************************
Cycle (sec):     100        Critical Vol./Cap. (X):        0.547
Loss Time (sec):   0 (Y+R =  4 sec) Average Delay (sec/veh):      11.8
Optimal Cycle:     0            Level Of Service:             B
************************************************************************
Approach:     North Bound      South Bound       East Bound      West Bound
Movement:    L - T - R       L - T - R       L - T - R       L - T - R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:         Include          Include           Include           Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1 0  0  0  0    0 0  0  0  0    0 0  0  0  0    0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    343    0    0     0    0    0     0    0    0    34  203    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 343    0    0     0    0    0     0    0    0    34  203    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85
PHF Volume:  404    0    0     0    0    0     0    0    0    40  239    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 404    0    0     0    0    0     0    0    0    40  239    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  404    0    0     0    0    0     0    0    0    40  239    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      1.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.29 1.71 0.00
Final Sat.:  738    0    0     0    0    0     0    0    0   177 1073    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.55 xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  0.23 0.22 xxxx
Crit Moves: ****                                            ****
Delay/Veh:  13.2  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   9.9  9.7  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 13.2  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   9.9  9.7  0.0
LOS by Move:  B    *    *     *    *    *     *    *    *     A    A    *
ApproachDel:     13.2           xxxxxx           xxxxxx           9.7
Delay Adj:       1.00           xxxxx            xxxxx           1.00
ApprAdjDel:      13.2           xxxxxx           xxxxxx           9.7
LOS by Appr:      B               *                *               A
************************************************************************


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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
        2000 HCM 4-Way Stop Method (Base Volume Alternative)
****************************************************************************
Intersection #43 Bancroft Way / Piedmont Avenue
****************************************************************************
Cycle (sec):          100          Critical Vol./Cap. (X):       0.930
Loss Time (sec):        0 (Y+R =  4 sec) Average Delay (sec/veh):   28.2
Optimal Cycle:          0          Level Of Service:               D
****************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  0  0  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    131  553    0    0  344  123    0    0    0    0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 131  553    0    0  344  123    0    0    0    0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:  144  608    0    0  378  135    0    0    0    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 144  608    0    0  378  135    0    0    0    0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  144  608    0    0  378  135    0    0    0    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.19 0.81 0.00  0.00 0.74 0.26  0.00 0.00 0.00  0.00 0.00 0.00
Final Sat.:  155  654    0    0  587  210    0    0    0    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.93 0.93 xxxx  xxxx 0.64 0.64  xxxx xxxx xxxx  xxxx xxxx xxxx
Crit Moves:      ****             ****
Delay/Veh:  37.2 37.2  0.0   0.0 15.0 15.0   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 37.2 37.2  0.0   0.0 15.0 15.0   0.0  0.0  0.0   0.0  0.0  0.0
LOS by Move:  E    E    *     *    C    C     *    *    *     *    *    *
ApproachDel:     37.2             15.0           xxxxxx           xxxxxx
Delay Adj:       1.00             1.00           xxxxx            xxxxx
ApprAdjDel:      37.2             15.0           xxxxxx           xxxxxx
LOS by Appr:      E                C                *                *
****************************************************************************
```

```
--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
****************************************************************************
Intersection #44 Durant Avenue / Shattuck Avenue
****************************************************************************
Cycle (sec):           65          Critical Vol./Cap. (X):       0.472
Loss Time (sec):       12 (Y+R =  5 sec) Average Delay (sec/veh):   11.3
Optimal Cycle:         53          Level Of Service:               B
****************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Prot+Permit       Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  19   19   19    5   19   19   17   17   17    0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     55  943  136    67  886    8    9   70   35    0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  55  943  136    67  886    8    9   70   35    0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   58  993  143    71  933    8    9   74   37    0    0    0
Reduct Vol:    0    0    0     0    0    0    0    0    0    0    0    0
Reduced Vol:  58  993  143    71  933    8    9   74   37    0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   58  993  143    71  933    8    9   74   37    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.95  1.00 0.95 0.95  0.95 0.95 0.95  1.00 1.00 1.00
Lanes:      1.00 1.75 0.25  1.00 1.98 0.02  0.16 1.23 0.61  0.00 0.00 0.00
Final Sat.: 1900 3155  455  1900 3578   32   285 2217 1108    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.03 0.31 0.31  0.04 0.26 0.26  0.03 0.03 0.03  0.00 0.00 0.00
Crit Moves:      ****             ****             ****
Green/Cycle: 0.37 0.37 0.37  0.55 0.55 0.55  0.27 0.27 0.27  0.00 0.00 0.00
Volume/Cap: 0.08 0.85 0.85  0.07 0.48 0.48  0.12 0.12 0.12  0.00 0.00 0.00
Delay/Veh:   8.4 18.5 18.5   1.5  2.6  2.6  18.2 18.2 18.2   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  8.4 18.5 18.5   1.5  2.6  2.6  18.2 18.2 18.2   0.0  0.0  0.0
DesignQueue:   1   24    3     1   16    0    0    2    1    0    0    0
****************************************************************************
```

```
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #45 Durant Avenue / Fulton Street
********************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):         0.352
Loss Time (sec):       8 (Y+R =  3 sec) Average Delay (sec/veh):       7.3
Optimal Cycle:        51        Level Of Service:                 A
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     21   21    0     22   22   22      0    0    0
Lanes:        0 0  0  0 0     1 1  1  0 0     1 0  1  1 0     0 0  0  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0    459  656    0    123  262   27      0    0    0
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    0    0    0    459  656    0    123  262   27      0    0    0
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93   0.93 0.93 0.93   0.93 0.93 0.93   0.93 0.93 0.93
PHF Volume:     0    0    0    494  705    0    132  282   29      0    0    0
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    0    0    0    494  705    0    132  282   29      0    0    0
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:     0    0    0    494  705    0    132  282   29      0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  1.00 1.00 1.00   0.95 0.95 1.00   0.99 0.94 0.94   1.00 1.00 1.00
Lanes:       0.00 0.00 0.00   1.23 1.77 0.00   1.00 1.81 0.19   0.00 0.00 0.00
Final Sat.:     0    0    0   2229 3186    0   1873 3227  333      0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00   0.22 0.22 0.00   0.07 0.09 0.09   0.00 0.00 0.00
Crit Moves:                        ****             ****
Green/Cycle: 0.00 0.00 0.00   0.60 0.60 0.00   0.35 0.35 0.35   0.00 0.00 0.00
Volume/Cap:  0.00 0.00 0.00   0.37 0.37 0.00   0.20 0.25 0.25   0.00 0.00 0.00
Delay/Veh:    0.0  0.0  0.0    4.2  4.2  0.0   15.7 15.7 15.7    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0    4.2  4.2  0.0   15.7 15.7 15.7    0.0  0.0  0.0
DesignQueue:    0    0    0      7   11    0      3    7    1      0    0    0
********************************************************************************
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                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #46 Durant Avenue / Telegraph Avenue
********************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):         0.257
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):      10.7
Optimal Cycle:        43        Level Of Service:                 B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0   18   18      0    0    0     17   17    0      0    0    0
Lanes:        0 0  1  1 0     0 0  0  0 0     0 1  2  0 0     0 0  0  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0  362   86      0    0    0     73  387    0      0    0    0
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    0  362   86      0    0    0     73  387    0      0    0    0
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.96 0.96 0.96   0.96 0.96 0.96   0.96 0.96 0.96   0.96 0.96 0.96
PHF Volume:     0  377   90      0    0    0     76  403    0      0    0    0
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    0  377   90      0    0    0     76  403    0      0    0    0
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:     0  377   90      0    0    0     76  403    0      0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  1.00 0.92 0.92   1.00 1.00 1.00   0.91 0.91 1.00   1.00 1.00 1.00
Lanes:       0.00 1.62 0.38   0.00 0.00 0.00   0.48 2.52 0.00   0.00 0.00 0.00
Final Sat.:     0 2832  673      0    0    0    823 4364    0      0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13 0.13   0.00 0.00 0.00   0.09 0.09 0.00   0.00 0.00 0.00
Crit Moves:       ****                              ****
Green/Cycle: 0.00 0.65 0.65   0.00 0.00 0.00   0.28 0.28 0.00   0.00 0.00 0.00
Volume/Cap:  0.00 0.20 0.20   0.00 0.00 0.00   0.32 0.32 0.00   0.00 0.00 0.00
Delay/Veh:    0.0  2.2  2.2    0.0  0.0  0.0   18.9 18.9  0.0    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   0.0  2.2  2.2    0.0  0.0  0.0   18.9 18.9  0.0    0.0  0.0  0.0
DesignQueue:    0    5    1      0    0    0      2   11    0      0    0    0
********************************************************************************
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                         LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                              AM Peak Hour
--------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #47 Durant Avenue / College Avenue
**************************************************************************
Cycle (sec):         65          Critical Vol./Cap. (X):          0.314
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):     9.2
Optimal Cycle:       42          Level Of Service:                A
**************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   18   18     0    0    0    16   16   16     0    0    0
Lanes:         0  0  0  1  0   0  1  0  0  0   1  0  1  1  0   0  0  0  0  0
           ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  213   66    13   23    0    64  228   87     0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  213   66    13   23    0    64  228   87     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.88 0.88 0.88  0.88 0.88 0.88  0.88 0.88 0.88  0.88 0.88 0.88
PHF Volume:    0  242   75    15   26    0    73  259   99     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  242   75    15   26    0    73  259   99     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  242   75    15   26    0    73  259   99     0    0    0
           ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.97 0.97  1.00 1.00 1.00  0.96 0.91 0.91  1.00 1.00 1.00
Lanes:       0.00 0.76 0.24  0.36 0.64 0.00  1.00 1.45 0.55  0.00 0.00 0.00
Final Sat.:    0 1404  435   686 1214    0  1822 2506  956     0    0    0
           ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17 0.17  0.02 0.02 0.00  0.04 0.10 0.10  0.00 0.00 0.00
Crit Moves:       ****                             ****
Green/Cycle: 0.00 0.52 0.52  0.52 0.52 0.00  0.43 0.43 0.43  0.00 0.00 0.00
Volume/Cap:  0.00 0.33 0.33  0.04 0.04 0.00  0.09 0.24 0.24  0.00 0.00 0.00
Delay/Veh:    0.0  7.6  7.6   7.7  7.7  0.0   9.9 10.7 10.7   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  7.6  7.6   7.7  7.7  0.0   9.9 10.7 10.7   0.0  0.0  0.0
DesignQueue:   0    4    1     0    0    0     2    5    2     0    0    0
**************************************************************************
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                         LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                              AM Peak Hour
--------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Base Volume Alternative)
**************************************************************************
Intersection #48 Durant Avenue / Piedmont Avenue
**************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):          0.761
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):    17.4
Optimal Cycle:        0          Level Of Service:                C
**************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0  0  1  0  0   0  0  1  0  0   1  0  0  0  1   0  0  0  0  0
           ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  489    0     0  345    0   158    0   86     0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  489    0     0  345    0   158    0   86     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:    0  520    0     0  367    0   168    0   91     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  520    0     0  367    0   168    0   91     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  520    0     0  367    0   168    0   91     0    0    0
           ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 1.00 0.00  0.00 1.00 0.00  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:    0  683    0     0  652    0   485    0  576     0    0    0
           ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.76 xxxx  xxxx 0.56 xxxx  0.35 xxxx  0.16  xxxx xxxx xxxx
Crit Moves:       ****             ****         ****
Delay/Veh:    0.0 22.1  0.0   0.0 14.7  0.0  13.1  0.0  9.5   0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 22.1  0.0   0.0 14.7  0.0  13.1  0.0  9.5   0.0  0.0  0.0
LOS by Move:   *    C    *     *    B    *     B    *    A     *    *    *
ApproachDel:       22.1             14.7             11.9         xxxxxx
Delay Adj:         1.00             1.00             1.00         xxxxx
ApprAdjDel:        22.1             14.7             11.9         xxxxxx
LOS by Appr:        C                B                B            *
**************************************************************************
```

                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour

                   Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #49 Channing Way / Shattuck Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.489
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   4.8
Optimal Cycle: 46   Level Of Service: A
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 16   16   16   16   16   16   22   22   22   22   22   22
Lanes: 1 0 1 1 0   1 0 1 1 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 42 1070   96   19 868   19   12   59   42   62   28   39
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 42 1070   96   19 868   19   12   59   42   62   28   39
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96   0.96 0.96 0.96   0.96 0.96 0.96   0.96 0.96 0.96
PHF Volume: 44 1115 100   20 904   20   13   61   44   65   29   41
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 44 1115 100   20 904   20   13   61   44   65   29   41
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   44 1115 100   20 904   20   13   61   44   65   29   41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.31 0.94 0.94   0.21 0.95 0.95   0.93 0.93 0.93   0.80 0.80 0.80
Lanes: 1.00 1.84 0.16   1.00 1.96 0.04   0.11 0.52 0.37   0.48 0.22 0.30
Final Sat.:   587 3273 294   407 3522   77   187 918 653   731 330 460
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.07 0.34 0.34   0.05 0.26 0.26   0.07 0.07 0.07   0.09 0.09 0.09
Crit Moves: ****   ****
Green/Cycle: 0.53 0.53 0.53   0.53 0.53 0.53   0.42 0.42 0.42   0.42 0.42 0.42
Volume/Cap: 0.14 0.64 0.64   0.09 0.48 0.48   0.16 0.16 0.16   0.21 0.21 0.21
Delay/Veh: 2.8 4.4 4.4   2.7 3.2 3.2   12.4 12.4 12.4   13.0 13.0 13.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 2.8 4.4 4.4   2.7 3.2 3.2   12.4 12.4 12.4   13.0 13.0 13.0
DesignQueue: 1   20   2   0   16   0   0   1   1   1   1   1
****

                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour

                   Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #50 Channing Way / Fulton Street
****
Cycle (sec):   100   Critical Vol./Cap. (X):   0.528
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   12.3
Optimal Cycle: 0   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 0 0 0   0 1 0 1 0   0 0 0 1 0   0 1 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 0   0   0   86 543   51   0 132   20   7   72   0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0   0   0   86 543   51   0 132   20   7   72   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 0   0   0   91 572   54   0 139   21   7   76   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0   0   0   91 572   54   0 139   21   7   76   0
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   0   0   0   91 572   54   0 139   21   7   76   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes: 0.00 0.00 0.00   0.25 1.60 0.15   0.00 0.87 0.13   0.09 0.91 0.00
Final Sat.:   0   0   0   171 1108 106   0 559   85   54 560   0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx   0.53 0.52 0.51   xxxx 0.25 0.25   0.14 0.14 xxxx
Crit Moves: ****   ****   ****   ****
Delay/Veh: 0.0 0.0 0.0   13.6 13.1 12.7   0.0 10.0 10.0   9.4 9.4 0.0
Delay Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0   13.6 13.1 12.7   0.0 10.0 10.0   9.4 9.4 0.0
LOS by Move: *   *   *   B   B   B   *   B   B   A   A   *
ApproachDel: xxxxxx   13.1   10.0   9.4
Delay Adj: xxxxx   1.00   1.00   1.00
ApprAdjDel: xxxxxx   13.1   10.0   9.4
LOS by Appr: *   B   B   A
****

                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour

                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #51 Channing Way / Telegraph Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.338
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   9.0
Optimal Cycle: 43   Level Of Service: A
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18   18   18   0   0   0   17   17   0   0   17   17
Lanes: 0 1 0 1 0   0 0 0 0 0   0 1 0 0 0   0 0 0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00-9:00 AM (WB thru adjusted due
Base Vol: 56 423   79   0   0   0   16 179   0   0   98   9
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 423   79   0   0   0   16 179   0   0   98   9
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 62 470   88   0   0   0   18 199   0   0 109   10
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 62 470   88   0   0   0   18 199   0   0 109   10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   62 470   88   0   0   0   18 199   0   0 109   10
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 1.00 1.00 1.00 0.98 0.98 1.00 1.00 0.99 0.99
Lanes: 0.20 1.52 0.28 0.00 0.00 0.00 0.08 0.92 0.00 0.00 0.92 0.08
Final Sat.: 347 2623 490   0   0   0 152 1702   0   0 1721 158
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.18 0.18 0.18 0.00 0.00 0.00 0.12 0.12 0.00 0.00 0.06 0.06
Crit Moves: ****   ****   ****
Green/Cycle: 0.55 0.55 0.55 0.00 0.00 0.00 0.35 0.35 0.00 0.00 0.35 0.35
Volume/Cap: 0.33 0.33 0.33 0.00 0.00 0.00 0.33 0.33 0.00 0.00 0.18 0.18
Delay/Veh: 5.6 5.6 5.6   0.0 0.0 0.0 15.9 15.9 0.0   0.0 14.8 14.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 5.6 5.6 5.6   0.0 0.0 0.0 15.9 15.9 0.0   0.0 14.8 14.8
DesignQueue: 1   8   1   0   0   0   0   5   0   0   3   0
****

                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour

                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #52 Channing Way / College Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.474
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   16.2
Optimal Cycle: 43   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18   18   18   18   18   18   0   0   0   17   17   17
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM (WB thru, NB righ
Base Vol: 26 256   22   6   92   2   21   76   31   88 150   43
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 256   22   6   92   2   21   76   31   88 150   43
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume: 31 301   26   7 108   2   25   89   36 104 176   51
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 31 301   26   7 108   2   25   89   36 104 176   51
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   31 301   26   7 108   2   25   89   36 104 176   51
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.96 0.98 0.98 0.98 0.97 0.97 0.97 0.79 0.79 0.79
Lanes: 0.09 0.84 0.07 0.06 0.92 0.02 0.16 0.60 0.24 0.31 0.54 0.15
Final Sat.: 157 1543 133 112 1713   37 301 1091 445 470 801 230
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.06 0.06 0.06 0.08 0.08 0.08 0.22 0.22 0.22
Crit Moves: ****   ****
Green/Cycle: 0.65 0.65 0.65 0.65 0.65 0.65 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.30 0.30 0.30 0.10 0.10 0.10 0.29 0.29 0.29 0.77 0.77 0.77
Delay/Veh: 2.8 2.8 2.8   2.0 2.0 2.0 19.5 19.5 19.5 34.1 34.1 34.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 2.8 2.8 2.8   2.0 2.0 2.0 19.5 19.5 19.5 34.1 34.1 34.1
DesignQueue: 0   4   0   0   1   0   1   2   1   3   5   1
****

```
-------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
-------------------------------------------------------------------------
               Level Of Service Computation Report
       2000 HCM Operations Method (Base Volume Alternative)
*************************************************************************
Intersection #53 Haste Street / Shattuck Avenue
*************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):       0.563
Loss Time (sec):      8 (Y+R =  6 sec) Average Delay (sec/veh):   50.9
Optimal Cycle:       47        Level Of Service:               D
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted         Permitted         Permitted         Permitted
Rights:        Include           Include           Include           Include
Min. Green:  21   21    0     0   21   21     0    0    0    18   18   18
Lanes:        1  0  2  0  0   0  0  1  1  0   0  0  0  0  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     66 1117    0     0  903   46     0    0    0   185  276   75
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  66 1117    0     0  903   46     0    0    0   185  276   75
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   70 1188    0     0  961   49     0    0    0   197  294   80
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  70 1188    0     0  961   49     0    0    0   197  294   80
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   70 1188    0     0  961   49     0    0    0   197  294   80
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.21 0.95 1.00  1.00 0.94 0.94  1.00 1.00 1.00  0.91 0.91 0.91
Lanes:      1.00 2.00 0.00  0.00 1.90 0.10  0.00 0.00 0.00  0.69 1.03 0.28
Final Sat.:  401 3610    0     0 3411  174     0    0    0  1194 1782  484
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.18 0.33 0.00  0.00 0.28 0.28  0.00 0.00 0.00  0.16 0.16 0.16
Crit Moves:      ****                            ****
Green/Cycle: 0.29 0.29 0.00  0.00 0.29 0.29  0.00 0.00 0.00  0.65 0.65 0.65
Volume/Cap: 0.60 1.13 0.00  0.00 0.96 0.96  0.00 0.00 0.00  0.25 0.25 0.25
Delay/Veh:  34.9 85.9  0.0   0.0 36.7 36.7   0.0  0.0  0.0   4.9  4.9  4.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 34.9 85.9  0.0   0.0 36.7 36.7   0.0  0.0  0.0   4.9  4.9  4.9
DesignQueue:   2   33    0     0   26    1     0    0    0     3    4    1
*************************************************************************
```

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-------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
-------------------------------------------------------------------------
               Level Of Service Computation Report
       2000 HCM Operations Method (Base Volume Alternative)
*************************************************************************
Intersection #54 Haste Street / Fulton Street
*************************************************************************
Cycle (sec):         80        Critical Vol./Cap. (X):       0.340
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   13.8
Optimal Cycle:       53        Level Of Service:               B
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted         Permitted         Permitted         Permitted
Rights:        Include           Include           Include           Include
Min. Green:   0    0    0     0   25   25     0    0    0    20   20    0
Lanes:        0  0  0  0  0   0  0  1  1  0   0  0  0  0  0   0  1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0     0  433  145     0    0    0    23  380    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     0  433  145     0    0    0    23  380    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:    0    0    0     0  476  159     0    0    0    25  418    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0    0     0  476  159     0    0    0    25  418    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0     0  476  159     0    0    0    25  418    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  1.00 0.91 0.91  1.00 1.00 1.00  0.95 0.95 1.00
Lanes:      0.00 0.00 0.00  0.00 1.50 0.50  0.00 0.00 0.00  0.11 1.89 0.00
Final Sat.:    0    0    0     0 2602  871     0    0    0   206 3404    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.00 0.18 0.18  0.00 0.00 0.00  0.12 0.12 0.00
Crit Moves:                      ****                            ****
Green/Cycle: 0.00 0.00 0.00  0.00 0.69 0.69  0.00 0.00 0.00  0.26 0.26 0.00
Volume/Cap: 0.00 0.00 0.00  0.00 0.27 0.27  0.00 0.00 0.00  0.47 0.47 0.00
Delay/Veh:   0.0  0.0  0.0   0.0  5.1  5.1   0.0  0.0  0.0  26.5 26.5  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0   0.0  5.1  5.1   0.0  0.0  0.0  26.5 26.5  0.0
DesignQueue:   0    0    0     0    7    2     0    0    0     1   14    0
*************************************************************************
```

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                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #55 Haste Street / Telegraph Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.381
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):  15.9
Optimal Cycle:      40        Level Of Service:                B
**************************************************************************
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  16  16    0     0   0    0     0   0    0     0  16   16
Lanes:        0   1  1 0 0   0   0  0 0 0   0   0  0 0 0   0   0  1  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    216 520    0     0   0    0     0   0    0     0 334   34
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 216 520    0     0   0    0     0   0    0     0 334   34
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92
PHF Volume:  235 565    0     0   0    0     0   0    0     0 363   37
Reduct Vol:    0   0    0     0   0    0     0   0    0     0   0    0
Reduced Vol: 235 565    0     0   0    0     0   0    0     0 363   37
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  235 565    0     0   0    0     0   0    0     0 363   37
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.95 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 0.94 0.94
Lanes:      0.59 1.41 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 1.82 0.18
Final Sat.: 1059 2551    0     0   0    0     0   0    0     0 3231  329
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.11 0.11
Crit Moves:      ****                                            ****
Green/Cycle: 0.34 0.34 0.34  0.00 0.00 0.00  0.00 0.00 0.00  0.53 0.53 0.53
Volume/Cap: 0.65 0.65 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.21 0.21
Delay/Veh:  19.7 19.7  0.0   0.0 0.0  0.0   0.0 0.0  0.0   0.0 8.2  8.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 19.7 19.7  0.0   0.0 0.0  0.0   0.0 0.0  0.0   0.0 8.2  8.2
DesignQueue:   6  14    0     0   0    0     0   0    0     0   6    1
**************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #56 Haste Street / College Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.467
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   8.3
Optimal Cycle:      40        Level Of Service:                A
**************************************************************************
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  16  16    0     0  16   16     0   0    0    16  16   16
Lanes:        0   1  0 0 0   0   0  0 1 0   0   0  0 0 0   0   1  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    167 267    0     0 115   69     0   0    0    48 223   21
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 167 267    0     0 115   69     0   0    0    48 223   21
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:  186 297    0     0 128   77     0   0    0    53 248   23
Reduct Vol:    0   0    0     0   0    0     0   0    0     0   0    0
Reduced Vol: 186 297    0     0 128   77     0   0    0    53 248   23
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  186 297    0     0 128   77     0   0    0    53 248   23
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.80 0.80 1.00  1.00 0.95 0.95  1.00 1.00 1.00  0.93 0.93 0.93
Lanes:      0.38 0.62 0.00  0.00 0.62 0.38  0.00 0.00 0.00  0.33 1.53 0.14
Final Sat.:  585 935    0     0 1127  676     0   0    0   580 2697  254
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.32 0.32 0.00  0.00 0.11 0.11  0.00 0.00 0.00  0.09 0.09 0.09
Crit Moves:      ****                                            ****
Green/Cycle: 0.68 0.68 0.00  0.00 0.68 0.68  0.00 0.00 0.00  0.27 0.27 0.27
Volume/Cap: 0.47 0.47 0.00  0.00 0.17 0.17  0.00 0.00 0.00  0.34 0.34 0.34
Delay/Veh:   3.3 3.3  0.0   0.0 1.6  1.6   0.0 0.0  0.0   20.1 20.1 20.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  3.3 3.3  0.0   0.0 1.6  1.6   0.0 0.0  0.0   20.1 20.1 20.1
DesignQueue:   2   4    0     0   2    1     0   0    0     1   7    1
**************************************************************************
```

Left column (Page 61-1):

```
EXISTING AM              Mon Feb 23, 2004 15:37:58          Page 61-1
--------------------------------------------------------------------------
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #57 Dwight Way / Martin Luther King Way
**************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):      0.716
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):   14.2
Optimal Cycle:      56          Level Of Service:              B
**************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Permitted        Permitted       Permitted
Rights:         Include         Include          Include         Include
Min. Green:  18   18   18    18   18   18    21   21   21     0    0    0
Lanes:        0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     62  690   66    88  868  163    68  419   83     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  62  690   66    88  868  163    68  419   83     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   65  726   69    93  914  172    72  441   87     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  65  726   69    93  914  172    72  441   87     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   65  726   69    93  914  172    72  441   87     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.72 0.72 0.72  0.74 0.74 0.74  0.91 0.91 0.91  1.00 1.00 1.00
Lanes:      0.15 1.69 0.16  0.16 1.55 0.29  0.24 1.47 0.29  0.00 0.00 0.00
Final Sat.:  207 2308  221   221 2177  409   412 2538  503     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.31 0.31 0.31  0.42 0.42 0.42  0.17 0.17 0.17  0.00 0.00 0.00
Crit Moves:          ****          ****          ****
Green/Cycle:0.44 0.44 0.44  0.59 0.59 0.59  0.34 0.34 0.34  0.00 0.00 0.00
Volume/Cap: 0.71 0.71 0.71  0.72 0.72 0.72  0.52 0.52 0.52  0.00 0.00 0.00
Delay/Veh:  17.0 17.0 17.0   9.0  9.0  9.0  20.3 20.3 20.3   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 17.0 17.0 17.0   9.0  9.0  9.0  20.3 20.3 20.3   0.0  0.0  0.0
DesignQueue:   1   17    2     2   16    3     2   12    2     0    0    0
**************************************************************************

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Right column (Page 62-1):

```
EXISTING AM              Mon Feb 23, 2004 15:37:58          Page 62-1
--------------------------------------------------------------------------
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #58 Dwight Way / Shattuck Avenue
**************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):      0.740
Loss Time (sec):    12 (Y+R =  5 sec) Average Delay (sec/veh):   10.3
Optimal Cycle:      66          Level Of Service:              B
**************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Prot+Permit      Permitted       Permitted
Rights:         Include         Include          Include         Include
Min. Green:   0   17   17    20   20    0    17   17   17     0    0    0
Lanes:        0  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0 1094  113    95  989    0    66  420  151     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0 1094  113    95  989    0    66  420  151     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:    0 1140  118    99 1030    0    69  438  157     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0 1140  118    99 1030    0    69  438  157     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0 1140  118    99 1030    0    69  438  157     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.94 0.94  0.95 0.95 0.95  0.88 0.88 0.88  1.00 1.00 1.00
Lanes:      0.00 1.81 0.19  1.00 2.00 0.00  0.21 1.32 0.47  0.00 0.00 0.00
Final Sat.:    0 3226  333  1805 3610    0   348 2212  795     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.35 0.35  0.05 0.29 0.00  0.20 0.20 0.20  0.00 0.00 0.00
Crit Moves:          ****    ****                ****
Green/Cycle:0.00 0.47 0.47  0.65 0.65 0.00  0.26 0.26 0.26  0.00 0.00 0.00
Volume/Cap: 0.00 0.75 0.75  0.08 0.44 0.00  0.76 0.76 0.76  0.00 0.00 0.00
Delay/Veh:   0.0  9.1  9.1   4.3  0.6  0.0  28.5 28.5 28.5   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  9.1  9.1   4.3  0.6  0.0  28.5 28.5 28.5   0.0  0.0  0.0
DesignQueue:   0   24    2     1   14    0     2   12    4     0    0    0
**************************************************************************

 Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to WILBUR SMITH, SF, CA
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```
EXISTING AM            Mon Feb 23, 2004 15:37:58        Page 63-1
-----------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
-----------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
*****************************************************************
Intersection #59 Dwight Way / Fulton Street
*****************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):     0.432
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):  11.3
Optimal Cycle:      45        Level Of Service:             B
*****************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   0   0  21    21  21   0     0  16  16     0   0   0
Lanes:        0  0  0  0  1   2  0  0  0  0   0  0  1  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0   0   12   449   0    0     0  620   6     0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0   0   12   449   0    0     0  620   6     0   0   0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume:   0   0   12   463   0    0     0  639   6     0   0   0
Reduct Vol:   0   0    0    0    0    0     0    0   0     0   0   0
Reduced Vol:  0   0   12   463   0    0     0  639   6     0   0   0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0   0   12   463   0    0     0  639   6     0   0   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.60 1.00 1.00 1.00 0.95 0.95 1.00 1.00 1.00
Lanes:     0.00 0.00 1.00 2.00 0.00 0.00 0.00 1.98 0.02 0.00 0.00 0.00
Final Sat.:   0   0 1644 2274   0    0     0 3572  35     0   0   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.00 0.01 0.20 0.00 0.00 0.00 0.18 0.18 0.00 0.00 0.00
Crit Moves:           ****            ****
Green/Cycle: 0.00 0.00 0.37 0.37 0.00 0.00 0.00 0.58 0.58 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.02 0.55 0.00 0.00 0.00 0.31 0.31 0.00 0.00 0.00
Delay/Veh:   0.0  0.0 14.0 19.9  0.0  0.0  0.0  5.1  5.1  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0 14.0 19.9  0.0  0.0  0.0  5.1  5.1  0.0  0.0  0.0
DesignQueue:  0   0    0   12    0    0     0   11   0     0   0   0
*****************************************************************
```
```
EXISTING AM            Mon Feb 23, 2004 15:37:58        Page 64-1
-----------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          AM Peak Hour
-----------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
*****************************************************************
Intersection #60 Dwight Way / Telegraph Avenue
*****************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):     0.680
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):  16.2
Optimal Cycle:      43        Level Of Service:             B
*****************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   0  15  15     0   0   0    17  17  17     0   0   0
Lanes:        0  0  1  1  0   0  0  0  0  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0  697   78    0   0    0    66  479  565    0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0  697   78    0   0    0    66  479  565    0   0   0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume:   0  711   80    0   0    0    67  489  577    0   0   0
Reduct Vol:   0   0    0    0   0    0     0    0    0     0   0   0
Reduced Vol:  0  711   80    0   0    0    67  489  577    0   0   0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  711   80    0   0    0    67  489  577    0   0   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.94 0.94 1.00 1.00 1.00 0.81 0.81 0.81 1.00 1.00 1.00
Lanes:     0.00 1.80 0.20 0.00 0.00 0.00 0.12 0.88 1.00 0.00 0.00 0.00
Final Sat.:   0 3198  358    0   0    0   187 1354 1541    0   0   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.22 0.22 0.00 0.00 0.00 0.36 0.36 0.37 0.00 0.00 0.00
Crit Moves:      ****                           ****
Green/Cycle: 0.00 0.33 0.33 0.00 0.00 0.00 0.55 0.55 0.55 0.00 0.00 0.00
Volume/Cap: 0.00 0.68 0.68 0.00 0.00 0.00 0.66 0.66 0.68 0.00 0.00 0.00
Delay/Veh:   0.0 21.5 21.5  0.0  0.0  0.0 12.3 12.3 12.8  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 21.5 21.5  0.0  0.0  0.0 12.3 12.3 12.8  0.0  0.0  0.0
DesignQueue:  0  18    2    0   0    0     1    8   10     0   0   0
*****************************************************************
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```
                   LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #61 Dwight Way / College Avenue
**************************************************************************
Cycle (sec):       65          Critical Vol./Cap. (X):         0.439
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):    10.4
Optimal Cycle:     39          Level Of Service:                   B
**************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   16   16    16   16    0    15   15   15     0    0    0
Lanes:        0  0  0  1  0   0  1  0  0  0   0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     0  365   51    10  150    0    68  352   85     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  365   51    10  150    0    68  352   85     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:   0  380   53    10  156    0    71  367   89     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  380   53    10  156    0    71  367   89     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  380   53    10  156    0    71  367   89     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.98 0.98  0.98 0.98 1.00  0.90 0.90 0.90  1.00 1.00 1.00
Lanes:      0.00 0.88 0.12  0.06 0.94 0.00  0.27 1.39 0.34  0.00 0.00 0.00
Final Sat.:   0 1639  229   116 1737    0   462 2392  578     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.23 0.23  0.09 0.09 0.00  0.15 0.15 0.15  0.00 0.00 0.00
Crit Moves:      ****                             ****
Green/Cycle: 0.00 0.60 0.60  0.60 0.60 0.00  0.34 0.34 0.34  0.00 0.00 0.00
Volume/Cap: 0.00 0.39 0.39  0.15 0.15 0.00  0.45 0.45 0.45  0.00 0.00 0.00
Delay/Veh:   0.0  4.9  4.9   3.6  3.6  0.0  17.2 17.2 17.2   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  4.9  4.9   3.6  3.6  0.0  17.2 17.2 17.2   0.0  0.0  0.0
DesignQueue:   0    6    1     0    2    0     2    9    2     0    0    0
**************************************************************************
```

```
                   LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #62 Dwight Way / Piedmont Avenue / Warring Street
**************************************************************************
Cycle (sec):       65          Critical Vol./Cap. (X):         0.375
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):     9.4
Optimal Cycle:     61          Level Of Service:                   A
**************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   22    0    29   29    0    24   24   24    24    0   24
Lanes:        0  0  1  1  0   0  1  1  0  0   1  0  1  0  1    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: 7:00 AM - 9:00 AM
Base Vol:     0  583    0     8  324    0    91  143  238    42    0   48
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  583    0     8  324    0    91  143  238    42    0   48
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   0  620    0     9  345    0    97  152  253    45    0   51
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  620    0     9  345    0    97  152  253    45    0   51
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  620    0     9  345    0    97  152  253    45    0   51
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.95  0.89 0.89 1.00  0.73 1.00 0.85  0.79 1.00 0.79
Lanes:      0.00 2.00 0.00  0.05 1.95 0.00  1.00 1.00 1.00  0.47 0.00 0.53
Final Sat.:   0 3610    0    82 3319    0  1393 1900 1615   698    0  797
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.17 0.00  0.10 0.10 0.00  0.07 0.08 0.16  0.06 0.00 0.06
Crit Moves:      ****                             ****
Green/Cycle: 0.00 0.50 0.00  0.50 0.50 0.00  0.45 0.45 0.45  0.45 0.00 0.45
Volume/Cap: 0.00 0.34 0.00  0.21 0.21 0.00  0.16 0.18 0.35  0.14 0.00 0.14
Delay/Veh:   0.0  8.0  0.0   7.2  7.2  0.0  11.2 11.3 13.2  11.1  0.0 11.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  8.0  0.0   7.2  7.2  0.0  11.2 11.3 13.2  11.1  0.0 11.1
DesignQueue:   0   12    0     0    6    0     2    3    5     1    0    1
**************************************************************************
```

```
--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #63 Dwight Avenue / Prospect Street
**************************************************************************
Average Delay (sec/veh):     6.2     Worst Case Level Of Service:     B
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:      0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0    14    0  109   246   72    0     0   53   15
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    14    0  109   246   72    0     0   53   15
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:    0    0    0    15    0  114   256   75    0     0   55   16
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    0    0    0    15    0  114   256   75    0     0   55   16
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   651 xxxx    63    71 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   437 xxxx  1007  1542 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   372 xxxx  1007  1542 xxxx xxxxx xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  843 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.0 xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    B     *     A    *     *     *    *     *
ApproachDel:    xxxxxx              10.0            xxxxxx            xxxxxx
ApproachLOS:      *                  B                 *                 *
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #64 Adeline Street / Ward Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):         65       Critical Vol./Cap. (X):        0.738
Loss Time (sec):      8 (Y+R =  6 sec) Average Delay (sec/veh):   14.9
Optimal Cycle:       52       Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Protected       Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0   25   25     0   25   25    19    0   19     0    0    0
Lanes:      0  0  0  1  0    0  0  2  0  1    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  784    3     0  736  546   723    0    4     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  784    3     0  736  546   723    0    4     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:    0  817    3     0  767  569   753    0    4     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  817    3     0  767  569   753    0    4     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  817    3     0  767  569   753    0    4     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  1.00 0.95 0.85  0.92 1.00 0.85  1.00 1.00 1.00
Lanes:      0.00 0.99 0.01  0.00 2.00 1.00  2.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:    0 1891    7     0 3610 1615  3502    0 1615     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.43 0.43  0.00 0.21 0.35  0.22 0.00 0.00  0.00 0.00 0.00
Crit Moves:      ****                  ****
Green/Cycle:0.00 0.58 0.58  0.00 0.58 0.58  0.29 0.00 0.29  0.00 0.00 0.00
Volume/Cap: 0.00 0.74 0.74  0.00 0.36 0.60  0.74 0.00 0.01  0.00 0.00 0.00
Delay/Veh:   0.0 14.3 14.3   0.0  7.6 11.5  25.4  0.0 16.4   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 14.3 14.3   0.0  7.6 11.5  25.4  0.0 16.4   0.0  0.0  0.0
DesignQueue:   0   13    0     0   12    9    20    0    0     0    0    0
**************************************************************************
```

```
-------------------------------------------------------------------------
                   LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM 4-Way Stop Method (Base Volume Alternative)
*************************************************************************
Intersection #65 Derby Street / Warring Street
*************************************************************************
Cycle (sec):         100      Critical Vol./Cap. (X):        1.304
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):  150.3
Optimal Cycle:         0              Level Of Service:            F
*************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           ------------|---------------||---------------||---------------||--------------|
Control:        Stop Sign          Stop Sign          Stop Sign          Stop Sign
Rights:          Include            Include            Include            Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         0  0  0  0  0     0  0  1! 0  0     0  1  0  0  0     0  0  0  1  0
           ------------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0     0     0   650     0    31    14    20     0     0    34   779
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   0     0     0   650     0    31    14    20     0     0    34   779
User Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:    0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91
PHF Volume:    0     0     0   714     0    34    15    22     0     0    37   856
Reduct Vol:    0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   0     0     0   714     0    34    15    22     0     0    37   856
PCE Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:    0     0     0   714     0    34    15    22     0     0    37   856
           ------------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Adjustment: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:      0.00  0.00  0.00  0.95  0.00  0.05  0.41  0.59  0.00  0.00  0.04  0.96
Final Sat.:    0     0     0   578     0    28   214   306     0     0    29   656
           ------------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    xxxx  xxxx  xxxx  1.24  xxxx  1.24  0.07  0.07  xxxx  xxxx  1.30  1.30
Crit Moves:                   ****                    ****                    ****
Delay/Veh:   0.0   0.0   0.0 139.9   0.0 139.9  10.5  10.5   0.0   0.0   165 164.8
Delay Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:  0.0   0.0   0.0 139.9   0.0 139.9  10.5  10.5   0.0   0.0   165 164.8
LOS by Move:  *     *     *     F     *     F     B     B     *     *     F     F
ApproachDel:   xxxxxx            139.9             10.5             164.8
Delay Adj:     xxxxx             1.00              1.00             1.00
ApprAdjDel:    xxxxxx            139.9             10.5             164.8
LOS by Appr:        *                 F                B                F
*************************************************************************
```

```
-------------------------------------------------------------------------
                   LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
        2000 HCM Operations Method (Base Volume Alternative)
*************************************************************************
Intersection #66 Derby Street / Claremont Blvd.
*************************************************************************
Cycle (sec):          65      Critical Vol./Cap. (X):        0.584
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):   13.4
Optimal Cycle:        61              Level Of Service:            B
*************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           ------------|---------------||---------------||---------------||--------------|
Control:       Split Phase        Split Phase        Permitted          Permitted
Rights:          Include            Include            Include            Include
Min. Green:   18     0    18     0     0     0     0    35    35    35    35     0
Lanes:         0  0  1! 0  0     0  0  0  0  0     0  0  0  1  0     0  1  0  0  0
           ------------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      5     0    64     0     0     0     0   665    12    52   813     0
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   5     0    64     0     0     0     0   665    12    52   813     0
User Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:    0.97  0.97  0.97  0.97  0.97  0.97  0.97  0.97  0.97  0.97  0.97  0.97
PHF Volume:    5     0    66     0     0     0     0   686    12    54   838     0
Reduct Vol:    0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   5     0    66     0     0     0     0   686    12    54   838     0
PCE Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Final Vol.:    5     0    66     0     0     0     0   686    12    54   838     0
           ------------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment: 0.87  1.00  0.87  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:      0.07  0.00  0.93  0.00  0.00  0.00  0.00  0.98  0.02  0.06  0.94  0.00
Final Sat.:  120     0  1536     0     0     0     0  1863    34   114  1786     0
           ------------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.04  0.00  0.04  0.00  0.00  0.00  0.00  0.37  0.37  0.47  0.47  0.00
Crit Moves: ****                                            ****
Green/Cycle: 0.28  0.00  0.28  0.00  0.00  0.00  0.00  0.60  0.60  0.60  0.60  0.00
Volume/Cap: 0.16  0.00  0.16  0.00  0.00  0.00  0.00  0.61  0.61  0.78  0.78  0.00
Delay/Veh:  18.5   0.0  18.5   0.0   0.0   0.0   0.0  10.7  10.7  15.2  15.2   0.0
User DelAdj:1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh: 18.5   0.0  18.5   0.0   0.0   0.0   0.0  10.7  10.7  15.2  15.2   0.0
DesignQueue:   0     0     2     0     0     0     0    11     0     1    13     0
*************************************************************************
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                         LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                              AM Peak Hour
--------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #67 Ashby Avenue / Seventh Street
**************************************************************************
Cycle (sec):         100        Critical Vol./Cap. (X):         0.850
Loss Time (sec):      12 (Y+R =  4 sec) Average Delay (sec/veh):  34.3
Optimal Cycle:        90        Level Of Service:                  C
**************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:        Permitted       Permitted       Split Phase     Split Phase
Rights:          Include         Include         Include         Include
Min. Green:    4   19   19     4   19   19     4   22   22     4   20   20
Lanes:         0  1  0  1  0   0  1  0  1  0   1  0  1  1  0   1  0  1  1  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:      62  162   54    54  193  224   433  915  306   111  663   25
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   62  162   54    54  193  224   433  915  306   111  663   25
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    65  171   57    57  203  236   456  963  322   117  698   26
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   65  171   57    57  203  236   456  963  322   117  698   26
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    65  171   57    57  203  236   456  963  322   117  698   26
           -----------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.58 0.58 0.58  0.74 0.74 0.74  0.95 0.91 0.91  0.95 0.95 0.95
Lanes:       0.45 1.16 0.39  0.23 0.82 0.95  1.00 1.50 0.50  1.00 1.93 0.07
Final Sat.:   493 1289  430   323 1154 1340  1805 2602  870  1805 3461  131
           -----------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13 0.13  0.18 0.18 0.18  0.25 0.37 0.37  0.06 0.20 0.20
Crit Moves:              ****                ****                     ****
Green/Cycle: 0.21 0.21 0.21  0.21 0.21 0.21  0.44 0.44 0.44  0.24 0.24 0.24
Volume/Cap:  0.64 0.64 0.64  0.85 0.85 0.85  0.58 0.85 0.85  0.27 0.85 0.85
Delay/Veh:   39.2 39.2 39.2  49.5 49.5 49.5  19.3 26.4 26.4  32.4 45.6 45.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  39.2 39.2 39.2  49.5 49.5 49.5  19.3 26.4 26.4  32.4 45.6 45.6
DesignQueue:    3    8    3     3    9   11    15   33   11     5   31    1
**************************************************************************
```

```
                         LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                              AM Peak Hour
--------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #68 Ashby Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):         100        Critical Vol./Cap. (X):         0.738
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):  28.7
Optimal Cycle:        54        Level Of Service:                  C
**************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:        Protected       Protected       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    4   17   17     4   19   19    18   18   18    18   18   18
Lanes:         1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   0  1  0  1  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     173  521   53   137  741  128    84  584  134    51  613  135
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  173  521   53   137  741  128    84  584  134    51  613  135
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92
PHF Volume:   188  566   58   149  805  139    91  635  146    55  666  147
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  188  566   58   149  805  139    91  635  146    55  666  147
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   188  566   58   149  805  139    91  635  146    55  666  147
           -----------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.94 0.94  0.95 0.93 0.93  0.19 0.92 0.92  0.74 0.74 0.74
Lanes:       1.00 1.82 0.18  1.00 1.71 0.29  1.00 1.63 0.37  0.13 1.53 0.34
Final Sat.:  1805 3231  329  1805 3011  520   352 2854  655   180 2166  477
           -----------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.18 0.18  0.08 0.27 0.27  0.26 0.22 0.22  0.31 0.31 0.31
Crit Moves:  ****                ****                           ****
Green/Cycle: 0.14 0.34 0.34  0.16 0.36 0.36  0.42 0.42 0.42  0.42 0.42 0.42
Volume/Cap:  0.74 0.51 0.51  0.51 0.74 0.74  0.62 0.53 0.53  0.74 0.74 0.74
Delay/Veh:   52.0 26.6 26.6  39.9 30.1 30.1  31.1 22.3 22.3  27.1 27.1 27.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  52.0 26.6 26.6  39.9 30.1 30.1  31.1 22.3 22.3  27.1 27.1 27.1
DesignQueue:    9   21    2     7   30    5     3   22    5     2   23    5
**************************************************************************
```

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--------------------------------------------------------------------------------
                          LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                               AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #69 Ashby Avenue / Adeline Street
********************************************************************************
Cycle (sec):          140       Critical Vol./Cap. (X):          0.539
Loss Time (sec):       16 (Y+R =  4 sec) Average Delay (sec/veh):  40.1
Optimal Cycle:         96        Level Of Service:                   D
********************************************************************************
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     4   38   38     6   38   38     4   22   22     4   32   32
Lanes:        1  0  1  1  0   1  0  2  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      74   567   61    11   438   96   189   564   49    83   549   14
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   74   567   61    11   438   96   189   564   49    83   549   14
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:    80   610   66    12   471  103   203   606   53    89   590   15
Reduct Vol:     0     0    0     0     0    0     0     0    0     0     0    0
Reduced Vol:   80   610   66    12   471  103   203   606   53    89   590   15
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    80   610   66    12   471  103   203   606   53    89   590   15
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.94 0.94  0.95 0.89 0.89  0.95 0.94 0.94  0.95 0.95 0.95
Lanes:       1.00 1.81 0.19  1.00 2.46 0.54  1.00 1.84 0.16  1.00 1.95 0.05
Final Sat.:  1805 3210  345  1805 4140  907  1805 3282  285  1805 3506   89
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.19 0.19  0.01 0.11 0.11  0.11 0.18 0.18  0.05 0.17 0.17
Crit Moves:       ****            ****            ****            ****
Green/Cycle: 0.11 0.34 0.34  0.04 0.27 0.27  0.20 0.40 0.40  0.11 0.30 0.30
Volume/Cap:  0.40 0.56 0.56  0.15 0.42 0.42  0.56 0.47 0.47  0.47 0.56 0.56
Delay/Veh:   59.1 38.2 38.2  65.5 42.1 42.1  54.9 28.3 28.3  66.8 41.1 41.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  59.1 38.2 38.2  65.5 42.1 42.1  54.9 28.3 28.3  66.8 41.1 41.1
DesignQueue:    6    33    4     1    27    6    13    30    3     6    33    1
********************************************************************************
```

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--------------------------------------------------------------------------------
                          LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                               AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #70 Ashby Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):           80       Critical Vol./Cap. (X):          0.483
Loss Time (sec):       12 (Y+R =  5 sec) Average Delay (sec/veh):  14.9
Optimal Cycle:         53        Level Of Service:                   B
********************************************************************************
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    21   21   21     6   21   21    20   20   20    20   20   20
Lanes:        0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      77   590   26   124   450   35    33   557   31    40   550  182
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   77   590   26   124   450   35    33   557   31    40   550  182
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:    82   628   28   132   479   37    35   593   33    43   585  194
Reduct Vol:     0     0    0     0     0    0     0     0    0     0     0    0
Reduced Vol:   82   628   28   132   479   37    35   593   33    43   585  194
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    82   628   28   132   479   37    35   593   33    43   585  194
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.22 1.70 0.08  0.41 1.48 0.11  0.11 1.79 0.10  0.10 1.43 0.47
Final Sat.:   422 3235  143   774 2808  218   202 3408  190   197 2707  896
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19 0.19  0.17 0.17 0.17  0.17 0.17 0.17  0.22 0.22 0.22
Crit Moves:       ****                            ****            ****
Green/Cycle: 0.33 0.33 0.33  0.41 0.41 0.41  0.52 0.52 0.52  0.52 0.52 0.52
Volume/Cap:  0.60 0.60 0.60  0.42 0.42 0.42  0.33 0.33 0.33  0.41 0.41 0.41
Delay/Veh:   24.7 24.7 24.7  17.8 17.8 17.8   8.4  8.4  8.4   9.0  9.0  9.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  24.7 24.7 24.7  17.8 17.8 17.8   8.4  8.4  8.4   9.0  9.0  9.0
DesignQueue:    3    20    1     4    13    1     1    13    1     1    13    4
********************************************************************************
```

```
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #71 Ashby Avenue / Telegraph Avenue
********************************************************************************
Cycle (sec):        80          Critical Vol./Cap. (X):         0.745
Loss Time (sec):    12 (Y+R =  6 sec) Average Delay (sec/veh):     26.3
Optimal Cycle:      62          Level Of Service:                 C
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            -----------|--------------||---------------||---------------||--------------|
Control:        Permitted        Prot+Permit       Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    21   21   21     0   21   21    25   25   25    25   25   25
Lanes:        1  0  1  1  0    1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
            -----------|--------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      150  985   80    148  623  103    86  549  120    89  573   83
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   150  985   80    148  623  103    86  549  120    89  573   83
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.93 0.93 0.93   0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:    161 1059   86    159  670  111    92  590  129    96  616   89
Reduct Vol:      0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:   161 1059   86    159  670  111    92  590  129    96  616   89
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    161 1059   86    159  670  111    92  590  129    96  616   89
            -----------|--------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.25 0.94 0.94   0.95 0.93 0.93  0.25 0.92 0.92  0.24 0.93 0.93
Lanes:        1.00 1.85 0.15   1.00 1.72 0.28  1.00 1.64 0.36  1.00 1.75 0.25
Final Sat.:    483 3302  268   1805 3033  501   471 2882  630   454 3093  448
            -----------|--------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.33 0.32 0.32   0.09 0.22 0.22  0.20 0.20 0.20  0.21 0.20 0.20
Crit Moves:   ****             ****             0.33            ****
Green/Cycle:  0.38 0.38 0.38   0.48 0.48 0.48  0.33 0.33 0.33  0.33 0.33 0.33
Volume/Cap:   0.89 0.86 0.86   0.18 0.46 0.46  0.60 0.63 0.63  0.65 0.61 0.61
Delay/Veh:    66.7 30.2 30.2   12.3 14.7 14.7  38.3 24.8 24.8  42.3 24.4 24.4
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   66.7 30.2 30.2   12.3 14.7 14.7  38.3 24.8 24.8  42.3 24.4 24.4
DesignQueue:     5   31    3      4   16    3     3   18    4     3   19    3
********************************************************************************
```

```
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                          AM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #72 Ashby Avenue / College Avenue
********************************************************************************
Cycle (sec):        80          Critical Vol./Cap. (X):         1.016
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):     30.6
Optimal Cycle:     167          Level Of Service:                 C
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            -----------|--------------||---------------||---------------||--------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    18   18   18    18   18   18    30   30   30    30   30   30
Lanes:        0  0  1! 0  0    0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
            -----------|--------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       79  323   26    118  232   95    33  490   92     4  611  229
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    79  323   26    118  232   95    33  490   92     4  611  229
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.91 0.91 0.91   0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:     87  355   29    130  255  104    36  538  101     4  671  252
Reduct Vol:      0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:    87  355   29    130  255  104    36  538  101     4  671  252
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     87  355   29    130  255  104    36  538  101     4  671  252
            -----------|--------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.83 0.83 0.83   0.72 0.72 0.72  0.91 0.91 0.91  0.96 0.96 0.96
Lanes:        0.18 0.76 0.06   0.27 0.52 0.21  0.05 0.80 0.15  0.01 0.72 0.27
Final Sat.:    292 1193   96    365  718  294    93 1377  258     9 1322  495
            -----------|--------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.30 0.30 0.30   0.36 0.36 0.36  0.39 0.39 0.39  0.51 0.51 0.51
Crit Moves:                    ****                             ****
Green/Cycle:  0.38 0.38 0.38   0.45 0.45 0.45  0.53 0.53 0.53  0.53 0.53 0.53
Volume/Cap:   0.79 0.79 0.79   0.79 0.79 0.79  0.74 0.74 0.74  0.97 0.97 0.97
Delay/Veh:    30.9 30.9 30.9   25.6 25.6 25.6  20.4 20.4 20.4  40.5 40.5 40.5
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   30.9 30.9 30.9   25.6 25.6 25.6  20.4 20.4 20.4  40.5 40.5 40.5
DesignQueue:     3   10    1      3    7    3     1   12    2     0   16    6
********************************************************************************
```

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                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #73 Ashby Avenue / Claremont Avenue
**************************************************************************
Cycle (sec):        80         Critical Vol./Cap. (X):        0.717
Loss Time (sec):    12 (Y+R =  6 sec) Average Delay (sec/veh):   22.0
Optimal Cycle:      72         Level Of Service:                 C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Split Phase      Split Phase       Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  16   16   16    16   16   16    28   28   28    28   28   28
Lanes:        0  1  0  1  0   1  1  0  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     35  288  153   321  272   59    43  504   13    90  637  429
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  35  288  153   321  272   59    43  504   13    90  637  429
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   37  306  163   341  289   63    46  536   14    96  678  456
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  37  306  163   341  289   63    46  536   14    96  678  456
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   37  306  163   341  289   63    46  536   14    96  678  456
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:      0.15 1.21 0.64  1.48 1.25 0.27  0.15 1.80 0.05  0.16 1.10 0.74
Final Sat.:  265 2184 1160  2666 2259  490   277 3249   84   281 1989 1340
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.14 0.14 0.14  0.13 0.13 0.13  0.17 0.17 0.17  0.34 0.34 0.34
Crit Moves:      ****             ****             ****             ****
Green/Cycle: 0.20 0.20 0.20  0.20 0.20 0.20  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap: 0.70 0.70 0.70  0.64 0.64 0.64  0.37 0.37 0.37  0.76 0.76 0.76
Delay/Veh:  32.9 32.9 32.9  30.7 30.7 30.7  12.3 12.3 12.3  17.4 17.4 17.4
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 32.9 32.9 32.9  30.7 30.7 30.7  12.3 12.3 12.3  17.4 17.4 17.4
DesignQueue:   1   11    6    12   11    2     1   14    0     3   18   12
**************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #74 Tunnel Road / SR 13
**************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):        0.792
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   15.9
Optimal Cycle:      56         Level Of Service:                 B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected       Split Phase      Split Phase
Rights:         Include          Include          Include            Ovl
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  2  0  1   2  0  1  0  0   0  0  0  0  0   1  0  0  0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0 1293  435   487  608    0     0    0    0   205    0  307
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0 1293  435   487  608    0     0    0    0   205    0  307
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.88 0.88 0.88  0.88 0.88 0.88  0.88 0.88 0.88  0.88 0.88 0.88
PHF Volume:    0 1469  494   553  691    0     0    0    0   233    0  349
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0 1469  494   553  691    0     0    0    0   233    0  349
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0 1469  494   553  691    0     0    0    0   233    0  349
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.85  0.92 1.00 1.00  1.00 1.00 1.00  0.95 1.00 0.75
Lanes:      0.00 2.00 1.00  2.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:    0 3610 1615  3502 1900    0     0    0    0  1805    0 2842
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.41 0.31  0.16 0.36 0.00  0.00 0.00 0.00  0.13 0.00 0.12
Crit Moves:      ****             ****                              ****
Green/Cycle:0.00 0.51 0.51  0.20 1.00 0.00  0.00 0.00 0.00  0.16 0.00 0.36
Volume/Cap: 0.00 0.79 0.60  0.79 0.36 0.00  0.00 0.00 0.00  0.79 0.00 0.34
Delay/Veh:   0.0 15.3 12.2  30.9  0.1  0.0   0.0  0.0  0.0  39.7  0.0 15.2
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 15.3 12.2  30.9  0.1  0.0   0.0  0.0  0.0  39.7  0.0 15.2
DesignQueue:   0   28    9    17    0    0     0    0    0     7    0    8
**************************************************************************
```

```
EXISTING AM            Mon Feb 23, 2004 15:37:59         Page 79-1
--------------------------------------------------------------------------
                       LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #167 Piedmont Avenue/ Channing Way
**************************************************************************
Average Delay (sec/veh):     6.1        Worst Case Level Of Service:     E
**************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign       Stop Sign
Rights:          Include          Include          Include         Include
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 29 Jan 2004 << 8:00-9:00AM
Base Vol:      65   457   24    23   308   38    25   19    23    20   58    18
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   65   457   24    23   308   38    25   19    23    20   58    18
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90
PHF Volume:    72   508   27    26   342   42    28   21    26    22   64    20
Reduct Vol:     0     0    0     0     0    0     0    0     0     0    0     0
Final Vol.:    72   508   27    26   342   42    28   21    26    22   64    20
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5  6.2   7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  384 xxxx xxxxx   534 xxxx xxxxx  1122 1093  363  1103 1101  521
Potent Cap.: 1185 xxxx xxxxx  1044 xxxx xxxxx   185  216  686   190  214  559
Move Cap.:   1185 xxxx xxxxx  1044 xxxx xxxxx   124  197  686   157  195  559
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:  8.2 xxxx xxxxx   8.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx  xxxx xxxx xxxxx  xxxx  202 xxxxx  xxxx  210 xxxxx
Shrd StpDel: xxxxx xxxx xxxxx xxxxx xxxx xxxxx  32.8 xxxxx xxxxx  38.5 xxxxx
Shared LOS:    *    *    *      *    *     *     *    D     *     *    E     *
ApproachDel:     xxxxxx          xxxxxx           32.8            38.5
ApproachLOS:       *               *                D              E
```

```
EXISTING AM            Mon Feb 23, 2004 15:37:59         Page 80-1
--------------------------------------------------------------------------
                       LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #1121 Hearst Avenue-Cyclotron Road/ Highland Place
**************************************************************************
Average Delay (sec/veh):     1.9        Worst Case Level Of Service:     B
**************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign       Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include         Include
Lanes:       0  1  0  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 28 Jan 2004 << 5:00-6:00AM
Base Vol:       4    1    0    12    0    57    12   281    4     0   53     2
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    4    1    0    12    0    57    12   281    4     0   53     2
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90
PHF Volume:     4    1    0    13    0    63    13   312    4     0   59     2
Reduct Vol:     0    0    0     0    0     0     0     0    0     0    0     0
Final Vol.:     4    1    0    13    0    63    13   312    4     0   59     2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx   7.1 xxxx  6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5 xxxx  3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  433  402 xxxxx   402 xxxx   60    61 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  537  540 xxxxx   563 xxxx 1011  1555 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    500  535 xxxxx   558 xxxx 1011  1555 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *      *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  506 xxxx xxxxx  xxxx  886 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 12.2 xxxx xxxxx xxxxx  9.4 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    B    *    *      *    A     *     *    *     *     *    *     *
ApproachDel:     12.2            9.4             xxxxxx          xxxxxx
ApproachLOS:       B              A                *               *
```

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                       LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           AM Peak Hour

                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #1122 Stadium Rim Road/ Canyon Road
****
Average Delay (sec/veh):   0.1   Worst Case Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 0 1 0   0 0 1 0 0   0 0 0 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2003 << 8:00-9:00AM
Base Vol: 0 246   4   0 134   0   0   0   0   1   0   2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 246   4   0 134   0   0   0   0   1   0   2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 273   4   0 149   0   0   0   0   1   0   2
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Final Vol.:   0 273   4   0 149   0   0   0   0   1   0   2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   424 xxxx   276
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   590 xxxx   768
Move Cap.:   xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   590 xxxx   768
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 698 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.2 xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   B   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   10.2
ApproachLOS: *   *   *   B

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Existing Conditions—P.M. Peak Hour

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--------------------------------------------------------------------------------
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Marin Avenue / San Pablo Avenue
********************************************************************************
Cycle (sec):         90          Critical Vol./Cap. (X):          0.940
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):   50.3
Optimal Cycle:      125          Level Of Service:                  D
********************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:       1 0  1  1 0    1 0  1  1 0    1 0  1  1 0    1 0  1  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    227 1022  114    169  659   18     18  656  137    145  736  154
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 227 1022  114    169  659   18     18  656  137    145  736  154
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93   0.93 0.93 0.93   0.93 0.93 0.93   0.93 0.93 0.93
PHF Volume:  244 1099  123    182  709   19     19  705  147    156  791  166
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 244 1099  123    182  709   19     19  705  147    156  791  166
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  244 1099  123    182  709   19     19  705  147    156  791  166
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.95 0.94 0.94   0.95 0.95 0.95   0.95 0.93 0.93   0.95 0.93 0.93
Lanes:      1.00 1.80 0.20   1.00 1.95 0.05   1.00 1.65 0.35   1.00 1.65 0.35
Final Sat.: 1805 3199  357   1805 3500   96   1805 2909  607   1805 2908  608
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.14 0.34 0.34   0.10 0.20 0.20   0.01 0.24 0.24   0.09 0.27 0.27
Crit Moves:      ****            ****                 ****            ****
Green/Cycle: 0.17 0.33 0.33   0.09 0.33 0.33   0.10 0.30 0.30   0.10 0.30 0.30
Volume/Cap: 0.80 1.04 1.04   1.09 0.61 0.61   0.11 0.81 0.81   0.86 0.91 0.91
Delay/Veh:  49.8 67.7 67.7  137.2 26.3 26.3   37.1 33.8 33.8   72.3 41.5 41.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 49.8 67.7 67.7  137.2 26.3 26.3   37.1 33.8 33.8   72.3 41.5 41.5
DesignQueue:  10   39    4      8   25    1      1   26    5      7   29    6
********************************************************************************
```

```
--------------------------------------------------------------------------------
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Marin Avenue / The Alameda
********************************************************************************
Cycle (sec):         70          Critical Vol./Cap. (X):          0.640
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   14.9
Optimal Cycle:       56          Level Of Service:                  B
********************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   25   25   25     25   25   25     23   23   23     23   23   23
Lanes:       0 1  0  1 0    0 1  0  1 0    0 1  0  1 0    0 1  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    316  322    1     43  178   77     50  534  193     17  480   69
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 316  322    1     43  178   77     50  534  193     17  480   69
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91   0.91 0.91 0.91   0.91 0.91 0.91   0.91 0.91 0.91
PHF Volume:  347  354    1     47  196   85     55  587  212     19  527   76
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 347  354    1     47  196   85     55  587  212     19  527   76
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  347  354    1     47  196   85     55  587  212     19  527   76
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.64 0.64 0.64   0.74 0.74 0.74   0.81 0.81 0.81   0.86 0.86 0.86
Lanes:      0.99 1.00 0.01   0.29 1.19 0.52   0.13 1.37 0.50   0.06 1.70 0.24
Final Sat.: 1205 1228    4    408 1689  731    197 2103  760     98 2772  398
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.29 0.29 0.29   0.12 0.12 0.12   0.28 0.28 0.28   0.19 0.19 0.19
Crit Moves:      ****            ****                 ****            ****
Green/Cycle: 0.42 0.42 0.42   0.42 0.42 0.42   0.50 0.50 0.50   0.50 0.50 0.50
Volume/Cap: 0.68 0.68 0.68   0.27 0.27 0.27   0.56 0.56 0.56   0.38 0.38 0.38
Delay/Veh:  20.2 20.2 20.2   13.8 13.8 13.8   13.6 13.6 13.6   11.5 11.5 11.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 20.2 20.2 20.2   13.8 13.8 13.8   13.6 13.6 13.6   11.5 11.5 11.5
DesignQueue:   8    8    0      1    4    2      1   12    4      0   11    2
********************************************************************************
```

```
                         LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                               PM Peak Hour
```

```
                     Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Gilman Street / Sixth Street
********************************************************************************
Cycle (sec):           70      Critical Vol./Cap. (X):           0.934
Loss Time (sec):        8 (Y+R =  4 sec) Average Delay (sec/veh):   74.8
Optimal Cycle:         99      Level Of Service:                     E
********************************************************************************
Approach:        North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:   19   19   19    19   19   19    19   19   19    19   19   19
Lanes:       0  0  1! 0  0   0  1  0  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    346   46  159    24   47   52    28  497  109    53  489   11
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 346   46  159    24   47   52    28  497  109    53  489   11
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:  372   49  171    26   51   56    30  534  117    57  526   12
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 372   49  171    26   51   56    30  534  117    57  526   12
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  372   49  171    26   51   56    30  534  117    57  526   12
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.70 0.70 0.70  0.78 0.78 0.78  0.94 0.94 0.94  0.90 0.90 0.90
Lanes:      0.63 0.08 0.29  0.39 0.76 0.85  0.04 0.79 0.17  0.10 0.88 0.02
Final Sat.:  832  111  383   575 1126 1246    79 1406  308   164 1509   34
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.45 0.45 0.45  0.04 0.04 0.04  0.38 0.38 0.38  0.35 0.35 0.35
Crit Moves:      ****            ****            ****
Green/Cycle: 0.31 0.31 0.31  0.31 0.31 0.31  0.63 0.63 0.63  0.63 0.63 0.63
Volume/Cap: 1.42 1.42 1.42  0.14 0.14 0.14  0.60 0.60 0.60  0.55 0.55 0.55
Delay/Veh:  227.5  228 227.5 17.6 17.6 17.6 10.2 10.2 10.2   9.5  9.5  9.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 227.5  228 227.5 17.6 17.6 17.6 10.2 10.2 10.2   9.5  9.5  9.5
DesignQueue:  11    1    5     1    1    2     0    8    2     1    8    0
********************************************************************************
```

```
                         LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                               PM Peak Hour
```

```
                     Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Gilman Street / San Pablo Avenue
********************************************************************************
Cycle (sec):          100      Critical Vol./Cap. (X):           0.778
Loss Time (sec):       12 (Y+R =  5 sec) Average Delay (sec/veh):   42.2
Optimal Cycle:         82      Level Of Service:                     D
********************************************************************************
Approach:        North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected       Protected       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    4   35   35     4   35   35    31   31   31    31   31   31
Lanes:       1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    140 1057   87   126  830  112   174  345  155    40  233   82
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 140 1057   87   126  830  112   174  345  155    40  233   82
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:  149 1124   93   134  883  119   185  367  165    43  248   87
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 149 1124   93   134  883  119   185  367  165    43  248   87
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  149 1124   93   134  883  119   185  367  165    43  248   87
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.94 0.94  0.95 0.93 0.93  0.59 0.59 0.59  0.80 0.80 0.80
Lanes:      1.00 1.85 0.15  1.00 1.76 0.24  0.52 1.02 0.46  0.11 0.66 0.23
Final Sat.: 1805 3299  272  1805 3124  421   580 1150  516   172  999  352
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.08 0.34 0.34  0.07 0.28 0.28  0.32 0.32 0.32  0.25 0.25 0.25
Crit Moves: ****            ****            ****
Green/Cycle: 0.15 0.35 0.35  0.15 0.37 0.37  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap: 0.55 0.97 0.97  0.50 0.77 0.77  0.87 0.87 0.87  0.68 0.68 0.68
Delay/Veh:  47.2 52.0 52.0  45.4 32.7 32.7  42.2 42.2 42.2  33.4 33.4 33.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 47.2 52.0 52.0  45.4 32.7 32.7  42.2 42.2 42.2  33.4 33.4 33.4
DesignQueue:   7   44    4     6   33    4     7   13    6     2    9    3
********************************************************************************
```

                      LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour

                    Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #5 Rose Street / Shattuck Avenue
****
Cycle (sec):   70   Critical Vol./Cap. (X):   0.554
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   11.5
Optimal Cycle: 52   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 17   17   17   17   17   17   27   27   27   27   27   27
Lanes: 1 0 1 1 0   1 0 1 1 0   0 1 0 0 1   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 159 641   14   112 444   26   69 253   49   29 214 228
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 159 641   14   112 444   26   69 253   49   29 214 228
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 171 689   15   120 477   28   74 272   53   31 230 245
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 171 689   15   120 477   28   74 272   53   31 230 245
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 171 689   15   120 477   28   74 272   53   31 230 245
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.45 0.95 0.95 0.34 0.94 0.94 0.81 0.81 0.85 0.90 0.90 0.90
Lanes: 1.00 1.96 0.04 1.00 1.89 0.11 0.21 0.79 1.00 0.06 0.45 0.49
Final Sat.: 853 3522   77   652 3383 198   328 1203 1615   106 780 831
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.18 0.14 0.14 0.23 0.23 0.03 0.30 0.30 0.30
Crit Moves: ****   ****
Green/Cycle: 0.58 0.58 0.58 0.58 0.58 0.58 0.42 0.42 0.42 0.42 0.42 0.42
Volume/Cap: 0.35 0.34 0.34 0.32 0.24 0.24 0.54 0.54 0.08 0.70 0.70 0.70
Delay/Veh: 8.2 7.8 7.8   8.1 7.3 7.3 16.0 16.0 12.2 19.7 19.7 19.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.2 7.8 7.8   8.1 7.3 7.3 16.0 16.0 12.2 19.7 19.7 19.7
DesignQueue: 3   12   0   2   8   0   2   6   1   1   5   6
****

                      LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour

                    Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #6 Cedar Street / Martin Luther King Way
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.844
Loss Time (sec):   8 (Y+R = 5 sec) Average Delay (sec/veh):   25.1
Optimal Cycle: 66   Level Of Service: C
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 20   20   20   20   20   20   20   20   20   20   20   20
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 53 614   65   30 541   12   20 297   57   68 296   65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 53 614   65   30 541   12   20 297   57   68 296   65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 56 646   68   32 569   13   21 313   60   72 312   68
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 56 646   68   32 569   13   21 313   60   72 312   68
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   56 646   68   32 569   13   21 313   60   72 312   68
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.92 0.92 0.94 0.94 0.94 0.94 0.94 0.94 0.80 0.80 0.80
Lanes: 0.07 0.84 0.09 0.05 0.93 0.02 0.05 0.80 0.15 0.16 0.69 0.15
Final Sat.: 126 1464 155   92 1663   37   96 1425 274   240 1043 229
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.44 0.44 0.44 0.34 0.34 0.34 0.22 0.22 0.22 0.30 0.30 0.30
Crit Moves: ****   ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.54 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.82 0.82 0.82 0.64 0.64 0.64 0.71 0.71 0.71 0.97 0.97 0.97
Delay/Veh: 16.6 16.6 16.6 10.6 10.6 10.6 27.6 27.6 27.6 57.2 57.2 57.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.6 16.6 16.6 10.6 10.6 10.6 27.6 27.6 27.6 57.2 57.2 57.2
DesignQueue: 1   12   1   1   10   0   1   8   2   2   8   2
****

                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           PM Peak Hour

                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #7 Cedar Street / Shattuck Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.649
Loss Time (sec):   8 (Y+R = 5 sec) Average Delay (sec/veh):   13.9
Optimal Cycle: 50   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 20   20   20   20   20   20   22   22   22   22   22   22
Lanes: 1 0 1 1 0   1 0 1 1 0   1 0 0 1 0   1 0 0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 138 795   56   144 619   72   86 275   67   59 341 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 138 795   56   144 619   72   86 275   67   59 341 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 152 874   62   158 680   79   95 302   74   65 375 165
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 152 874   62   158 680   79   95 302   74   65 375 165
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 152 874   62   158 680   79   95 302   74   65 375 165
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.36 0.94 0.94 0.31 0.93 0.93 0.18 0.97 0.97 0.36 0.95 0.95
Lanes: 1.00 1.87 0.13 1.00 1.79 0.21 1.00 0.80 0.20 1.00 0.69 0.31
Final Sat.: 678 3339 235   583 3182 370   346 1483 361   678 1259 554
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.22 0.26 0.26 0.27 0.21 0.21 0.27 0.20 0.20 0.10 0.30 0.30
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.53 0.53 0.53 0.53 0.53 0.53 0.34 0.34 0.34 0.34 0.34 0.34
Volume/Cap: 0.42 0.49 0.49 0.51 0.40 0.40 0.81 0.60 0.60 0.28 0.88 0.88
Delay/Veh: 5.9 3.3 3.3   8.3 2.9 2.9 62.6 22.1 22.1 18.8 36.7 36.7
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 5.9 3.3 3.3   8.3 2.9 2.9 62.6 22.1 22.1 18.8 36.7 36.7
DesignQueue: 3   16   1   3   12   1   2   8   2   2   10   4
****

                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           PM Peak Hour

                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #8 Cedar Street / Oxford Street
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.791
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   21.8
Optimal Cycle: 56   Level Of Service: C
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 16   16   16   16   16   16   16   16   16   16   16   16
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 91 464   81   17 196   17   18 307   57   61 340   31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 91 464   81   17 196   17   18 307   57   61 340   31
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 100 510   89   19 215   19   20 337   63   67 374   34
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 100 510   89   19 215   19   20 337   63   67 374   34
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 100 510   89   19 215   19   20 337   63   67 374   34
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.93 0.93 0.93 0.95 0.95 0.95 0.88 0.88 0.88
Lanes: 0.14 0.73 0.13 0.07 0.86 0.07 0.05 0.80 0.15 0.14 0.79 0.07
Final Sat.: 244 1244 217   131 1513 131   85 1453 270   236 1318 120
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.41 0.41 0.41 0.14 0.14 0.14 0.23 0.23 0.23 0.28 0.28 0.28
Crit Moves: ****   ****   ****
Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.38 0.38 0.38 0.38 0.38 0.38
Volume/Cap: 0.84 0.84 0.84 0.29 0.29 0.29 0.61 0.61 0.61 0.75 0.75 0.75
Delay/Veh: 24.5 24.5 24.5 10.8 10.8 10.8 20.3 20.3 20.3 25.2 25.2 25.2
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.5 24.5 24.5 10.8 10.8 10.8 20.3 20.3 20.3 25.2 25.2 25.2
DesignQueue: 2   10   2   0   4   0   0   8   1   2   9   1
****

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--------------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #9 Cedar Street / Euclid Avenue
********************************************************************************
Cycle (sec):        60         Critical Vol./Cap. (X):      0.479
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):    11.8
Optimal Cycle:      42         Level Of Service:              B
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    17   17   17    17   17   17    17   17   17    17   17    0
Lanes:          0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       90  226   29     7  127   44    51  180   49    18   91    0
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    90  226   29     7  127   44    51  180   49    18   91    0
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:    100  251   32     8  141   49    57  200   54    20  101    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   100  251   32     8  141   49    57  200   54    20  101    0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    100  251   32     8  141   49    57  200   54    20  101    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.86 0.86 0.86  0.95 0.95 0.95  0.90 0.90 0.90  0.93 0.93 1.00
Lanes:        0.26 0.66 0.08  0.04 0.71 0.25  0.18 0.65 0.17  0.17 0.83 0.00
Final Sat.:    427 1072  138    71 1291  447   313 1105  301   291 1470    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.23 0.23 0.23  0.11 0.11 0.11  0.18 0.18 0.18  0.07 0.07 0.00
Crit Moves:        ****                            ****
Green/Cycle:  0.49 0.49 0.49  0.49 0.49 0.49  0.38 0.38 0.38  0.38 0.38 0.00
Volume/Cap:   0.48 0.48 0.48  0.22 0.22 0.22  0.48 0.48 0.48  0.18 0.18 0.00
Delay/Veh:    10.7 10.7 10.7   8.9  8.9  8.9  14.7 14.7 14.7  12.6 12.6  0.0
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   10.7 10.7 10.7   8.9  8.9  8.9  14.7 14.7 14.7  12.6 12.6  0.0
DesignQueue:     2    4    1     0    2    1     1    4    1     0    2    0
********************************************************************************



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EXISTING PM            Mon Feb 23, 2004 15:38:50          Page 14-1
--------------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #10 Grizzly Peak Blvd / Centennial Drive
********************************************************************************
Cycle (sec):       100         Critical Vol./Cap. (X):      0.796
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):    17.7
Optimal Cycle:       0         Level Of Service:              C
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:          0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:      162   65  250    33   30    8     3  159   45    22  111   25
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   162   65  250    33   30    8     3  159   45    22  111   25
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85
PHF Volume:    191   76  294    39   35    9     4  187   53    26  131   29
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   191   76  294    39   35    9     4  187   53    26  131   29
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    191   76  294    39   35    9     4  187   53    26  131   29
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.34 0.14 0.52  0.47 0.42 0.11  0.01 0.77 0.22  0.14 0.70 0.16
Final Sat.:    239   96  370   248  226   60     8  445  126    77  389   88
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.80 0.80 0.80  0.16 0.16 0.16  0.42 0.42 0.42  0.34 0.34 0.34
Crit Moves:        **** ****                   ****                      ****
Delay/Veh:    23.3 23.3 23.3   9.9  9.9  9.9  12.3 12.3 12.3  11.5 11.5 11.5
Delay Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   23.3 23.3 23.3   9.9  9.9  9.9  12.3 12.3 12.3  11.5 11.5 11.5
LOS by Move:    C    C    C     A    A    A     B    B    B     B    B    B
ApproachDel:       23.3              9.9             12.3             11.5
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        23.3              9.9             12.3             11.5
LOS by Appr:        C                A                B                B
********************************************************************************



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                    LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Hearst Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):         75      Critical Vol./Cap. (X):        0.555
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   14.5
Optimal Cycle:       52      Level Of Service:                B
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|--------------||--------------||--------------||--------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   22   22   22    22   22   22    22   22   22    22   22   22
Lanes:         1  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  1  0  1  0
           ------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     34  715   63   117  537   54    67  232   20   122  321  136
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  34  715   63   117  537   54    67  232   20   122  321  136
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:   37  786   69   129  590   59    74  255   22   134  353  149
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  37  786   69   129  590   59    74  255   22   134  353  149
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   37  786   69   129  590   59    74  255   22   134  353  149
           ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.36 0.94 0.94  0.26 0.94 0.94  0.69 0.69 0.69  0.71 0.71 0.71
Lanes:      1.00 1.84 0.16  1.00 1.82 0.18  0.42 1.45 0.13  0.42 1.11 0.47
Final Sat.:  692 3278  289   496 3234  325   553 1915  165   567 1491  632
           ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.05 0.24 0.24  0.26 0.18 0.18  0.13 0.13 0.13  0.24 0.24 0.24
Crit Moves:           ****    ****                               ****
Green/Cycle: 0.41 0.41 0.41  0.41 0.41 0.41  0.39 0.39 0.39  0.39 0.39 0.39
Volume/Cap: 0.13 0.59 0.59  0.64 0.45 0.45  0.34 0.34 0.34  0.61 0.61 0.61
Delay/Veh:   8.5 11.1 11.1  23.9  9.7  9.7  17.1 17.1 17.1  21.1 21.1 21.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  8.5 11.1 11.1  23.9  9.7  9.7  17.1 17.1 17.1  21.1 21.1 21.1
DesignQueue:   1   20    2     3   15    2     2    7    1     4    9    4
********************************************************************************
```

```
                    LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Hearst Avenue / Oxford Avenue
********************************************************************************
Cycle (sec):         75      Critical Vol./Cap. (X):        0.973
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   52.8
Optimal Cycle:      131      Level Of Service:                D
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|--------------||--------------||--------------||--------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   19   19   19    19   19   19    22   22   22    22   22   22
Lanes:         1  0  1  1  0    0  1  0  1  0    0  1  0  1  0    1  1  0  1  0
           ------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     80  743  315    30  458   25    23  267  115   313  478   52
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  80  743  315    30  458   25    23  267  115   313  478   52
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   85  790  335    32  487   27    24  284  122   333  509   55
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  85  790  335    32  487   27    24  284  122   333  509   55
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   85  790  335    32  487   27    24  284  122   333  509   55
           ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.38 0.91 0.91  0.68 0.68 0.68  0.83 0.83 0.83  0.29 0.29 0.29
Lanes:      1.00 1.40 0.60  0.12 1.78 0.10  0.11 1.32 0.57  1.11 1.70 0.19
Final Sat.:  713 2421 1026   151 2307  126   179 2077  895   614  937  102
           ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.12 0.33 0.33  0.21 0.21 0.21  0.14 0.14 0.14  0.54 0.54 0.54
Crit Moves:           ****                                    ****
Green/Cycle: 0.35 0.35 0.35  0.35 0.35 0.35  0.46 0.46 0.46  0.46 0.46 0.46
Volume/Cap: 0.34 0.93 0.93  0.60 0.60 0.60  0.30 0.30 0.30  1.18 1.18 1.18
Delay/Veh:  20.7 36.3 36.3  21.9 21.9 21.9  13.2 13.2 13.2 114.4 114 114.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 20.7 36.3 36.3  21.9 21.9 21.9  13.2 13.2 13.2 114.4 114 114.4
DesignQueue:   2   23   10     1   14    1     1    7    3     8   12    1
********************************************************************************
```

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--------------------------------------------------------------------------
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #13 Hearst Avenue / Spruce Street
**************************************************************************
Average Delay (sec/veh):     0.9      Worst Case Level Of Service:      C
**************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled       Uncontrolled
Rights:          Include           Include            Include            Include
Lanes:       0   0   0   0     0   0  1!  0   0     0   1   1   0   0     0   0   1   1   0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0     0     0    11     0    48    34   579     0     0   792    13
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   0     0     0    11     0    48    34   579     0     0   792    13
User Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:    0.94  0.94  0.94  0.94  0.94  0.94  0.94  0.94  0.94  0.94  0.94  0.94
PHF Volume:    0     0     0    12     0    51    36   616     0     0   843    14
Reduct Vol:    0     0     0     0     0     0     0     0     0     0     0     0
Final Vol.:    0     0     0    12     0    51    36   616     0     0   843    14
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1230 xxxx   428   856 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   173 xxxx   581   793 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   167 xxxx   581   793 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *     *     *     *     *     *     A     *     *     *     *     *
Movement:      LT  - LTR  - RT      LT  - LTR  - RT     LT  - LTR  - RT     LT  - LTR  - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx   397 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx  15.8 xxxxx   9.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *     *     *     *     C     *     A     *     *     *     *     *
ApproachDel:      xxxxxx            15.8           xxxxxx            xxxxxx
ApproachLOS:        *                C               *                *
```

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--------------------------------------------------------------------------
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #14 Hearst Avenue / Arch Street / Le Conte Avenue
**************************************************************************
Average Delay (sec/veh):     2.4      Worst Case Level Of Service:      B
**************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled       Uncontrolled
Rights:          Include           Include            Include            Include
Lanes:       0   0   0   0     0   0  1!  0   0     1   0   2   0   0     0   0   1   1   0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0     0     0     6     0   135   146   439     0     0   668     6
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   0     0     0     6     0   135   146   439     0     0   668     6
User Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:    0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93
PHF Volume:    0     0     0     6     0   145   157   472     0     0   718     6
Reduct Vol:    0     0     0     0     0     0     0     0     0     0     0     0
Final Vol.:    0     0     0     6     0   145   157   472     0     0   718     6
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1272 xxxx   362   725 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   162 xxxx   640   887 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   140 xxxx   640   887 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *     *     *     *     *     *     A     *     *     *     *     *
Movement:      LT  - LTR  - RT      LT  - LTR  - RT     LT  - LTR  - RT     LT  - LTR  - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx   556 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx  13.9 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *     *     *     *     B     *     *     *     *     *     *     *
ApproachDel:      xxxxxx            13.9           xxxxxx            xxxxxx
ApproachLOS:        *                B               *                *
```

```
                     LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Hearst Avenue / Scenic Avenue
********************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service:       B
********************************************************************************
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  0  0  1    0  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00-6:00 PM
Base Vol:     0    0    0     0    0  109     0  437    0     0  566   54
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0     0    0  109     0  437    0     0  566   54
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:   0    0    0     0    0  117     0  470    0     0  609   58
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0     0    0  117     0  470    0     0  609   58
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx  6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx  3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx  333 xxxx xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx  668 xxxx xxxx xxxxx xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx  668 xxxx xxxx xxxxx xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx 11.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    B     *    *    *     *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:     xxxxxx           11.5          xxxxxx           xxxxxx
ApproachLOS:       *               B              *                *
```

```
                     LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #16 Hearst Avenue / Euclid Avenue
********************************************************************************
Cycle (sec):         70          Critical Vol./Cap. (X):          0.572
Loss Time (sec):     12 (Y+R =  3 sec) Average Delay (sec/veh):    16.9
Optimal Cycle:       58          Level Of Service:                  B
********************************************************************************
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted      Prot+Permit       Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0   25    0   25    5   16    0   16   16   16
Lanes:       0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     4    0    1    57    0  115   120  307    0     2  503   23
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  4    0    1    57    0  115   120  307    0     2  503   23
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:   4    0    1    59    0  120   125  320    0     2  524   24
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  4    0    1    59    0  120   125  320    0     2  524   24
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   4    0    1    59    0  120   125  320    0     2  524   24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.88 1.00 0.88  0.83 1.00 0.83  0.95 1.00 1.00  0.99 0.99 0.99
Lanes:      0.80 0.00 0.20  0.33 0.00 0.67  1.00 1.00 0.00  0.01 0.95 0.04
Final Sat.: 1338    0  335   523    0 1055  1805 1900    0     7 1799   82
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.11 0.00 0.11  0.07 0.17 0.00  0.29 0.29 0.29
Crit Moves:               ****             ****             ****
Green/Cycle: 0.41 0.00 0.41  0.41 0.00 0.41  0.54 0.54 0.54  0.40 0.40 0.40
Volume/Cap: 0.01 0.00 0.01  0.28 0.00 0.28  0.13 0.31 0.00  0.73 0.73 0.73
Delay/Veh:  12.2  0.0 12.2  14.8  0.0 14.8   8.2  9.7  0.0  23.9 23.9 23.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 12.2  0.0 12.2  14.8  0.0 14.8   8.2  9.7  0.0  23.9 23.9 23.9
DesignQueue:   0    0    0     1    0    3     2    6    0     0   13    1
********************************************************************************
```

```
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         PM Peak Hour
```

```
                Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #17 Hearst Avenue / Le Roy Avenue
********************************************************************************
Average Delay (sec/veh):      1.3      Worst Case Level Of Service:      C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled      Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:      0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:   0    0    0     12    0   56     38  355    0      0  523   21
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 0    0    0    12    0   56     38  355    0      0  523   21
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92
PHF Volume:  0    0    0    13    0   61     41  386    0      0  568   23
Reduct Vol:  0    0    0     0    0    0      0    0    0      0    0    0
Final Vol.:  0    0    0    13    0   61     41  386    0      0  568   23
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.4 xxxx  6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1048 xxxx  580  591 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  254 xxxx  518  994 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  246 xxxx  518  994 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *      A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  434 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 15.0 xxxxx  8.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    C    *      A    *    *     *    *    *
ApproachDel:     xxxxxx          15.0           xxxxxx           xxxxxx
ApproachLOS:       *              C               *                *
```

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                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         PM Peak Hour
```

```
                Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #18 Hearst Avenue / Gayley Road / LaLoma Avenue
********************************************************************************
Cycle (sec):           70      Critical Vol./Cap. (X):        0.871
Loss Time (sec):        8 (Y+R =  4 sec) Average Delay (sec/veh):     24.3
Optimal Cycle:         75      Level Of Service:              C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18   18    18   18   18    17   17   17    17   17   17
Lanes:      0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:   318  288   19     4  203   49     28   52  288     69  197   40
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 318  288   19     4  203   49     28   52  288     69  197   40
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume: 349  316   21     4  223   54     31   57  316     76  216   44
Reduct Vol:   0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol: 349  316   21     4  223   54     31   57  316     76  216   44
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 349  316   21     4  223   54     31   57  316     76  216   44
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.69 0.69 0.69  0.97 0.97 0.97  0.86 0.86 0.86  0.82 0.82 0.85
Lanes:      0.51 0.46 0.03  0.02 0.79 0.19  0.08 0.14 0.78  0.26 0.74 1.00
Final Sat.:  667  604   40    29 1457  352   124  231 1277   403 1151 1615
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.52 0.52 0.52  0.15 0.15 0.15  0.25 0.25 0.25  0.19 0.19 0.03
Crit Moves:    ****                          ****
Green/Cycle:0.54 0.54 0.54  0.54 0.54 0.54  0.46 0.46 0.46  0.46 0.46 0.46
Volume/Cap: 0.97 0.97 0.97  0.28 0.28 0.28  0.54 0.54 0.54  0.41 0.41 0.06
Delay/Veh:  42.8 42.8 42.8   9.5  9.5  9.5  13.9 13.9 13.9  12.1 12.1  8.8
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 42.8 42.8 42.8   9.5  9.5  9.5  13.9 13.9 13.9  12.1 12.1  8.8
DesignQueue:  7    6    0     0    4    1      1    1    7      2    5    1
********************************************************************************
```

```
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #19 Berkeley Way / Oxford Street
**************************************************************************
Cycle (sec):         75          Critical Vol./Cap. (X):      0.447
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    7.4
Optimal Cycle:       46          Level Of Service:              A
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18   18   18    18   18   18    20   20   20    20   20   20
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      48 1039    3    4  890   22   72    2   51   29   18   42
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   48 1039    3    4  890   22   72    2   51   29   18   42
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:    51 1105    3    4  947   23   77    2   54   31   19   45
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   51 1105    3    4  947   23   77    2   54   31   19   45
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    51 1105    3    4  947   23   77    2   54   31   19   45
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.26 0.95 0.95 0.22 0.95 0.95 0.76 0.76 0.76 0.78 0.90 0.90
Lanes:       1.00 1.99 0.01 1.00 1.95 0.05 0.57 0.02 0.41 1.00 0.30 0.70
Final Sat.:   496 3600   10  410 3509   87  833   23  590 1482  510 1190
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.31 0.31 0.01 0.27 0.27 0.09 0.09 0.09 0.02 0.04 0.04
Crit Moves:       ****                 ****
Green/Cycle: 0.67 0.67 0.67 0.67 0.67 0.67 0.29 0.29 0.29 0.29 0.29 0.29
Volume/Cap:  0.15 0.46 0.46 0.02 0.40 0.40 0.32 0.32 0.32 0.07 0.13 0.13
Delay/Veh:    4.9  6.2  6.2  4.2  5.8  5.8 21.5 21.5 21.5 19.6 19.9 19.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   4.9  6.2  6.2  4.2  5.8  5.8 21.5 21.5 21.5 19.6 19.9 19.9
DesignQueue:    1   16    0    0   14    0    2    0    2    1    1    1
**************************************************************************
```

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                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #20 University Avenue / Sixth Street
**************************************************************************
Cycle (sec):        128          Critical Vol./Cap. (X):      1.072
Loss Time (sec):     16 (Y+R =  5 sec) Average Delay (sec/veh):   91.2
Optimal Cycle:      180          Level Of Service:              F
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   6   23   23     0   23   23     6   15   15     6   15   15
Lanes:        1  0  1  0  1   1  0  1  0  1   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:     343  353   48  101  239  465  163  827  212   42 1205   33
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  343  353   48  101  239  465  163  827  212   42 1205   33
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:   357  368   50  105  249  484  170  861  221   44 1255   34
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  357  368   50  105  249  484  170  861  221   44 1255   34
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   357  368   50  105  249  484  170  861  221   44 1255   34
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.95 1.00 0.85 0.19 1.00 0.85 0.95 0.92 0.92 0.95 0.95 0.95
Lanes:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.59 0.41 1.00 1.95 0.05
Final Sat.:  1805 1900 1615  367 1900 1615 1805 2784  714 1805 3500   96
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.19 0.03 0.29 0.13 0.30 0.09 0.31 0.31 0.02 0.36 0.36
Crit Moves:  ****                 ****      ****                 ****
Green/Cycle: 0.35 0.35 0.35 0.21 0.21 0.21 0.09 0.34 0.34 0.05 0.34 0.34
Volume/Cap:  0.56 0.55 0.09 1.36 0.62 1.42 1.10 0.90 0.90 0.52 1.04 1.04
Delay/Veh:   37.1 36.6 28.1 275.9 52.9 256.8 158.5 50.8 50.8 80.3 79.6 79.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  37.1 36.6 28.1 275.9 52.9 256.8 158.5 50.8 50.8 80.3 79.6 79.6
DesignQueue:   17   18    2    6   14   29   11   43   11    3   63    2
**************************************************************************
```

```
--------------------------------------------------------------------------
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #21 University Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):        128          Critical Vol./Cap. (X):        0.880
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):  152.6
Optimal Cycle:      124          Level Of Service:                  F
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    5    21    21     5    21    21     5    22    22     5    22    22
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:    233  945    93   141  681    84    87  986   105    71  906   125
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 233  945    93   141  681    84    87  986   105    71  906   125
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:  253 1027   101   153  740    91    95 1072   114    77  985   136
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 253 1027   101   153  740    91    95 1072   114    77  985   136
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  253 1027   101   153  740    91    95 1072   114    77  985   136
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment: 0.95 0.94  0.94  0.95 0.93  0.93  0.95 0.94  0.94  0.95 0.93  0.93
Lanes:      1.00 1.82  0.18  1.00 1.78  0.22  1.00 1.81  0.19  1.00 1.76  0.24
Final Sat.:  1805 3244   319  1805 3162   390  1805 3217   343  1805 3115   430
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.14 0.32  0.32  0.08 0.23  0.23  0.05 0.33  0.33  0.04 0.32  0.32
Crit Moves:      ****            ****            ****            ****
Green/Cycle: 0.09 0.34  0.34  0.09 0.34  0.34  0.12 0.23  0.23  0.05 0.23  0.23
Volume/Cap: 1.50 0.94  0.94  0.91 0.70  0.70  0.45 1.42  1.42  0.91 1.35  1.35
Delay/Veh:  309.6 56.8  56.8 105.3 40.2  40.2  59.3  246 245.6 136.3  214 213.9
User DelAdj:1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 309.6 56.8  56.8 105.3 40.2  40.2  59.3  246 245.6 136.3  214 213.9
DesignQueue:  17   52     5    10   37     5     6   62     7     5   57     8
**************************************************************************
```

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--------------------------------------------------------------------------
                        LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #22 University Avenue / Martin Luther King Way
**************************************************************************
Cycle (sec):         75          Critical Vol./Cap. (X):        0.776
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):   31.8
Optimal Cycle:       66          Level Of Service:                  C
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    5    23    23    23    23    23    17    17    17    17    17    17
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    282  902    78    46  702    77    80  679   134    71  727    81
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 282  902    78    46  702    77    80  679   134    71  727    81
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:  294  940    81    48  731    80    83  707   140    74  757    84
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 294  940    81    48  731    80    83  707   140    74  757    84
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  294  940    81    48  731    80    83  707   140    74  757    84
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment: 0.95 0.94  0.94  0.21 0.94  0.94  0.17 0.93  0.93  0.17 0.94  0.94
Lanes:      1.00 1.84  0.16  1.00 1.80  0.20  1.00 1.67  0.33  1.00 1.80  0.20
Final Sat.:  1805 3283   284   397 3204   351   319 2940   580   315 3199   356
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.29  0.29  0.12 0.23  0.23  0.26 0.24  0.24  0.23 0.24  0.24
Crit Moves: ****            ****            ****
Green/Cycle: 0.13 0.52  0.52  0.39 0.39  0.39  0.33 0.33  0.33  0.33 0.33  0.33
Volume/Cap: 1.22 0.55  0.55  0.31 0.59  0.59  0.78 0.72  0.72  0.70 0.71  0.71
Delay/Veh: 166.3 10.1  10.1  19.8 18.5  18.5  65.1 25.8  25.8  54.4 25.5  25.5
User DelAdj:1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 166.3 10.1  10.1  19.8 18.5  18.5  65.1 25.8  25.8  54.4 25.5  25.5
DesignQueue:  11   20     2     1   20     2     2   21     4     2   22     2
**************************************************************************
```

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                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                              PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #23 University Avenue / Milvia Street
********************************************************************************
Cycle (sec):          75          Critical Vol./Cap. (X):         0.474
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):   16.6
Optimal Cycle:        49          Level Of Service:                 B
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    21   21   21    21   21   21    20   20   20    20   20   20
Lanes:          1  0  0  1  0   0  0  1! 0  0   0  1  0  1  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      127  218   44    13  102   74    47  649  108    22  651   33
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   127  218   44    13  102   74    47  649  108    22  651   33
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    134  229   46    14  107   78    49  683  114    23  685   35
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   134  229   46    14  107   78    49  683  114    23  685   35
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    134  229   46    14  107   78    49  683  114    23  685   35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.70 0.98 0.98  0.92 0.92 0.92  0.81 0.81 0.81  0.87 0.87 0.87
Lanes:        1.00 0.83 0.17  0.07 0.54 0.39  0.12 1.61 0.27  0.06 1.85 0.09
Final Sat.:   1334 1541  311   120  945  685   180 2490  414   103 3034  154
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.10 0.15 0.15  0.11 0.11 0.11  0.27 0.27 0.27  0.23 0.23 0.23
Crit Moves:        ****              ****              ****              ****
Green/Cycle:  0.35 0.35 0.35  0.35 0.35 0.35  0.47 0.47 0.47  0.47 0.47 0.47
Volume/Cap:   0.29 0.43 0.43  0.33 0.33 0.33  0.58 0.58 0.58  0.48 0.48 0.48
Delay/Veh:    19.4 20.9 20.9  19.5 19.5 19.5  16.0 16.0 16.0  14.5 14.5 14.5
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   19.4 20.9 20.9  19.5 19.5 19.5  16.0 16.0 16.0  14.5 14.5 14.5
DesignQueue:     4    6    1     0    3    2     1   16    3     1   16    1
********************************************************************************
```

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                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                              PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #24 University Avenue / SB Shattuck Avenue
********************************************************************************
Cycle (sec):          75          Critical Vol./Cap. (X):         0.711
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):   18.2
Optimal Cycle:        56          Level Of Service:                 B
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Protected        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0    16   16   16    16   16   16    16   16   16
Lanes:          0  0  0  0  0   0  1  1  1  0   1  0  1  1  0   0  1  0  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:        0    0    0    55  576  146   131  374  254    74  642  640
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     0    0    0    55  576  146   131  374  254    74  642  640
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:      0    0    0    58  606  154   138  394  267    78  676  674
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:     0    0    0    58  606  154   138  394  267    78  676  674
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:      0    0    0    58  606  154   138  394  267    78  676  674
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   1.00 1.00 1.00  0.77 0.77 0.77  0.86 0.80 0.80  0.69 0.69 0.69
Lanes:        0.00 0.00 0.00  0.21 2.23 0.56  1.00 1.19 0.81  0.16 1.42 1.42
Final Sat.:      0    0    0   312 3270  829  1625 1817 1234   213 1852 1846
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00  0.19 0.19 0.19  0.08 0.22 0.22  0.36 0.36 0.36
Crit Moves:                         ****         ****              ****
Green/Cycle:  0.00 0.00 0.00  0.23 0.23 0.23  0.36 0.36 0.36  0.67 0.67 0.67
Volume/Cap:   0.00 0.00 0.00  0.81 0.81 0.81  0.24 0.60 0.60  0.54 0.54 0.54
Delay/Veh:     0.0  0.0  0.0  34.1 34.1 34.1  17.7 22.1 22.1   7.2  7.2  7.2
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    0.0  0.0  0.0  34.1 34.1 34.1  17.7 22.1 22.1   7.2  7.2  7.2
DesignQueue:     0    0    0     2   20    5     4   11    7     1   10   10
********************************************************************************
```

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EXISTING PM              Mon Feb 23, 2004 15:38:50          Page 29-1
--------------------------------------------------------------------------------
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #25 University Avenue / NB Shattuck Avenue
********************************************************************************
Cycle (sec):           75      Critical Vol./Cap. (X):          0.478
Loss Time (sec):       15 (Y+R =  4 sec) Average Delay (sec/veh):  17.1
Optimal Cycle:         47      Level Of Service:                    B
********************************************************************************
Approach:         North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:   19    0   19     0    0    0     0   13    0     0   13    0
Lanes:        2  0  1! 0  1    0  0  0  0  0    0  0  2  0  0    0  0  2  0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     938    0  208     0    0    0     0  454    0     0  433    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  938    0  208     0    0    0     0  454    0     0  433    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   998    0  221     0    0    0     0  483    0     0  461    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  998    0  221     0    0    0     0  483    0     0  461    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   998    0  221     0    0    0     0  483    0     0  461    0
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.82 1.00 0.84  1.00 1.00 1.00  1.00 0.86 1.00  1.00 0.86 1.00
Lanes:       2.76 0.00 1.24  0.00 0.00 0.00  0.00 2.00 0.00  0.00 2.00 0.00
Final Sat.:  4275    0 1989     0    0    0     0 3249    0     0 3249    0
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.00 0.11  0.00 0.00 0.00  0.00 0.15 0.00  0.00 0.14 0.00
Crit Moves:  ****                               ****             ****
Green/Cycle: 0.48 0.00 0.48  0.00 0.00 0.00  0.00 0.32 0.00  0.00 0.32 0.00
Volume/Cap:  0.49 0.00 0.23  0.00 0.00 0.00  0.00 0.46 0.00  0.00 0.44 0.00
Delay/Veh:   13.9  0.0 11.5   0.0  0.0  0.0   0.0 21.9  0.0   0.0 21.6  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  13.9  0.0 11.5   0.0  0.0  0.0   0.0 21.9  0.0   0.0 21.6  0.0
DesignQueue:   23    0    5     0    0    0     0   14    0     0   13    0
********************************************************************************

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EXISTING PM              Mon Feb 23, 2004 15:38:50          Page 30-1
--------------------------------------------------------------------------------
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #26 University Avenue / Oxford Street
********************************************************************************
Cycle (sec):           75      Critical Vol./Cap. (X):          0.693
Loss Time (sec):        4 (Y+R =  4 sec) Average Delay (sec/veh):  18.2
Optimal Cycle:         58      Level Of Service:                    B
********************************************************************************
Approach:         North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit       Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18   18    18   18   18    18   18   18    18   18   18
Lanes:        1  0  1  1  0    1  0  1  1  0    1  1  0  0  1    0  0  1! 0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     278  771   16    32  835  106   306   39  330     9   37   40
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  278  771   16    32  835  106   306   39  330     9   37   40
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   296  820   17    34  888  113   326   41  351    10   39   43
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  296  820   17    34  888  113   326   41  351    10   39   43
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   296  820   17    34  888  113   326   41  351    10   39   43
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.86 0.85 0.85  0.27 0.84 0.84  0.60 0.60 0.77  0.83 0.83 0.83
Lanes:       1.00 1.96 0.04  1.00 1.77 0.23  1.77 0.23 1.00  0.10 0.43 0.47
Final Sat.:  1625 3173   66   520 2834  360  2029  259 1454   164  676  730
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.26 0.26  0.07 0.31 0.31  0.16 0.16 0.24  0.06 0.06 0.06
Crit Moves:  ****                ****             ****
Green/Cycle: 0.64 0.64 0.64  0.45 0.45 0.45  0.29 0.29 0.29  0.29 0.29 0.29
Volume/Cap:  0.28 0.40 0.40  0.14 0.69 0.69  0.56 0.56 0.84  0.20 0.20 0.20
Delay/Veh:    6.6  7.1  7.1  13.3 19.1 19.1  26.2 26.2 43.5  21.3 21.3 21.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   6.6  7.1  7.1  13.3 19.1 19.1  26.2 26.2 43.5  21.3 21.3 21.3
DesignQueue:    5   13    0     1   21    3    10    1   11     0    1    1
********************************************************************************

 Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to WILBUR SMITH, SF, CA
```

```
-------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         PM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #27 Univeristy Drive (East Gate)  / Gayley Road
*************************************************************************
Average Delay (sec/veh):    2.2      Worst Case Level Of Service:      C
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     59  552    0     0  505   52    41    0   81     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  59  552    0     0  505   52    41    0   81     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   63  587    0     0  537   55    44    0   86     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   63  587    0     0  537   55    44    0   86     0    0    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  593 xxxx xxxxx  xxxx xxxx xxxxx  1278 xxxx   565 xxxx xxxx xxxxx
Potent Cap.:  993 xxxx xxxxx  xxxx xxxx xxxxx   185 xxxx   528 xxxx xxxx xxxxx
Move Cap.:    993 xxxx xxxxx  xxxx xxxx xxxxx   176 xxxx   528 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:  8.9 xxxx xxxxx xxxxx xxxx xxxxx  32.0 xxxx  13.1 xxxxx xxxx xxxxx
LOS by Move:   A    *    *     *    *    *      D    *    B     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *      *    *    *     *    *    *
ApproachDel:    xxxxxx           xxxxxx           19.5            xxxxxx
ApproachLOS:      *                *                C               *
```

```
-------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                       Existing Conditions
                         PM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #28 Addison Street / Oxford Street
*************************************************************************
Average Delay (sec/veh):    1.1      Worst Case Level Of Service:      C
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     32 1006    0     0  952   28    10    0  114     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  32 1006    0     0  952   28    10    0  114     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   34 1070    0     0 1013   30    11    0  121     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   34 1070    0     0 1013   30    11    0  121     0    0    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  890 xxxx xxxxx  xxxx xxxx xxxxx  1497 xxxx   325 xxxx xxxx xxxxx
Potent Cap.:  709 xxxx xxxxx  xxxx xxxx xxxxx   106 xxxx   624 xxxx xxxx xxxxx
Move Cap.:    709 xxxx xxxxx  xxxx xxxx xxxxx   103 xxxx   624 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 10.3 xxxx xxxxx xxxxx xxxx xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   B    *    *     *    *    *      *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  443 xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 16.6 xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *      *    C    *     *    *    *
ApproachDel:    xxxxxx           xxxxxx           16.6            xxxxxx
ApproachLOS:      *                *                C               *
```

```
                        LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                              PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #29 Center Street / SB Shattuck Avenue
********************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):          0.494
Loss Time (sec):    12 (Y+R = 10 sec) Average Delay (sec/veh):    14.4
Optimal Cycle:      67          Level Of Service:                   B
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
            -----------|--------------||--------------||--------------||--------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    0    0    0    30   30   30    0    17   17   25   25    0
Lanes:         0  0  0  0    0  1  1  0    0  0  0  1  0    0  1  0  0  0
            -----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0    41  790  126    0   104  179   29  160    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    41  790  126    0   104  179   29  160    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    0    0    0    43  832  133    0   109  188   31  168    0
Reduct Vol:    0    0    0     0    0    0    0     0    0    0    0    0
Reduced Vol:   0    0    0    43  832  133    0   109  188   31  168    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0    43  832  133    0   109  188   31  168    0
            -----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  0.79 0.79 0.79  1.00 0.82 0.82  0.82 0.82 1.00
Lanes:       0.00 0.00 0.00  0.13 2.48 0.39  0.00 0.37 0.63  0.15 0.85 0.00
Final Sat.:    0    0    0   192 3701  590    0   575  990  239 1320    0
            -----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.22 0.22 0.22  0.00 0.19 0.19  0.13 0.13 0.00
Crit Moves:                       ****              ****
Green/Cycle: 0.00 0.00 0.00  0.40 0.40 0.40  0.00 0.29 0.29  0.43 0.43 0.00
Volume/Cap:  0.00 0.00 0.00  0.56 0.56 0.56  0.00 0.65 0.65  0.30 0.30 0.00
Delay/Veh:    0.0  0.0  0.0  11.0 11.0 11.0   0.0 30.1 30.1   8.3  8.3  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0  11.0 11.0 11.0   0.0 30.1 30.1   8.3  8.3  0.0
DesignQueue:   0    0    0     1   22    3    0     3    6    1    4    0
********************************************************************************
```

```
                        LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                              PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #30 Center Street / NB Shattuck Avenue
********************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):          0.440
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     7.6
Optimal Cycle:      65          Level Of Service:                   A
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
            -----------|--------------||--------------||--------------||--------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   40   40   40    0    0    0    0    17   17    0    17   17
Lanes:         0  1  1  1  0    0  0  0  0  0    0  1  0  0  0    0  0  1  0
            -----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     50  982   86    0    0    0   81   55    0    0  139   58
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  50  982   86    0    0    0   81   55    0    0  139   58
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:   54 1056   92    0    0    0   87   59    0    0  149   62
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  54 1056   92    0    0    0   87   59    0    0  149   62
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   54 1056   92    0    0    0   87   59    0    0  149   62
            -----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.80 0.80 0.80  1.00 1.00 1.00  0.71 0.71 1.00  1.00 0.86 0.86
Lanes:       0.13 2.64 0.23  0.00 0.00 0.00  0.60 0.40 0.00  0.00 0.71 0.29
Final Sat.:  204 4003  351    0    0    0  804  546    0    0 1158  483
            -----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26 0.26  0.00 0.00 0.00  0.11 0.11 0.00  0.00 0.13 0.13
Crit Moves:       ****                                            ****
Green/Cycle: 0.53 0.53 0.53  0.00 0.00 0.00  0.29 0.29 0.00  0.00 0.29 0.29
Volume/Cap:  0.49 0.49 0.49  0.00 0.00 0.00  0.37 0.37 0.00  0.00 0.44 0.44
Delay/Veh:    3.4  3.4  3.4   0.0  0.0  0.0  17.8 17.8  0.0   0.0 24.4 24.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   3.4  3.4  3.4   0.0  0.0  0.0  17.8 17.8  0.0   0.0 24.4 24.4
DesignQueue:   1   21    2    0    0    0    3    2    0    0    5    2
********************************************************************************
```

                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour

                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #31 Center Street / Oxford Street
****
Cycle (sec):   75   Critical Vol./Cap. (X):   0.441
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   7.5
Optimal Cycle: 46   Level Of Service: A
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 19   19   19   19   19   19   19   19   19   19   19   19
Lanes: 1 0 1 1 0   1 0 1 1 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2000 << 4:00 - 6:00 PM
Base Vol: 87 998   24   19 980   67   33   6   84   37   9   16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 87 998   24   19 980   67   33   6   84   37   9   16
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 93 1062   26   20 1043   71   35   6   89   39   10   17
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 93 1062   26   20 1043   71   35   6   89   39   10   17
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   93 1062   26   20 1043   71   35   6   89   39   10   17
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.26 0.95 0.95 0.26 0.94 0.94 0.83 0.83 0.83 0.78 0.78 0.78
Lanes: 1.00 1.95 0.05 1.00 1.87 0.13 0.27 0.05 0.68 0.60 0.14 0.26
Final Sat.: 486 3515   85   500 3345 229   424   77 1080   884 215 382
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.19 0.30 0.30 0.04 0.31 0.31 0.08 0.08 0.08 0.04 0.04 0.04
Crit Moves: ****   ****   ****
Green/Cycle: 0.68 0.68 0.68 0.68 0.68 0.68 0.27 0.27 0.27 0.27 0.27 0.27
Volume/Cap: 0.28 0.44 0.44 0.06 0.46 0.46 0.31 0.31 0.31 0.17 0.17 0.17
Delay/Veh: 6.8 6.1 6.1   4.3 6.2 6.2 23.9 23.9 23.9 22.0 22.0 22.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 6.8 6.1 6.1   4.3 6.2 6.2 23.9 23.9 23.9 22.0 22.0 22.0
DesignQueue: 1   15   0   0   15   1   1   0   3   1   0   1
****

                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour

                 Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #32 Stadium Rim Road / Gayley Road
****
Cycle (sec):   100   Critical Vol./Cap. (X):   0.986
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   34.7
Optimal Cycle: 0   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 0 1 0   0 1 0 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 0 359   19   135 459   0   20   7   15   47   0 232
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 359   19   135 459   0   20   7   15   47   0 232
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 378   20   142 483   0   21   7   16   49   0 244
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 378   20   142 483   0   21   7   16   49   0 244
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 378   20   142 483   0   21   7   16   49   0 244
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.95 0.05 0.23 0.77 0.00 0.47 0.17 0.36 0.17 0.00 0.83
Final Sat.:   0 566   30   144 490   0   210   73 157   95   0 471
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx 0.67 0.67 0.99 0.99 xxxx 0.10 0.10 0.10 0.52 xxxx 0.52
Crit Moves: ****   ****   ****   ****
Delay/Veh: 0.0 19.4 19.4 55.3 55.3 0.0 11.0 11.0 11.0 15.2 0.0 15.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 19.4 19.4 55.3 55.3 0.0 11.0 11.0 11.0 15.2 0.0 15.2
LOS by Move: *   C   C   F   F   *   B   B   B   C   *   C
ApproachDel: 19.4   55.3   11.0   15.2
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 19.4   55.3   11.0   15.2
LOS by Appr: C   F   B   C
****

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-------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           PM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #33 Allston Way / Oxford Street
*************************************************************************
Average Delay (sec/veh):     2.0      Worst Case Level Of Service:      D
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:     Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       0  1  1  0  0    0  1  0  1  0    1  0  0  0  1    0  0  0  0  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     46 1002     0    26 1082    75    23    0   110     0    0     0
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  46 1002     0    26 1082    75    23    0   110     0    0     0
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:   48 1044     0    27 1127    78    24    0   115     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:   48 1044     0    27 1127    78    24    0   115     0    0     0
           -----------|---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
           -----------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1205 xxxx xxxxx  1044 xxxx xxxxx  1838 xxxx   603 xxxxx xxxx xxxxx
Potent Cap.:  586 xxxx xxxxx   674 xxxx xxxxx    69 xxxx   447 xxxxx xxxx xxxxx
Move Cap.:    586 xxxx xxxxx   674 xxxx xxxxx    62 xxxx   447 xxxx  xxxx xxxxx
           -----------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 11.7 xxxx xxxxx  10.6 xxxx xxxxx  95.5 xxxx  15.8 xxxxx xxxx xxxxx
LOS by Move:   B    *     *     B    *     *     F    *     C     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 11.7 xxxx xxxxx  10.6 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:    B    *     *     B    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx           xxxxxx           29.6             xxxxxx
ApproachLOS:       *                *                D                *
```

```
-------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           PM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #34 Kittridge Street / Oxford Street / Fulton Street
*************************************************************************
Average Delay (sec/veh):     6.6      Worst Case Level Of Service:      F
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:     Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       0  1  1  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     45  995     0     0 1108    96    51    0    69     0    0     0
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  45  995     0     0 1108    96    51    0    69     0    0     0
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97
PHF Volume:   46 1026     0     0 1142    99    53    0    71     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:   46 1026     0     0 1142    99    53    0    71     0    0     0
           -----------|---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx  xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
           -----------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1241 xxxx xxxxx  xxxx xxxx xxxxx  1797 xxxx   621 xxxx xxxx xxxxx
Potent Cap.:  568 xxxx xxxxx  xxxx xxxx xxxxx    73 xxxx   435 xxxx xxxx xxxxx
Move Cap.:    568 xxxx xxxxx  xxxx xxxx xxxxx    68 xxxx   435 xxxx xxxx xxxxx
           -----------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 11.9 xxxx xxxxx  xxxx xxxx xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  133 xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 11.9 xxxx xxxxx  xxxx xxxx xxxxx  xxxx  125 xxxxx  xxxx xxxx xxxxx
Shared LOS:    B    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:     xxxxxx           xxxxxx           124.9            xxxxxx
ApproachLOS:       *                *                F                *
```

```
                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #35 Stadium Rim Road / Centennial Drive
********************************************************************************
Cycle (sec):         100          Critical Vol./Cap. (X):        0.579
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):  12.2
Optimal Cycle:         0          Level Of Service:                B
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:         0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0   99  140  102   57    0    0    0    0  204    0  146
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0   99  140  102   57    0    0    0    0  204    0  146
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
PHF Volume:    0  116  165  120   67    0    0    0    0  240    0  172
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  116  165  120   67    0    0    0    0  240    0  172
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  116  165  120   67    0    0    0    0  240    0  172
           -----------|---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.41 0.59 0.64 0.36 0.00 0.00 0.00 0.00 0.58 0.00 0.42
Final Sat.:    0  291  411  401  224    0    0    0    0  415    0  297
           -----------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.40 0.40 0.30 0.30 xxxx xxxx xxxx xxxx 0.58 xxxx 0.58
Crit Moves:      ****           ****                          ****
Delay/Veh:   0.0 10.8 10.8 10.5 10.5  0.0  0.0  0.0  0.0 13.9  0.0 13.9
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 10.8 10.8 10.5 10.5  0.0  0.0  0.0  0.0 13.9  0.0 13.9
LOS by Move:   *    B    B    B    B    *    *    *    *    B    *    B
ApproachDel:     10.8            10.5          xxxxxx           13.9
Delay Adj:       1.00            1.00          xxxxx            1.00
ApprAdjDel:      10.8            10.5          xxxxxx           13.9
LOS by Appr:      B                B                *               B
********************************************************************************
```

```
                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #36 Bancroft Way / Shattuck Avenue
********************************************************************************
Cycle (sec):          75          Critical Vol./Cap. (X):        0.670
Loss Time (sec):       8 (Y+R =  5 sec) Average Delay (sec/veh):  12.7
Optimal Cycle:        43          Level Of Service:                B
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18    0    0   18   18    0    0    0   16   16   16
Lanes:         1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    1  0  0  1  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     30 1186    0    0  949   23    1    0   38  258   97  111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  30 1186    0    0  949   23    1    0   38  258   97  111
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:   32 1248    0    0  999   24    1    0   40  272  102  117
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  32 1248    0    0  999   24    1    0   40  272  102  117
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   32 1248    0    0  999   24    1    0   40  272  102  117
           -----------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.25 0.86 1.00 1.00 0.85 0.85 0.78 1.00 0.78 0.67 0.83 0.83
Lanes:      1.00 2.00 0.00 0.00 1.95 0.05 0.03 0.00 0.97 1.00 0.47 0.53
Final Sat.:  479 3249    0    0 3159   77   38    0 1448 1265  734  840
           -----------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.38 0.00 0.00 0.32 0.32 0.03 0.00 0.03 0.21 0.14 0.14
Crit Moves:      ****                                          ****
Green/Cycle:0.67 0.67 0.00 0.00 0.67 0.67 0.00 0.00 0.00 0.26 0.26 0.26
Volume/Cap: 0.10 0.58 0.00 0.00 0.47 0.47 xxxx 0.00 xxxx 0.83 0.54 0.54
Delay/Veh:   5.1  7.9  0.0  0.0  6.8  6.8  0.0  0.0  0.0 46.7 28.8 28.8
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  5.1  7.9  0.0  0.0  6.8  6.8  0.0  0.0  0.0 46.7 28.8 28.8
DesignQueue:   0   19    0    0   15    0    0    0    2    9    3    4
********************************************************************************
```

```
                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #37 Bancroft Way / Fulton Street
**************************************************************************
Cycle (sec):       75          Critical Vol./Cap. (X):        0.409
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):    6.7
Optimal Cycle:     49          Level Of Service:               A
**************************************************************************
Approach:         North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          ------------|---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Ignore
Min. Green:   17   17    0     0   17   17     0    0    0    24   24   24
Lanes:         0    1    1  0  0   0    2  1  0   0    0    0  0  0   0    1  1  0  1
          ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     18  164    0     0 1066  165     0    0    0    12  287  898
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  18  164    0     0 1066  165     0    0    0    12  287  898
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:     0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.00
PHF Volume:   19  176    0     0 1146  177     0    0    0    13  309    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  19  176    0     0 1146  177     0    0    0    13  309    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
Final Vol.:   19  176    0     0 1146  177     0    0    0    13  309    0
          ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.80 0.80 1.00  1.00 0.89 0.89  1.00 1.00 1.00  0.81 0.81 1.00
Lanes:      0.20 1.80 0.00  0.00 2.60 0.40  0.00 0.00 0.00  0.08 1.92 1.00
Final Sat.:  299 2726    0     0 4402  681     0    0    0   123 2945 1900
          ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.06 0.00  0.00 0.26 0.26  0.00 0.00 0.00  0.10 0.10 0.00
Crit Moves:            ****                 ****
Green/Cycle: 0.63 0.63 0.00  0.00 0.63 0.63  0.00 0.00 0.00  0.32 0.32 0.32
Volume/Cap: 0.10 0.10 0.00  0.00 0.42 0.42  0.00 0.00 0.00  0.33 0.33 0.00
Delay/Veh:   2.9  2.9  0.0   0.0  4.0  4.0   0.0  0.0  0.0  20.3 20.3  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  2.9  2.9  0.0   0.0  4.0  4.0   0.0  0.0  0.0  20.3 20.3  0.0
DesignQueue:   0    3    0     0   19    3     0    0    0     0    9    0
**************************************************************************
```

```
                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #38 Bancroft Way / Ellsworth Street
**************************************************************************
Average Delay (sec/veh):       6.4          Worst Case Level Of Service:     C
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          ------------|---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled     Uncontrolled
Rights:          Include           Include          Include          Include
Lanes:        1  1  0  0  0   0  0  0  0  1   0  0  0  0  0   0  0  1  1  0
          ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    348   11    0     0    0  100     0    0    0     0  877    6
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 348   11    0     0    0  100     0    0    0     0  877    6
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:  366   12    0     0    0  105     0    0    0     0  923    6
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  366   12    0     0    0  105     0    0    0     0  923    6
          ------------|---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx xxxx    6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx xxxx    3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
          ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 462  929 xxxxx  xxxx xxxx    465 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 514  269 xxxxx  xxxx xxxx    602 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   424  269 xxxxx  xxxx xxxx    602 xxxx xxxx xxxxx  xxxx xxxx xxxxx
          ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 19.8 xxxx xxxxx xxxxx xxxx  12.2 xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   C    *    *     *    *     B    *    *    *    *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: 410 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 21.5 xxxx xxxxx xxxxx xxxx  xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    C    *    *     *    *     *    *    *    *    *    *    *
ApproachDel:      20.7             12.2           xxxxxx           xxxxxx
ApproachLOS:       C                B              *                *
```

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                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour

                  Level Of Service Computation Report
         2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #39 Bancroft Way / Dana Street
****
Average Delay (sec/veh):   0.0   Worst Case Level Of Service: A
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||--------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 1 2 0 0
------------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 0   0   0   0   0   0   0   0   0   282 873   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0   0   0   0   0   0   0   0   0   282 873   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0   0   0   0   0   0   0   0   0   300 929   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Final Vol.:   0   0   0   0   0   0   0   0   0   300 929   0
------------|---------------||---------------||---------------||--------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 2.2 xxxx xxxxx
------------|---------------||---------------||---------------||--------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0 xxxx xxxxx
------------|---------------||---------------||---------------||--------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   A   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   *   *

                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour

                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #40 Bancroft Way / Telegraph Avenue
****
Cycle (sec):   70   Critical Vol./Cap. (X):   0.344
Loss Time (sec):   8 (Y+R = 22 sec) Average Delay (sec/veh):   17.8
Optimal Cycle: 58   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||--------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 29   0   0   0   0   0   0   0   0   0   21   0
Lanes: 2 0 0 0 0   0 0 0 0 0   0 0 0 0 0   0 0 3 0 0
------------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 495   0   0   0   0   0   0   0   0   0 675   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 495   0   0   0   0   0   0   0   0   0 675   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 556   0   0   0   0   0   0   0   0   0 758   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 556   0   0   0   0   0   0   0   0   0 758   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 556   0   0   0   0   0   0   0   0   0 758   0
------------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.91 1.00
Lanes: 2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 3.00 0.00
Final Sat.: 3502   0   0   0   0   0   0   0   0   0 5187   0
------------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.15 0.00
Crit Moves: ****   ****
Green/Cycle:0.42 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00
Volume/Cap: 0.38 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.00
Delay/Veh: 13.1 0.0 0.0   0.0 0.0 0.0   0.0 0.0 0.0   0.0 21.2 0.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.1 0.0 0.0   0.0 0.0 0.0   0.0 0.0 0.0   0.0 21.2 0.0
DesignQueue: 13   0   0   0   0   0   0   0   0   0   21   0
****

```
--------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Base Volume Alternative)
**************************************************************************
Intersection #41 Bancroft Way / Bowditch Street
**************************************************************************
Cycle (sec):       100       Critical Vol./Cap. (X):        0.456
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):   11.5
Optimal Cycle:       0             Level Of Service:           B
**************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        1 0   0 0   0    0 0   0 0   0    0 0   0 0   0    0 1   1 0   0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    191     0     0    0     0     0    0     0     0   99   494     0
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse: 191     0     0    0     0     0    0     0     0   99   494     0
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:    0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95
PHF Volume:  201     0     0    0     0     0    0     0     0  104   520     0
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol: 201     0     0    0     0     0    0     0     0  104   520     0
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:  201     0     0    0     0     0    0     0     0  104   520     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:      1.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.33 1.67  0.00
Final Sat.:  650     0     0    0     0     0    0     0     0  229  1163     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.31 xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx 0.46 0.45  xxxx
Crit Moves: ****                                               ****
Delay/Veh:  10.6  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 12.1 11.8   0.0
Delay Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 10.6  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 12.1 11.8   0.0
LOS by Move:  B    *     *    *    *     *    *    *     *    B    B     *
ApproachDel:     10.6           xxxxxx           xxxxxx           11.8
Delay Adj:       1.00           xxxxx            xxxxx            1.00
ApprAdjDel:      10.6           xxxxxx           xxxxxx           11.8
LOS by Appr:      B               *                *               B
**************************************************************************
```

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--------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Base Volume Alternative)
**************************************************************************
Intersection #42 Bancroft Way / College Avenue
**************************************************************************
Cycle (sec):       100       Critical Vol./Cap. (X):        0.569
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):   12.3
Optimal Cycle:       0             Level Of Service:           B
**************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        1 0   0 0   0    0 0   0 0   0    0 0   0 0   0    0 1   1 0   0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    371     0     0    0     0     0    0     0     0   83   226     0
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse: 371     0     0    0     0     0    0     0     0   83   226     0
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:    0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91
PHF Volume:  408     0     0    0     0     0    0     0     0   91   248     0
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol: 408     0     0    0     0     0    0     0     0   91   248     0
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:  408     0     0    0     0     0    0     0     0   91   248     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:      1.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.54 1.46  0.00
Final Sat.:  716     0     0    0     0     0    0     0     0  324   911     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.57 xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx 0.28 0.27  xxxx
Crit Moves: ****                                               ****
Delay/Veh:  14.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 10.6 10.3   0.0
Delay Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 14.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 10.6 10.3   0.0
LOS by Move:  B    *     *    *    *     *    *    *     *    B    B     *
ApproachDel:     14.0           xxxxxx           xxxxxx           10.4
Delay Adj:       1.00           xxxxx            xxxxx            1.00
ApprAdjDel:      14.0           xxxxxx           xxxxxx           10.4
LOS by Appr:      B               *                *               B
**************************************************************************
```

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                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
**************************************************************************
Intersection #43 Bancroft Way / Piedmont Avenue
**************************************************************************
Cycle (sec):         100        Critical Vol./Cap. (X):        0.825
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):  20.9
Optimal Cycle:         0                Level Of Service:            C
**************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:        Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  0  0  0   0  0  0  1  0   0  0  0  0  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    152  439    0     0  357  159     0    0    0     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 152  439    0     0  357  159     0    0    0     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:  169  488    0     0  397  177     0    0    0     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 169  488    0     0  397  177     0    0    0     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  169  488    0     0  397  177     0    0    0     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.26 0.74 0.00  0.00 0.69 0.31  0.00 0.00 0.00  0.00 0.00 0.00
Final Sat.:  205  592    0     0  567  252     0    0    0     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.82 0.82 xxxx  xxxx 0.70 0.70  xxxx xxxx xxxx  xxxx xxxx xxxx
Crit Moves: ****            ****
Delay/Veh:  24.6 24.6  0.0   0.0 16.7 16.7   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 24.6 24.6  0.0   0.0 16.7 16.7   0.0  0.0  0.0   0.0  0.0  0.0
LOS by Move:   C    C    *     *    C    C     *    *    *     *    *    *
ApproachDel:     24.6           16.7           xxxxxx          xxxxxx
Delay Adj:       1.00           1.00           xxxxx           xxxxx
ApprAdjDel:      24.6           16.7           xxxxxx          xxxxxx
LOS by Appr:      C               C               *               *
**************************************************************************
```

```
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #44 Durant Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):          75        Critical Vol./Cap. (X):        0.643
Loss Time (sec):      12 (Y+R =  4 sec) Average Delay (sec/veh):  14.0
Optimal Cycle:        67                Level Of Service:            B
**************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Prot+Permit      Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:   19   19   19    19   19   19    17   17   17     0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     69 1216  120    88 1099   51     9   72   55     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  69 1216  120    88 1099   51     9   72   55     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:   72 1267  125    92 1145   53     9   75   57     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  72 1267  125    92 1145   53     9   75   57     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   72 1267  125    92 1145   53     9   75   57     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.21 0.84 0.84  0.86 0.85 0.85  0.75 0.75 0.75  1.00 1.00 1.00
Lanes:      1.00 1.82 0.18  1.00 1.91 0.09  0.13 1.06 0.81  0.00 0.00 0.00
Final Sat.:  402 2919  288  1625 3083  143   190 1517 1159     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.18 0.43 0.43  0.06 0.37 0.37  0.05 0.05 0.05  0.00 0.00 0.00
Crit Moves:      ****            ****            ****
Green/Cycle:0.45 0.45 0.45  0.60 0.60 0.60  0.23 0.23 0.23  0.00 0.00 0.00
Volume/Cap: 0.39 0.96 0.96  0.09 0.62 0.62  0.21 0.21 0.21  0.00 0.00 0.00
Delay/Veh:  12.4 24.3 24.3   6.6  1.5  1.5  23.9 23.9 23.9   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 12.4 24.3 24.3   6.6  1.5  1.5  23.9 23.9 23.9   0.0  0.0  0.0
DesignQueue:   2   31    3     2   20    1     0    2    2     0    0    0
**************************************************************************
```

```
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #45 Durant Avenue / Fulton Street
**************************************************************************
Cycle (sec):         75        Critical Vol./Cap. (X):        0.372
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):     7.0
Optimal Cycle:       51        Level Of Service:                A
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||--------------|
Control:         Permitted         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:    0    0    0    21   21    0    22   22   22    0    0    0
Lanes:       0 0  0 0  0    1 1  1 0  0    1 0  1 1  0    0 0  0 0  0
           -----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0   527  760    0   137  219   33    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0   527  760    0   137  219   33    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:    0    0    0   567  817    0   147  235   35    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0   567  817    0   147  235   35    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0    0   567  817    0   147  235   35    0    0    0
           -----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 0.95 1.00 0.98 0.93 0.93 1.00 1.00 1.00
Lanes:      0.00 0.00 0.00 1.23 1.77 0.00 1.00 1.74 0.26 0.00 0.00 0.00
Final Sat.:    0    0    0  2217 3198    0  1862 3075  463    0    0    0
           -----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.26 0.26 0.00 0.08 0.08 0.08 0.00 0.00 0.00
Crit Moves:                 ****                ****
Green/Cycle: 0.00 0.00 0.00 0.65 0.65 0.00 0.30 0.30 0.30 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.39 0.39 0.00 0.26 0.26 0.26 0.00 0.00 0.00
Delay/Veh:   0.0  0.0  0.0  2.9  2.9  0.0 21.1 20.5 20.5  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0  2.9  2.9  0.0 21.1 20.5 20.5  0.0  0.0  0.0
DesignQueue:   0    0    0    9   12    0    4    7    1    0    0    0
**************************************************************************
```

```
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #46 Durant Avenue / Telegraph Avenue
**************************************************************************
Cycle (sec):         70        Critical Vol./Cap. (X):        0.361
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    13.1
Optimal Cycle:       43        Level Of Service:                B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||--------------|
Control:         Permitted         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:    0   18   18    0    0    0    17   17    0    0    0    0
Lanes:       0 0  1 1  0    0 0  0 0  0    0 1  2 0  0    0 0  0 0  0
           -----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  362  119    0    0    0   202  690    0    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  362  119    0    0    0   202  690    0    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume:    0  373  123    0    0    0   208  711    0    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  373  123    0    0    0   208  711    0    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  373  123    0    0    0   208  711    0    0    0    0
           -----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.91 0.91 1.00 1.00 1.00 0.91 0.91 1.00 1.00 1.00 1.00
Lanes:      0.00 1.51 0.49 0.00 0.00 0.00 0.68 2.32 0.00 0.00 0.00 0.00
Final Sat.:    0 2616  860    0    0    0  1175 4012    0    0    0    0
           -----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.14 0.14 0.00 0.00 0.00 0.18 0.18 0.00 0.00 0.00 0.00
Crit Moves:       ****                          ****
Green/Cycle: 0.00 0.56 0.56 0.00 0.00 0.00 0.38 0.38 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.25 0.25 0.00 0.00 0.00 0.47 0.47 0.00 0.00 0.00 0.00
Delay/Veh:   0.0  5.5  5.5  0.0  0.0  0.0 17.2 17.2  0.0  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  5.5  5.5  0.0  0.0  0.0 17.2 17.2  0.0  0.0  0.0  0.0
DesignQueue:   0    7    2    0    0    0    5   18    0    0    0    0
**************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #47 Durant Avenue / College Avenue
**************************************************************************
Cycle (sec):         70      Critical Vol./Cap. (X):         0.335
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):  13.4
Optimal Cycle:       42      Level Of Service:               B
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   18   18    0    0    0   16   16   16    0    0    0
Lanes:         0  0  0  1  0   0  1  0  0  0   1  0  1  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  189   62   16   56    0  127  268  202    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  189   62   16   56    0  127  268  202    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:    0  203   67   17   60    0  137  288  217    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  203   67   17   60    0  137  288  217    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  203   67   17   60    0  137  288  217    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.97 0.97 0.93 0.93 1.00 0.94 0.89 0.89 1.00 1.00 1.00
Lanes:      0.00 0.75 0.25 0.22 0.78 0.00 1.00 1.14 0.86 0.00 0.00 0.00
Final Sat.:    0 1383  454  391 1367    0 1778 1927 1452    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.15 0.15 0.04 0.04 0.00 0.08 0.15 0.15 0.00 0.00 0.00
Crit Moves:      ****                       ****
Green/Cycle: 0.00 0.46 0.46 0.46 0.46 0.00 0.43 0.43 0.43 0.00 0.00 0.00
Volume/Cap: 0.00 0.32 0.32 0.10 0.10 0.00 0.18 0.35 0.35 0.00 0.00 0.00
Delay/Veh:   0.0 13.1 13.1 11.0 11.0  0.0 12.9 14.1 14.1  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 13.1 13.1 11.0 11.0  0.0 12.9 14.1 14.1  0.0  0.0  0.0
DesignQueue:   0    4    1    0    1    0    3    7    5    0    0    0
**************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
**************************************************************************
Intersection #48 Durant Avenue / Piedmont Avenue
**************************************************************************
Cycle (sec):        100      Critical Vol./Cap. (X):         0.714
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):  17.6
Optimal Cycle:        0      Level Of Service:               C
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:         0  0  1  0  0   0  0  1  0  0   1  0  0  0  1   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  398    0    0  427    0  179    0  197    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  398    0    0  427    0  179    0  197    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:    0  419    0    0  449    0  188    0  207    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  419    0    0  449    0  188    0  207    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  419    0    0  449    0  188    0  207    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 1.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:    0  622    0    0  629    0  488    0  580    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.67 xxxx xxxx 0.71 xxxx 0.39 xxxx  0.36 xxxx xxxx  xxxx
Crit Moves:      ****             ****             ****
Delay/Veh:   0.0 18.9  0.0  0.0 20.8  0.0 13.9  0.0 11.6  0.0  0.0  0.0
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 18.9  0.0  0.0 20.8  0.0 13.9  0.0 11.6  0.0  0.0  0.0
LOS by Move:  *    C    *    *    C    *    B    *    B    *    *    *
ApproachDel:      18.9             20.8             12.7             xxxxxx
Delay Adj:        1.00             1.00             1.00             xxxxx
ApprAdjDel:       18.9             20.8             12.7             xxxxxx
LOS by Appr:       C                C                B                *
**************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #49 Channing Way / Shattuck Avenue
**************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):        0.759
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):      6.0
Optimal Cycle:      53          Level Of Service:                A
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    16   16   16    16   16   16    22   22   22    22   22   22
Lanes:          1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      83 1279   94    19 1089   49    18   76   81   144   97  106
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   83 1279   94    19 1089   49    18   76   81   144   97  106
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:    89 1375  101    20 1171   53    19   82   87   155  104  114
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   89 1375  101    20 1171   53    19   82   87   155  104  114
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    89 1375  101    20 1171   53    19   82   87   155  104  114
           -----------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.23 0.94 0.94  0.18 0.94 0.94  0.89 0.89 0.89  0.74 0.74 0.74
Lanes:       1.00 1.86 0.14  1.00 1.91 0.09  0.10 0.43 0.47  0.41 0.28 0.31
Final Sat.:   435 3329  245   338 3434  155   174  733  781   584  393  430
           -----------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.41 0.41  0.06 0.34 0.34  0.11 0.11 0.11  0.27 0.27 0.27
Crit Moves:       ****              ****                             ****
Green/Cycle: 0.59 0.59 0.59  0.59 0.59 0.59  0.36 0.36 0.36  0.36 0.36 0.36
Volume/Cap:  0.35 0.70 0.70  0.10 0.57 0.57  0.31 0.31 0.31  0.74 0.74 0.74
Delay/Veh:    3.9  2.2  2.2   1.2  1.4   1.4  18.6 18.6 18.6  30.1 30.1 30.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   3.9  2.2  2.2   1.2  1.4   1.4  18.6 18.6 18.6  30.1 30.1 30.1
DesignQueue:    2   25    2     0   21    1     1    2    2     4    3    3
**************************************************************************
```

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                      LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
**************************************************************************
Intersection #50 Channing Way / Fulton Street
**************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        0.710
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):     18.0
Optimal Cycle:       0          Level Of Service:                C
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:          0  0  0  0  0   0  1  0  1  0   0  0  0  1  0   0  1  0  0  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       0    0    0    48  686   61     0  133   38    15  257    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    48  686   61     0  133   38    15  257    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92  0.92 0.92 0.92
PHF Volume:     0    0    0    52  746   66     0  145   41    16  279    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0    52  746   66     0  145   41    16  279    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0    52  746   66     0  145   41    16  279    0
           -----------|---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.12 1.73 0.15  0.00 0.78 0.22  0.06 0.94 0.00
Final Sat.:     0    0    0    73 1065   96     0  454  130    33  562    0
           -----------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.71 0.70 0.69  xxxx 0.32 0.32  0.50 0.50 xxxx
Crit Moves:       ****              ****              ****              ****
Delay/Veh:    0.0  0.0  0.0  21.4 20.6 19.9   0.0 11.6 11.6  14.4 14.4  0.0
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0  21.4 20.6 19.9   0.0 11.6 11.6  14.4 14.4  0.0
LOS by Move:    *    *    *     C    C    C     *    B    B     B    B    *
ApproachDel:     xxxxxx            20.6             11.6             14.4
Delay Adj:       xxxxx             1.00             1.00             1.00
ApprAdjDel:      xxxxxx            20.6             11.6             14.4
LOS by Appr:       *                C                B                B
**************************************************************************
```

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                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #51 Channing Way / Telegraph Avenue
**************************************************************************
Cycle (sec):          70        Critical Vol./Cap. (X):        0.384
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    12.7
Optimal Cycle:        43        Level Of Service:                  B
**************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18   18     0    0    0    17   17    0     0   17   17
Lanes:         0  1  0  1  0    0  0  0  0  0    0  1  0  0  0    0  0  0  1  0
            ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Sep 1997 << 4:00 - 6:00 PM
Base Vol:      86   410   41     0    0    0    23  144    0     0  227   46
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   86   410   41     0    0    0    23  144    0     0  227   46
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.88 0.88 0.88   0.88 0.88 0.88   0.88 0.88 0.88  0.88 0.88 0.88
PHF Volume:    98   466   47     0    0    0    26  164    0     0  258   52
Reduct Vol:     0     0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   98   466   47     0    0    0    26  164    0     0  258   52
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    98   466   47     0    0    0    26  164    0     0  258   52
            ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900  1900 1900 1900
Adjustment:  0.93 0.93 0.93   1.00 1.00 1.00   0.93 0.93 1.00  1.00 0.98 0.98
Lanes:       0.32 1.53 0.15   0.00 0.00 0.00   0.14 0.86 0.00  0.00 0.83 0.17
Final Sat.:   565 2696  270      0    0    0    244 1527    0     0 1544  313
            ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17 0.17   0.00 0.00 0.00   0.11 0.11 0.00  0.00 0.17 0.17
Crit Moves:       ****                              ****
Green/Cycle: 0.56 0.56 0.56   0.00 0.00 0.00   0.33 0.33 0.00  0.00 0.33 0.33
Volume/Cap:  0.31 0.31 0.31   0.00 0.00 0.00   0.33 0.33 0.00  0.00 0.51 0.51
Delay/Veh:    5.8  5.8  5.8    0.0  0.0  0.0   19.4 19.4  0.0   0.0 22.3 22.3
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   5.8  5.8  5.8    0.0  0.0  0.0   19.4 19.4  0.0   0.0 22.3 22.3
DesignQueue:    2    8    1      0    0    0     1    4    0     0    7    1
**************************************************************************
```

```
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #52 Channing Way / College Avenue
**************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):        0.464
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    10.4
Optimal Cycle:        43        Level Of Service:                  B
**************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18   18    18   18   18    17   17   17    17   17   17
Lanes:         0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
            ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      31   189   41     7  206   24     5   95   58   124  141   47
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   31   189   41     7  206   24     5   95   58   124  141   47
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.87 0.87 0.87   0.87 0.87 0.87   0.87 0.87 0.87  0.87 0.87 0.87
PHF Volume:    36   217   47     8  237   28     6  109   67   143  162   54
Reduct Vol:     0     0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   36   217   47     8  237   28     6  109   67   143  162   54
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    36   217   47     8  237   28     6  109   67   143  162   54
            ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900  1900 1900 1900
Adjustment:  0.93 0.93 0.93   0.98 0.98 0.98   0.94 0.94 0.94  0.80 0.80 0.80
Lanes:       0.12 0.72 0.16   0.03 0.87 0.10   0.03 0.60 0.37  0.40 0.45 0.15
Final Sat.:   209 1276  277     55 1614  188     56 1073  655   602  684  228
            ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17 0.17   0.15 0.15 0.15   0.10 0.10 0.10  0.24 0.24 0.24
Crit Moves:       ****                              ****
Green/Cycle: 0.60 0.60 0.60   0.60 0.60 0.60   0.41 0.41 0.41  0.41 0.41 0.41
Volume/Cap:  0.28 0.28 0.28   0.24 0.24 0.24   0.25 0.25 0.25  0.58 0.58 0.58
Delay/Veh:    4.1  4.1  4.1    3.9  3.9  3.9   13.5 13.5 13.5  18.9 18.9 18.9
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   4.1  4.1  4.1    3.9  3.9  3.9   13.5 13.5 13.5  18.9 18.9 18.9
DesignQueue:    1    3    1      0    3    0     0    2    1     3    4    1
**************************************************************************
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                      Existing Conditions
                        PM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #53 Haste Street / Shattuck Avenue
**************************************************************************
Cycle (sec):         75          Critical Vol./Cap. (X):       0.704
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    10.0
Optimal Cycle:       57          Level Of Service:                A
**************************************************************************
Approach:       North Bound     South Bound      East Bound     West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||--------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    22  22   0     0  22  22     0   0   0    27  27  27
Lanes:          1  0  2  0    0  0  1  1  0   0  0  0  0   0  1  0  1  0
           -----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     104 1277    0     0 1208   88     0    0    0   268  336  152
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  104 1277    0     0 1208   88     0    0    0   268  336  152
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:   112 1373    0     0 1299   95     0    0    0   288  361  163
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  112 1373    0     0 1299   95     0    0    0   288  361  163
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   112 1373    0     0 1299   95     0    0    0   288  361  163
           -----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900
Adjustment:  0.16 0.95 1.00  1.00 0.94 0.94  1.00 1.00 1.00 0.89 0.89 0.89
Lanes:       1.00 2.00 0.00  0.00 1.86 0.14  0.00 0.00 0.00 0.71 0.89 0.40
Final Sat.:   306 3610    0     0 3331  243     0    0    0  1204 1510  683
           -----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.37 0.38 0.00  0.00 0.39 0.39  0.00 0.00 0.00 0.24 0.24 0.24
Crit Moves:            ****              ****                        ****
Green/Cycle: 0.53 0.53 0.00  0.00 0.53 0.53  0.00 0.00 0.00 0.36 0.36 0.36
Volume/Cap:  0.69 0.71 0.00  0.00 0.73 0.73  0.00 0.00 0.00 0.66 0.66 0.66
Delay/Veh:   24.0  5.4  0.0   0.0  5.7  5.7   0.0  0.0  0.0 23.1 23.1 23.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  24.0  5.4  0.0   0.0  5.7  5.7   0.0  0.0  0.0 23.1 23.1 23.1
DesignQueue:    2   29    0     0   27    2     0    0    0     8   10    5
**************************************************************************
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                      Existing Conditions
                        PM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #54 Haste Street / Fulton Street
**************************************************************************
Cycle (sec):         80          Critical Vol./Cap. (X):       0.494
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    18.9
Optimal Cycle:       53          Level Of Service:                B
**************************************************************************
Approach:       North Bound     South Bound      East Bound     West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||--------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0   0   0     0  25  25     0   0   0    20  20   0
Lanes:          0  0  0  0    0  0  1  1  0   0  0  0  0   0  1  1  0  0
           -----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       0    0    0     0  580  154     0    0    0    50  604    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    0     0  580  154     0    0    0    50  604    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.88 0.88 0.88  0.88 0.88 0.88  0.88 0.88 0.88 0.88 0.88 0.88
PHF Volume:     0    0    0     0  659  175     0    0    0    57  686    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0     0  659  175     0    0    0    57  686    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     0    0    0     0  659  175     0    0    0    57  686    0
           -----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 0.92 0.92  1.00 1.00 1.00 0.95 0.95 1.00
Lanes:       0.00 0.00 0.00  0.00 1.58 0.42  0.00 0.00 0.00 0.15 1.85 0.00
Final Sat.:     0    0    0     0 2764  734     0    0    0   276 3334    0
           -----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.00 0.24 0.24  0.00 0.00 0.00 0.21 0.21 0.00
Crit Moves:            ****              ****                        ****
Green/Cycle: 0.00 0.00 0.00  0.00 0.69 0.69  0.00 0.00 0.00 0.26 0.26 0.00
Volume/Cap:  0.00 0.00 0.00  0.00 0.35 0.35  0.00 0.00 0.00 0.78 0.78 0.00
Delay/Veh:    0.0  0.0  0.0   0.0  5.5  5.5   0.0  0.0  0.0 33.9 33.9  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   0.0  5.5  5.5   0.0  0.0  0.0 33.9 33.9  0.0
DesignQueue:    0    0    0     0   10    3     0    0    0     2   23    0
**************************************************************************
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                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
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```
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #55 Haste Street / Telegraph Avenue
********************************************************************************
Cycle (sec):           70      Critical Vol./Cap. (X):        0.416
Loss Time (sec):        8 (Y+R =  4 sec) Average Delay (sec/veh):   12.5
Optimal Cycle:         40      Level Of Service:                B
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   16   16    0     0    0    0     0    0    0     0   16   16
Lanes:         0    1    1  0  0    0    0  0  0    0    0  0  0    0    1    1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    186  476    0     0    0    0     0    0    0     0  470   57
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 186  476    0     0    0    0     0    0    0     0  470   57
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:  207  529    0     0    0    0     0    0    0     0  522   63
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 207  529    0     0    0    0     0    0    0     0  522   63
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  207  529    0     0    0    0     0    0    0     0  522   63
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.95 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 0.93 0.93
Lanes:      0.56 1.44 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 1.78 0.22
Final Sat.: 1014 2596    0     0    0    0     0    0    0     0 3168  384
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.20 0.20 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.16 0.16
Crit Moves:      ****                                            ****
Green/Cycle: 0.40 0.40 0.40  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.55 0.55
Volume/Cap: 0.51 0.51 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.30 0.30
Delay/Veh:  15.4 15.4  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  8.9  8.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 15.4 15.4  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  8.9  8.9
DesignQueue:   5   13    0     0    0    0     0    0    0     0    9    1
********************************************************************************
```

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                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
```

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                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #56 Haste Street / College Avenue
********************************************************************************
Cycle (sec):           70      Critical Vol./Cap. (X):        0.405
Loss Time (sec):        8 (Y+R =  4 sec) Average Delay (sec/veh):    9.3
Optimal Cycle:         40      Level Of Service:                A
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   16   16    0     0   16   16     0    0    0    16   16   16
Lanes:         0    1    0  0  0    0    0  0  1    0    0  0  0    0    1    0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     88  236    0     0  337   56     0    0    0    90  244   29
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  88  236    0     0  337   56     0    0    0    90  244   29
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.88 0.88 0.88  0.88 0.88 0.88  0.88 0.88 0.88  0.88 0.88 0.88
PHF Volume:  100  268    0     0  383   64     0    0    0   102  277   33
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 100  268    0     0  383   64     0    0    0   102  277   33
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  100  268    0     0  383   64     0    0    0   102  277   33
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.80 0.80 1.00  1.00 0.98 0.98  1.00 1.00 1.00  0.93 0.93 0.93
Lanes:      0.27 0.73 0.00  0.00 0.86 0.14  0.00 0.00 0.00  0.50 1.34 0.16
Final Sat.:  413 1109    0     0 1598  266     0    0    0   874 2369  282
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.24 0.24 0.00  0.00 0.24 0.24  0.00 0.00 0.00  0.12 0.12 0.12
Crit Moves:      ****                                            ****
Green/Cycle: 0.70 0.70 0.00  0.00 0.70 0.70  0.00 0.00 0.00  0.25 0.25 0.25
Volume/Cap: 0.35 0.35 0.00  0.00 0.34 0.34  0.00 0.00 0.00  0.47 0.47 0.47
Delay/Veh:   2.0  2.0  0.0   0.0  1.8  1.8   0.0  0.0  0.0  24.1 24.1 24.1
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  2.0  2.0  0.0   0.0  1.8  1.8   0.0  0.0  0.0  24.1 24.1 24.1
DesignQueue:   1    3    0     0    5    1     0    0    0     3    8    1
********************************************************************************
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                     LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #57 Dwight Way / Martin Luther King Way
**************************************************************************
Cycle (sec):         75        Critical Vol./Cap. (X):        0.871
Loss Time (sec):     12 (Y+R =  4 sec) Average Delay (sec/veh):   17.6
Optimal Cycle:       85        Level Of Service:                 B
**************************************************************************
Approach:        North Bound       South Bound        East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:  18   18   18    18   18   18    21   21   21     0    0    0
Lanes:        0   1    0  1   0   1    0  1   0    1    0  1  0   0    0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    71  821   60   113  860  272    49  444  111     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 71  821   60   113  860  272    49  444  111     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:  76  873   64   120  915  289    52  472  118     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 76  873   64   120  915  289    52  472  118     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  76  873   64   120  915  289    52  472  118     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.69 0.69 0.69  0.64 0.64 0.64  0.90 0.90 0.90  1.00 1.00 1.00
Lanes:      0.15 1.72 0.13  0.18 1.38 0.44  0.16 1.47 0.37  0.00 0.00 0.00
Final Sat.: 195 2258  165   221 1683  532   277 2507  627     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.39 0.39 0.39  0.54 0.54 0.54  0.19 0.19 0.19  0.00 0.00 0.00
Crit Moves:           ****            ****            ****
Green/Cycle: 0.49 0.49 0.49  0.61 0.61 0.61  0.31 0.31 0.31  0.00 0.00 0.00
Volume/Cap: 0.78 0.78 0.78  0.89 0.89 0.89  0.60 0.60 0.60  0.00 0.00 0.00
Delay/Veh:  17.0 17.0 17.0  14.8 14.8 14.8  24.3 24.3 24.3   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 17.0 17.0 17.0  14.8 14.8 14.8  24.3 24.3 24.3   0.0  0.0  0.0
DesignQueue:  2   20    1     2   16    5     2   14    4     0    0    0
**************************************************************************
```

```
                     LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #58 Dwight Way / Shattuck Avenue
**************************************************************************
Cycle (sec):         75        Critical Vol./Cap. (X):        0.841
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):   12.9
Optimal Cycle:       78        Level Of Service:                 B
**************************************************************************
Approach:        North Bound       South Bound        East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Prot+Permit        Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0   0    1  1   0   1    0  1   1   0    1    0  1  0   0    0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0 1273  123   133 1390    0    77  426  200     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 1273  123   133 1390    0    77  426  200     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:   0 1326  128   139 1448    0    80  444  208     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0 1326  128   139 1448    0    80  444  208     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0 1326  128   139 1448    0    80  444  208     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.94 0.94  0.24 0.95 0.95  0.87 0.87 0.87  1.00 1.00 1.00
Lanes:      0.00 1.82 0.18  1.00 2.00 0.00  0.22 1.21 0.57  0.00 0.00 0.00
Final Sat.:   0 3249  314   462 3610    0   362 2003  941     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.41 0.41  0.30 0.40 0.00  0.22 0.22 0.22  0.00 0.00 0.00
Crit Moves:      ****            ****            ****
Green/Cycle: 0.00 0.49 0.49  0.58 0.58 0.00  0.26 0.26 0.26  0.00 0.00 0.00
Volume/Cap: 0.00 0.84 0.84  0.52 0.70 0.00  0.84 0.84 0.84  0.00 0.00 0.00
Delay/Veh:   0.0 11.4 11.4  10.9  3.0  0.0  35.8 35.8 35.8   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 11.4 11.4  10.9  3.0  0.0  35.8 35.8 35.8   0.0  0.0  0.0
DesignQueue:  0   31    3     5   28    0     3   14    7     0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #59 Dwight Way / Fulton Street
**************************************************************************
Cycle (sec):       75          Critical Vol./Cap. (X):       0.554
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):   14.0
Optimal Cycle:     45          Level Of Service:               B
**************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0    0   21   21   21    0    0   16   16    0    0    0
Lanes:         0  0  0  0  1    2  0  0  0  0    0  0  1  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0   62  631    0    0    0  664   15    0    0    0
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   62  631    0    0    0  664   15    0    0    0
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:    0    0   65  664    0    0    0  699   16    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0   65  664    0    0    0  699   16    0    0    0
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0   65  664    0    0    0  699   16    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00  0.87 0.59 1.00  1.00 1.00 0.95 0.95 1.00 1.00 1.00
Lanes:      0.00 0.00  1.00 2.00 0.00  0.00 0.00 1.96 0.04 0.00 0.00 0.00
Final Sat.:    0    0  1644 2241    0    0    0 3520   80    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00  0.04 0.30 0.00  0.00 0.00 0.20 0.20 0.00 0.00 0.00
Crit Moves:            ****                     ****
Green/Cycle: 0.00 0.00 0.55 0.55 0.00  0.00 0.00 0.41 0.41 0.00 0.00 0.00
Volume/Cap: 0.00 0.00  0.07 0.54 0.00  0.00 0.00 0.49 0.49 0.00 0.00 0.00
Delay/Veh:   0.0  0.0   8.2 12.7  0.0   0.0  0.0 15.8 15.8  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0   8.2 12.7  0.0   0.0  0.0 15.8 15.8  0.0  0.0  0.0
DesignQueue:   0    0    1   13    0    0    0   18    0    0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #60 Dwight Way / Telegraph Avenue
**************************************************************************
Cycle (sec):       70          Critical Vol./Cap. (X):       0.851
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):   20.2
Optimal Cycle:     70          Level Of Service:               C
**************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0   15   15    0    0    0   17   17   17    0    0    0
Lanes:         0  0  1  1  0    0  0  0  0  0    0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  590  149    0    0    0  130  671  813    0    0    0
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  590  149    0    0    0  130  671  813    0    0    0
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.98 0.98  0.98 0.98 0.98  0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume:    0  602  152    0    0    0  133  685  830    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  602  152    0    0    0  133  685  830    0    0    0
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  602  152    0    0    0  133  685  830    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.92  0.92 1.00 1.00  1.00 0.81 0.81 0.81 1.00 1.00 1.00
Lanes:      0.00 1.60  0.40 0.00 0.00  0.00 0.16 0.84 1.00 0.00 0.00 0.00
Final Sat.:    0 2796   706    0    0    0  250 1291 1541    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.22  0.22 0.00 0.00  0.00 0.53 0.53 0.54 0.00 0.00 0.00
Crit Moves:       ****                          ****
Green/Cycle: 0.00 0.25 0.39 0.00 0.00  0.00 0.63 0.63 0.63 0.00 0.00 0.00
Volume/Cap: 0.00 0.85  0.56 0.00 0.00  0.00 0.84 0.84 0.85 0.00 0.00 0.00
Delay/Veh:   0.0 35.5  17.0  0.0  0.0   0.0 14.5 14.5 15.2  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 35.5  17.0  0.0  0.0   0.0 14.5 14.5 15.2  0.0  0.0  0.0
DesignQueue:   0   18    4    0    0    0    2   11   13    0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****************************************************************************
Intersection #61 Dwight Way / College Avenue
****************************************************************************
Cycle (sec):          70        Critical Vol./Cap. (X):           0.535
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    15.2
Optimal Cycle:        39        Level Of Service:                    B
****************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------||---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0   16   16    16   16    0    15   15   15     0    0    0
Lanes:         0  0  0  1  0   0  1  0  0    0  1  0  1  0     0  0  0  0  0
-----------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  294   52    49  374    0    34  483  129     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  294   52    49  374    0    34  483  129     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:    0  323   57    54  411    0    37  531  142     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  323   57    54  411    0    37  531  142     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  323   57    54  411    0    37  531  142     0    0    0
-----------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.98 0.98  0.93 0.93 1.00  0.89 0.89 0.89  1.00 1.00 1.00
Lanes:      0.00 0.85 0.15  0.12 0.88 0.00  0.10 1.50 0.40  0.00 0.00 0.00
Final Sat.:    0 1582  280   204 1554    0   179 2540  678     0    0    0
-----------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.20 0.20  0.26 0.26 0.00  0.21 0.21 0.21  0.00 0.00 0.00
Crit Moves:           ****             ****             ****
Green/Cycle: 0.00 0.59 0.59  0.59 0.59 0.00  0.29 0.29 0.29  0.00 0.00 0.00
Volume/Cap:  0.00 0.34 0.34  0.45 0.45 0.00  0.72 0.72 0.72  0.00 0.00 0.00
Delay/Veh:    0.0  5.1  5.1   6.0  6.0  0.0  26.6 26.6 26.6   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  5.1  5.1   6.0  6.0  0.0  26.6 26.6 26.6   0.0  0.0  0.0
DesignQueue:    0    5    1     1    7    0     1   15    4     0    0    0
****************************************************************************
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
****************************************************************************
Intersection #62 Dwight Way / Piedmont Avenue / Warring Street
****************************************************************************
Cycle (sec):          70        Critical Vol./Cap. (X):           0.417
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    13.1
Optimal Cycle:        61        Level Of Service:                    B
****************************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------||---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0   29   29    29   29    0    24   24   24    24    0   24
Lanes:         0  0  1  1  0   0  1  1  0  0    1  0  1  0  1   0  0  1! 0  0
-----------||---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  527    1     8  353    0   132  162  307    53    0  112
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  527    1     8  353    0   132  162  307    53    0  112
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:    0  579    1     9  388    0   145  178  337    58    0  123
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  579    1     9  388    0   145  178  337    58    0  123
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  579    1     9  388    0   145  178  337    58    0  123
-----------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.95  0.90 0.90 1.00  0.68 1.00 0.85  0.79 1.00 0.79
Lanes:      0.00 1.99 0.01  0.04 1.96 0.00  1.00 1.00 1.00  0.32 0.00 0.68
Final Sat.:    0 3603    7    75 3329    0  1288 1900 1615   482    0 1018
-----------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.16 0.16  0.12 0.12 0.00  0.11 0.09 0.21  0.12 0.00 0.12
Crit Moves:       ****                                 ****
Green/Cycle: 0.00 0.46 0.46  0.46 0.46 0.00  0.41 0.41 0.41  0.41 0.00 0.41
Volume/Cap:  0.00 0.35 0.35  0.25 0.25 0.00  0.27 0.23 0.50  0.29 0.00 0.29
Delay/Veh:    0.0 12.1 12.1  11.5 11.5  0.0  13.8 13.4 15.8  13.9  0.0 13.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 12.1 12.1  11.5 11.5  0.0  13.8 13.4 15.8  13.9  0.0 13.9
DesignQueue:    0   12    0     0    8    0     3    4    8     1    0    3
****************************************************************************
```

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                     LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #63 Dwight Avenue / Prospect Street
********************************************************************************
Average Delay (sec/veh):     6.1      Worst Case Level Of Service:      B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0    27    0   165   187  128    0     0    93   16
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0    27    0   165   187  128    0     0    93   16
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85
PHF Volume:   0    0    0    32    0   194   220  151    0     0   109   19
Reduct Vol:   0    0    0     0    0     0     0    0    0     0     0    0
Final Vol.:   0    0    0    32    0   194   220  151    0     0   109   19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.4 xxxx  6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  709 xxxx  119   128 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  403 xxxx  938  1470 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  351 xxxx  938  1470 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxx xxxxx  7.9 xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   *     *     *     *     *     *    A    *     *     *     *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  759 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx 11.7 xxxxx   7.9 xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    *     *     *     *    B     *    A    *     *     *     *     *
ApproachDel:     xxxxxx           11.7           xxxxxx           xxxxxx
ApproachLOS:       *                B               *                *
```

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                     LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #64 Adeline Street / Ward Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):          90        Critical Vol./Cap. (X):        0.907
Loss Time (sec):       8 (Y+R =  6 sec) Average Delay (sec/veh):      24.4
Optimal Cycle:        99        Level Of Service:                C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Protected        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   0   25   25    0   25   25   19    0   19    0    0    0
Lanes:       0  0  0  1  0    0  0  2  0  1    2  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  690    5     0  957  825   903    0    2     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  690    5     0  957  825   903    0    2     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:   0  742    5     0 1029  887   971    0    2     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  742    5     0 1029  887   971    0    2     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  742    5     0 1029  887   971    0    2     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  1.00 0.95 0.85  0.92 1.00 0.85  1.00 1.00 1.00
Lanes:      0.00 0.99 0.01  0.00 2.00 1.00  2.00 0.00 1.00  0.00 0.00 1.00
Final Sat.:   0 1884   14     0 3610 1615  3502    0 1615     0    0 1900
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.39 0.39  0.00 0.29 0.55  0.28 0.00 0.00  0.00 0.00 0.00
Crit Moves:                           **** ****
Green/Cycle: 0.00 0.61 0.61  0.00 0.61 0.61  0.31 0.00 0.31  0.00 0.00 0.00
Volume/Cap: 0.00 0.65 0.65  0.00 0.47 0.91  0.91 0.00 0.00  0.00 0.00 0.00
Delay/Veh:   0.0 14.4 14.4   0.0 10.5 29.1  42.7 0.0 21.7   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 14.4 14.4   0.0 10.5 29.1  42.7 0.0 21.7   0.0  0.0  0.0
DesignQueue:  0   16    0     0   22   19    36    0    0     0    0    0
********************************************************************************
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Base Volume Alternative)
**************************************************************************
Intersection #65 Derby Street / Warring Street
**************************************************************************
Cycle (sec):       100      Critical Vol./Cap. (X):           1.399
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):   185.8
Optimal Cycle:       0               Level Of Service:             F
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||--------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0 0  0  0 0   0 0  1! 0  0   0 1  0  0 0   0 0  0  1 0
-----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0  765    0   30    7   62    0    0   75  780
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0  765    0   30    7   62    0    0   75  780
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:    0    0    0  805    0   32    7   65    0    0   79  821
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0  805    0   32    7   65    0    0   79  821
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0    0  805    0   32    7   65    0    0   79  821
-----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.00 0.00 0.96 0.00 0.04 0.10 0.90 0.00 0.00 0.09 0.91
Final Sat.:    0    0    0  576    0   23   53  471    0    0   59  613
-----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    xxxx xxxx xxxx 1.40 xxxx 1.40 0.14 0.14 xxxx xxxx 1.34 1.34
Crit Moves:           ****           ****           ****
Delay/Veh:   0.0  0.0  0.0 207.6  0.0 207.6 11.0 11.0  0.0  0.0  180 179.7
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0 207.6  0.0 207.6 11.0 11.0  0.0  0.0  180 179.7
LOS by Move:  *    *    *    F    *    F    B    B    *    *    F    F
ApproachDel:   xxxxxx           207.6          11.0           179.7
Delay Adj:     xxxxx            1.00           1.00           1.00
ApprAdjDel:    xxxxxx           207.6          11.0           179.7
LOS by Appr:     *                F              B              F
**************************************************************************
```

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--------------------------------------------------------------------------
                    LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #66 Derby Street / Claremont Blvd.
**************************************************************************
Cycle (sec):        65      Critical Vol./Cap. (X):           0.718
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):    15.8
Optimal Cycle:      61               Level Of Service:             B
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||--------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   18    0   18    0    0    0    0   35   35   35   35    0
Lanes:       0 0  1! 0  0   0 0  0  0  0   0 0  0  1  0   0 1  0  0 0
-----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      4    0  225    0    0    0    0  872   11   31  741    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   4    0  225    0    0    0    0  872   11   31  741    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:    4    0  234    0    0    0    0  908   11   32  772    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   4    0  234    0    0    0    0  908   11   32  772    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    4    0  234    0    0    0    0  908   11   32  772    0
-----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 1.00 0.87 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.02 0.00 0.98 0.00 0.00 0.00 0.00 0.99 0.01 0.04 0.96 0.00
Final Sat.:   29    0 1618    0    0    0    0 1873   24   76 1824    0
-----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.49 0.49 0.42 0.42 0.00
Crit Moves: ****                                ****
Green/Cycle:0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.60 0.60 0.60 0.60 0.00
Volume/Cap: 0.52 0.00 0.52 0.00 0.00 0.00 0.00 0.81 0.81 0.71 0.71 0.00
Delay/Veh:  24.1  0.0 24.1  0.0  0.0  0.0  0.0 16.3 16.3 12.7 12.7  0.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.1  0.0 24.1  0.0  0.0  0.0  0.0 16.3 16.3 12.7 12.7  0.0
DesignQueue:   0    0    6    0    0    0    0   15    0    1   12    0
**************************************************************************
```

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                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            PM Peak Hour
```

```
                   Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #67 Ashby Avenue / Seventh Street
********************************************************************************
Cycle (sec):        110         Critical Vol./Cap. (X):          0.958
Loss Time (sec):     12 (Y+R =  4 sec) Average Delay (sec/veh):   51.8
Optimal Cycle:      155         Level Of Service:                  D
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||--------------|
Control:        Permitted         Permitted        Split Phase       Split Phase
Rights:          Include           Include           Include           Include
Min. Green:    19   19   19    19   19   19    22   22   22    20   20   20
Lanes:          0  1  0  1  0   0  1  0  1  0   1  0  1  1  0   1  0  1  1  0
           -----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:      134  404   68   107  270  476   263  546  113    98  774   31
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   134  404   68   107  270  476   263  546  113    98  774   31
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:    140  421   71   111  281  496   274  569  118   102  806   32
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   140  421   71   111  281  496   274  569  118   102  806   32
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    140  421   71   111  281  496   274  569  118   102  806   32
           -----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.51 0.51 0.51  0.62 0.62 0.62  0.95 0.93 0.93  0.95 0.94 0.94
Lanes:        0.44 1.34 0.22  0.28 0.72 1.00  1.00 1.66 0.34  1.00 1.92 0.08
Final Sat.:    427 1287  217   332  837 1169  1805 2913  603  1805 3450  138
           -----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.33 0.33 0.33  0.34 0.34 0.42  0.15 0.20 0.20  0.06 0.23 0.23
Crit Moves:             ****             ****             ****             ****
Green/Cycle:  0.44 0.44 0.44  0.44 0.44 0.44  0.20 0.20 0.20  0.24 0.24 0.24
Volume/Cap:   0.74 0.74 0.74  0.76 0.76 0.96  0.74 0.96 0.96  0.23 0.96 0.96
Delay/Veh:    31.0 31.0 31.0  30.3 30.3 50.5  56.0 70.3 70.3  35.4 63.8 63.8
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   31.0 31.0 31.0  30.3 30.3 50.5  56.0 70.3 70.3  35.4 63.8 63.8
DesignQueue:     5   15    3     4   10   18    14   29    6     5   39    2
********************************************************************************
```

```
                       LBNL + UC Berkeley LRDP EIR
                          Existing Conditions
                            PM Peak Hour
```

```
                   Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #68 Ashby Avenue / San Pablo Avenue
********************************************************************************
Cycle (sec):        110         Critical Vol./Cap. (X):          0.739
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   31.4
Optimal Cycle:       55         Level Of Service:                  C
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||--------------|
Control:        Protected        Protected         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:     4   17   17     4   19   19    18   18   18    18   18   18
Lanes:          1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   0  1  0  1  0
           -----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:      162  999   79   185  873  113    86  592  170    20  612  143
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   162  999   79   185  873  113    86  592  170    20  612  143
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:    172 1063   84   197  929  120    91  630  181    21  651  152
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   172 1063   84   197  929  120    91  630  181    21  651  152
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    172 1063   84   197  929  120    91  630  181    21  651  152
           -----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.95 0.94 0.94  0.95 0.93 0.93  0.19 0.92 0.92  0.85 0.85 0.85
Lanes:        1.00 1.85 0.15  1.00 1.77 0.23  1.00 1.55 0.45  0.05 1.58 0.37
Final Sat.:   1805 3309  262  1805 3142  407   363 2712  779    83 2555  597
           -----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.10 0.32 0.32  0.11 0.30 0.30  0.25 0.23 0.23  0.25 0.25 0.25
Crit Moves:        ****             ****                  ****             ****
Green/Cycle:  0.14 0.43 0.43  0.15 0.44 0.44  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap:   0.67 0.74 0.74  0.74 0.67 0.67  0.73 0.67 0.67  0.74 0.74 0.74
Delay/Veh:    51.5 27.8 27.8  55.3 25.6 25.6  49.5 30.7 30.7  32.7 32.7 32.7
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   51.5 27.8 27.8  55.3 25.6 25.6  49.5 30.7 30.7  32.7 32.7 32.7
DesignQueue:     9   39    3    10   34    4     4   26    8     1   27    6
********************************************************************************
```

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                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #69 Ashby Avenue / Adeline Street
********************************************************************************
Cycle (sec):          140         Critical Vol./Cap. (X):         0.522
Loss Time (sec):        8 (Y+R =  4 sec) Average Delay (sec/veh):   36.7
Optimal Cycle:         86         Level Of Service:                  D
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   4   32   32    6   38   38    4   22   22    4   32   32
Lanes:       1 0  1  1 0    1 0  2  1 0    1 0  1  1 0    1 0  1  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     92  693   85    31  700  169   135  491   39    68  547   39
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  92  693   85    31  700  169   135  491   39    68  547   39
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   98  737   90    33  745  180   144  522   41    72  582   41
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  98  737   90    33  745  180   144  522   41    72  582   41
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   98  737   90    33  745  180   144  522   41    72  582   41
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.88 0.88  0.95 0.94 0.94  0.95 0.94 0.94
Lanes:      1.00 1.78 0.22  1.00 2.42 0.58  1.00 1.85 0.15  1.00 1.87 0.13
Final Sat.: 1805 3164  388  1805 4057  979  1805 3308  263  1805 3336  238
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.05 0.23 0.23  0.02 0.18 0.18  0.08 0.16 0.16  0.04 0.17 0.17
Crit Moves: ****            ****            ****            ****
Green/Cycle: 0.10 0.41 0.41  0.04 0.35 0.35  0.15 0.39 0.39  0.10 0.33 0.33
Volume/Cap: 0.52 0.56 0.56  0.43 0.52 0.52  0.52 0.41 0.41  0.41 0.52 0.52
Delay/Veh:  62.1 32.0 32.0  69.1 36.3 36.3  60.8 28.4 28.4  67.2 36.4 36.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 62.1 32.0 32.0  69.1 36.3 36.3  60.8 28.4 28.4  67.2 36.4 36.4
DesignQueue:   7   35    4     2   39    9    10   26    2     5   31    2
********************************************************************************
```

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                        LBNL + UC Berkeley LRDP EIR
                           Existing Conditions
                             PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #70 Ashby Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):           80         Critical Vol./Cap. (X):         0.746
Loss Time (sec):       12 (Y+R =  4 sec) Average Delay (sec/veh):   30.1
Optimal Cycle:         62         Level Of Service:                  C
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  21   21   21    6   21   21   20   20   20   20   20   20
Lanes:       0 1  0  1 0    0 1  0  1 0    0 1  0  1 0    0 1  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     52  556   30   200  585   56    33  536   40    32  541  176
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  52  556   30   200  585   56    33  536   40    32  541  176
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:   54  579   31   208  609   58    34  558   42    33  564  183
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  54  579   31   208  609   58    34  558   42    33  564  183
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   54  579   31   208  609   58    34  558   42    33  564  183
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.68 0.68 0.68  0.58 0.58 0.58  0.90 0.90 0.90  0.88 0.88 0.88
Lanes:      0.16 1.75 0.09  0.48 1.39 0.13  0.11 1.76 0.13  0.09 1.44 0.47
Final Sat.:  211 2256  122   521 1524  146   185 3004  224   142 2403  782
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.26 0.26 0.26  0.40 0.40 0.40  0.19 0.19 0.19  0.23 0.23 0.23
Crit Moves: ****            ****            ****            ****
Green/Cycle: 0.33 0.33 0.33  0.41 0.41 0.41  0.44 0.44 0.44  0.44 0.44 0.44
Volume/Cap: 0.79 0.79 0.79  0.98 0.98 0.98  0.42 0.42 0.42  0.53 0.53 0.53
Delay/Veh:  32.0 32.0 32.0  50.1 50.1 50.1  16.1 16.1 16.1  17.5 17.5 17.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 32.0 32.0 32.0  50.1 50.1 50.1  16.1 16.1 16.1  17.5 17.5 17.5
DesignQueue:   2   18    1     6   17    2     1   14    1     1   15    5
********************************************************************************
```

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-------------------------------------------------------------------------
                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
*************************************************************************
Intersection #71 Ashby Avenue / Telegraph Avenue
*************************************************************************
Cycle (sec):         80      Critical Vol./Cap. (X):          0.925
Loss Time (sec):     12 (Y+R =  6 sec) Average Delay (sec/veh):    25.6
Optimal Cycle:      104      Level Of Service:                  C
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected         Prot+Permit       Protected        Protected
Rights:          Include            Include           Include          Include
Min. Green:    21   21   21     6   21   21    25   25   25    25   25   25
Lanes:          1 0  1  1 0     1 0  1  1 0    1 0  1  1 0    1 0  1  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      210  675   75   176  902   63    68  531  184   148  642   99
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   210  675   75   176  902   63    68  531  184   148  642   99
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:    223  718   80   187  960   67    72  565  196   157  683  105
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   223  718   80   187  960   67    72  565  196   157  683  105
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    223  718   80   187  960   67    72  565  196   157  683  105
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.95 0.94 0.94  0.57 0.94 0.94  0.95 0.91 0.91  0.95 0.93 0.93
Lanes:        1.00 1.80 0.20  1.00 1.87 0.13  1.00 1.49 0.51  1.00 1.73 0.27
Final Sat.:   1805 3200  356  1089 3341  233  1805 2576  893  1805 3065  473
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.12 0.22 0.22  0.17 0.29 0.29  0.04 0.22 0.22  0.09 0.22 0.22
Crit Moves:   ****              ****              ****              ****
Green/Cycle:  0.35 0.35 0.35  0.94 0.46 0.46  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap:   0.35 0.64 0.64  0.18 0.63 0.63  0.11 0.63 0.63  0.25 0.64 0.64
Delay/Veh:    25.2 29.3 29.3   2.7 19.7 19.7  23.3 30.6 30.6  25.0 30.8 30.8
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   25.2 29.3 29.3   2.7 19.7 19.7  23.3 30.6 30.6  25.0 30.8 30.8
DesignQueue:     9   28    3     6   32    2     3   22    8     6   27    4
*************************************************************************
```

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-------------------------------------------------------------------------
                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
*************************************************************************
Intersection #72 Ashby Avenue / College Avenue
*************************************************************************
Cycle (sec):         80      Critical Vol./Cap. (X):          0.960
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    28.9
Optimal Cycle:      126      Level Of Service:                  C
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted        Permitted
Rights:          Include            Include           Include          Include
Min. Green:    18   18   18    18   18   18    30   30   30    30   30   30
Lanes:          0 0  1! 0 0    0 0  1! 0 0    0 0  1! 0 0    0 0  1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       75  293   68   159  279   58    15  683   87    10  466  151
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    75  293   68   159  279   58    15  683   87    10  466  151
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:     78  305   71   166  291   60    16  711   91    10  485  157
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    78  305   71   166  291   60    16  711   91    10  485  157
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     78  305   71   166  291   60    16  711   91    10  485  157
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.82 0.82 0.82  0.65 0.65 0.65  0.97 0.97 0.97  0.95 0.95 0.95
Lanes:        0.17 0.67 0.16  0.32 0.56 0.12  0.02 0.87 0.11  0.02 0.74 0.24
Final Sat.:    269 1050  244   394  691  144    35 1606  205    29 1348  437
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.29 0.29 0.29  0.42 0.42 0.42  0.44 0.44 0.44  0.36 0.36 0.36
Crit Moves:                    ****              ****
Green/Cycle:  0.38 0.38 0.38  0.45 0.45 0.45  0.53 0.53 0.53  0.53 0.53 0.53
Volume/Cap:   0.78 0.78 0.78  0.93 0.93 0.93  0.84 0.84 0.84  0.69 0.69 0.69
Delay/Veh:    31.7 31.7 31.7  46.0 46.0 46.0  25.1 25.1 25.1  18.1 18.1 18.1
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   31.7 31.7 31.7  46.0 46.0 46.0  25.1 25.1 25.1  18.1 18.1 18.1
DesignQueue:     2    9    2     4    8    2     0   17    2     0   11    4
*************************************************************************
```

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--------------------------------------------------------------------------
                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #73 Ashby Avenue / Claremont Avenue
**************************************************************************
Cycle (sec):         70         Critical Vol./Cap. (X):        0.658
Loss Time (sec):     12 (Y+R = 12 sec) Average Delay (sec/veh):    22.2
Optimal Cycle:       72         Level Of Service:                  C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:      Split Phase       Split Phase       Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:   16   16   16     16   16   16     28   28   28     28   28   28
Lanes:         0    1    0    1    1    1    0    1    0    1    0    1    0    1    0    1    0    1    0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     45  373  189    432  285   49     47  592    5     66  504  232
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  45  373  189    432  285   49     47  592    5     66  504  232
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.97 0.97 0.97   0.97 0.97 0.97   0.97 0.97 0.97   0.97 0.97 0.97
PHF Volume:   46  385  195    445  294   51     48  610    5     68  520  239
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  46  385  195    445  294   51     48  610    5     68  520  239
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   46  385  195    445  294   51     48  610    5     68  520  239
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
Lanes:      0.15 1.23 0.62   1.69 1.12 0.19   0.15 1.84 0.01   0.16 1.26 0.58
Final Sat.:  268 2218 1124   3054 2015  346    263 3319   28    297 2269 1044
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.17 0.17 0.17   0.15 0.15 0.15   0.18 0.18 0.18   0.23 0.23 0.23
Crit Moves: ****              ****                               ****
Green/Cycle:0.22 0.22 0.22   0.22 0.22 0.22   0.39 0.39 0.39   0.39 0.39 0.39
Volume/Cap: 0.78 0.78 0.78   0.66 0.66 0.66   0.47 0.47 0.47   0.59 0.59 0.59
Delay/Veh:  31.3 31.3 31.3   26.8 26.8 26.8   15.2 15.2 15.2   16.5 16.5 16.5
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 31.3 31.3 31.3   26.8 26.8 26.8   15.2 15.2 15.2   16.5 16.5 16.5
DesignQueue:   1   12    6     14    9    2      1   15    0      2   13    6
**************************************************************************
```

```
--------------------------------------------------------------------------
                     LBNL + UC Berkeley LRDP EIR
                        Existing Conditions
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #74 Tunnel Road / SR 13
**************************************************************************
Cycle (sec):         65         Critical Vol./Cap. (X):        0.785
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    13.6
Optimal Cycle:       55         Level Of Service:                  B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:      Protected         Protected         Split Phase       Split Phase
Rights:         Include           Include           Include             Ovl
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         0    0    2    0    1    2    0    1    0    0    0    0    0    0    0    1    0    0    0    2
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0 1130  256    534 1095    0      0    0    0    128    0  155
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0 1130  256    534 1095    0      0    0    0    128    0  155
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94   0.94 0.94 0.94   0.94 0.94 0.94   0.94 0.94 0.94
PHF Volume:    0 1202  272    568 1165    0      0    0    0    136    0  165
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   0 1202  272    568 1165    0      0    0    0    136    0  165
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    0 1202  272    568 1165    0      0    0    0    136    0  165
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 0.95 0.85   0.92 1.00 1.00   1.00 1.00 1.00   0.95 1.00 0.75
Lanes:      0.00 2.00 1.00   2.00 1.00 0.00   0.00 0.00 0.00   1.00 0.00 2.00
Final Sat.:    0 3610 1615   3502 1900    0      0    0    0   1805    0 2842
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.33 0.17   0.16 0.61 0.00   0.00 0.00 0.00   0.08 0.00 0.06
Crit Moves: ****              ****                               ****
Green/Cycle:0.00 0.43 0.43   0.23 1.00 0.00   0.00 0.00 0.00   0.23 0.23 0.23
Volume/Cap: 0.00 0.78 0.39   0.71 0.61 0.00   0.00 0.00 0.00   0.33 0.00 0.25
Delay/Veh:   0.0 18.5 13.1   26.1  0.6  0.0    0.0  0.0  0.0   21.4  0.0 20.7
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0 18.5 13.1   26.1  0.6  0.0    0.0  0.0  0.0   21.4  0.0 20.7
DesignQueue:   0   27    6     16    0    0      0    0    0      4    0    5
**************************************************************************
```

```
-------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #167 Piedmont Avenue/ Channing Way
*************************************************************************
Average Delay (sec/veh):      68.2       Worst Case Level Of Service:      F
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:     Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Lanes:      0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 28 Jan 2004 << 5:00-6:00PM
Base Vol:    85  311   45    43  406   85    42   59   87    36  109   15
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 85  311   45    43  406   85    42   59   87    36  109   15
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:  94  346   50    48  451   94    47   66   97    40  121   17
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  94  346   50    48  451   94    47   66   97    40  121   17
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx  4.1 xxxx xxxxx  7.1  6.5  6.2  7.1  6.5  6.2
FollowUpTim: 2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5  4.0  3.3  3.5  4.0  3.3
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 546 xxxx xxxxx  396 xxxx xxxxx 1222 1178  498 1234 1201  371
Potent Cap.: 1034 xxxx xxxxx 1174 xxxx xxxxx 158  192  576  155  187  680
Move Cap.:  1034 xxxx xxxxx 1174 xxxx xxxxx   54  166  576   81  162  680
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
Stopped Del: 8.8 xxxx xxxxx  8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  A    *    *     A    *    *     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx  147 xxxxx xxxx  140 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  281 xxxxx xxxxx  227 xxxxx
Shared LOS:   *    *    *     *    *    *     *    F    *     *    F    *
ApproachDel:     xxxxxx          xxxxxx           281.2            226.9
ApproachLOS:       *               *                F                F
```

```
-------------------------------------------------------------------------
                      LBNL + UC Berkeley LRDP EIR
                         Existing Conditions
                            PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #1121 Hearst Avenue-Cyclotron Road/ Highland Place
*************************************************************************
Average Delay (sec/veh):       0.7       Worst Case Level Of Service:      B
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:         Include           Include           Include           Include
Lanes:      1  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 28 Jan 2004 << 5:00-6:00PM
Base Vol:     2    0    0     5    2   13    11   56    0     0  342   43
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  2    0    0     5    2   13    11   56    0     0  342   43
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:   2    0    0     6    2   14    12   62    0     0  380   48
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   2    0    0     6    2   14    12   62    0     0  380   48
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp: 7.1 xxxx xxxxx  7.1  6.5  6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 xxxx xxxxx  3.5  4.0  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 499 xxxx xxxxx  491  491  404  428 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: 485 xxxx xxxxx  491  481  651 1142 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.:  469 xxxx xxxxx  487  476  651 1142 xxxx xxxxx xxxx xxxx xxxxx
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
Stopped Del: 12.7 xxxx xxxxx xxxxx xxxx xxxxx  8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  B    *    *     *    *    *     A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx  581 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.4 xxxxx  8.2 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *     A    *    *     *    *    *
ApproachDel:      12.7            11.4            xxxxxx           xxxxxx
ApproachLOS:       B               B                *                *
```

```
--------------------------------------------------------------------------------
                         LBNL + UC Berkeley LRDP EIR
                            Existing Conditions
                              PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #1122 Stadium Rim Road/ Canyon Road
********************************************************************************
Average Delay (sec/veh):      0.2        Worst Case Level Of Service:      B
********************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       0  0  0  1  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 18 Nov 2003 << 5:00-6:00PM
Base Vol:      0  265    3    0  251    0    0    0    0    6    0    1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  265    3    0  251    0    0    0    0    6    0    1
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:    0  294    3    0  279    0    0    0    0    7    0    1
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    0  294    3    0  279    0    0    0    0    7    0    1
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  575 xxxx   296
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  483 xxxx   748
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  483 xxxx   748
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *      *    *    *      *    *    *      *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  509 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.2 xxxxx
Shared LOS:   *    *    *      *    *    *      *    *    *      *    B    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           12.2
ApproachLOS:      *                *                *                B
```

2025 Baseline—A.M. Peak Hour

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #1 Marin Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):        100        Critical Vol./Cap. (X):        1.016
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):  93.8
Optimal Cycle:      180        Level Of Service:                  F
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected         Protected         Protected         Protected
Rights:         Include           Include           Include           Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0 1  1 0     1  0 1  1 0     1  0 1  1 0     1  0 1  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     102  363   59   106  891   15    38  672  235   147  768   90
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  102  363   59   106  891   15    38  672  235   147  768   90
Added Vol:      1   13    1     7  133    0     0   20    8     4    2    2
Future:       120  120   64    20  131   14    14   67   30    34  267   10
Initial Fut:  223  496  124   133 1155   29    52  759  273   185 1037  102
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   223  496  124   133 1155   29    52  759  273   185 1037  102
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  223  496  124   133 1155   29    52  759  273   185 1037  102
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   223  496  124   133 1155   29    52  759  273   185 1037  102
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.92 0.92  0.95 0.95 0.95  0.95 0.91 0.91  0.95 0.94 0.94
Lanes:       1.00 1.60 0.40  1.00 1.95 0.05  1.00 1.47 0.53  1.00 1.82 0.18
Final Sat.:  1805 2801  700  1805 3507   88  1805 2549  917  1805 3244  319
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.18 0.18  0.07 0.33 0.33  0.03 0.30 0.30  0.10 0.32 0.32
Crit Moves:  ****              ****              ****              ****
Green/Cycle: 0.12 0.36 0.36  0.12 0.36 0.36  0.17 0.21 0.21  0.15 0.31 0.31
Volume/Cap:  1.03 0.49 0.49  0.61 0.91 0.91  0.17 1.42 1.42  0.68 1.03 1.03
Delay/Veh:  113.1 25.2 25.2  47.0 40.7 40.7  35.7  236 235.7  47.3 69.9 69.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 113.1 25.2 25.2  47.0 40.7 40.7  35.7  236 235.7  47.3 69.9 69.9
DesignQueue:   11   18    5     7   45    1     2   36   13     9   43    4
**************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #2 Marin Avenue / The Alameda
**************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):        0.666
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):  15.4
Optimal Cycle:       56        Level Of Service:                  B
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  25   25   25    25   25   25    23   23   23    23   23   23
Lanes:        0  1 0  1 0     0  1 0  1 0     0  1 0  1 0     0  1 0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     173  189    7    38  279   23    33  494  291    20  420   48
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  173  189    7    38  279   23    33  494  291    20  420   48
Added Vol:      3    0    1     0    0    0     0   18    9     5    5    0
Future:       110    0   10    10  190   20     0   70   50    10  170   10
Initial Fut:  286  189   18    48  469   43    33  582  350    35  595   58
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   286  189   18    48  469   43    33  582  350    35  595   58
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  286  189   18    48  469   43    33  582  350    35  595   58
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   286  189   18    48  469   43    33  582  350    35  595   58
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.55 0.55 0.55  0.83 0.83 0.83  0.82 0.82 0.82  0.83 0.83 0.83
Lanes:       1.00 0.91 0.09  0.17 1.68 0.15  0.07 1.21 0.72  0.10 1.73 0.17
Final Sat.:  1037  947   90   269 2632  241   107 1889 1136   160 2712  264
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.20 0.20  0.18 0.18 0.18  0.31 0.31 0.31  0.22 0.22 0.22
Crit Moves:  ****                                ****
Green/Cycle: 0.41 0.41 0.41  0.41 0.41 0.41  0.46 0.46 0.46  0.46 0.46 0.46
Volume/Cap:  0.67 0.48 0.48  0.43 0.43 0.43  0.67 0.67 0.67  0.47 0.47 0.47
Delay/Veh:   20.1 15.6 15.6  14.6 14.6 14.6  16.0 16.0 16.0  13.1 13.1 13.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  20.1 15.6 15.6  14.6 14.6 14.6  16.0 16.0 16.0  13.1 13.1 13.1
DesignQueue:    6    4    0     1   10    1     1   12    7     1   12    1
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #3 Gilman Street / Sixth Street
**************************************************************************
Cycle (sec):         65         Critical Vol./Cap. (X):        0.688
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   16.5
Optimal Cycle:       46         Level Of Service:                B
**************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
            -----------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   19   19   19    19   19   19    19   19   19    19   19   19
Lanes:        0  0  1! 0  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
            -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     122   24   56    11   45   28    21  416  114    47  430   20
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  122   24   56    11   45   28    21  416  114    47  430   20
Added Vol:      1    0    0     0    0    0     0    1   10     0    0    0
Future:        70    0   28     0   30    0     0   37   10    48   67    0
Initial Fut:  193   24   84    11   75   28    21  454  134    95  497   20
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   193   24   84    11   75   28    21  454  134    95  497   20
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  193   24   84    11   75   28    21  454  134    95  497   20
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   193   24   84    11   75   28    21  454  134    95  497   20
            -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.70 0.70 0.70  0.84 0.84 0.84  0.95 0.95 0.95  0.85 0.85 0.85
Lanes:       0.64 0.08 0.28  0.19 1.32 0.49  0.03 0.75 0.22  0.16 0.81 0.03
Final Sat.:   858  107  373   310 2111  788    62 1341  396   251 1314   53
            -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22 0.22  0.04 0.04 0.04  0.34 0.34 0.34  0.38 0.38 0.38
Crit Moves:       ****                ****                          ****
Green/Cycle: 0.33 0.33 0.33  0.33 0.33 0.33  0.55 0.55 0.55  0.55 0.55 0.55
Volume/Cap:  0.69 0.69 0.69  0.11 0.11 0.11  0.62 0.62 0.62  0.69 0.69 0.69
Delay/Veh:   27.5 27.5 27.5  15.5 15.5 15.5  12.8 12.8 12.8  14.9 14.9 14.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  27.5 27.5 27.5  15.5 15.5 15.5  12.8 12.8 12.8  14.9 14.9 14.9
DesignQueue:    5    1    2     0    2    1     0    8    2     2    9    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #4 Gilman Street / San Pablo Avenue
**************************************************************************
Cycle (sec):        100         Critical Vol./Cap. (X):        0.891
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):   44.8
Optimal Cycle:      105         Level Of Service:                D
**************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
            -----------|---------------||---------------||---------------||---------------|
Control:         Protected         Protected         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    4   35   35     4   35   35    31   31   31    31   31   31
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  0  1! 0  0
            -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     113  401   25    74 1055  125    75  189   96    62  318   42
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  113  401   25    74 1055  125    75  189   96    62  318   42
Added Vol:      0   14    0     0  144    0     0    0    1     0    0    0
Future:        30  305   60    60   70   20    35   20   10    10   40   32
Initial Fut:  143  720   85   134 1269  145   110  209  107    72  358   74
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   143  720   85   134 1269  145   110  209  107    72  358   74
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  143  720   85   134 1269  145   110  209  107    72  358   74
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   143  720   85   134 1269  145   110  209  107    72  358   74
            -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.93 0.93  0.95 0.94 0.94  0.56 0.56 0.56  0.86 0.86 0.86
Lanes:       1.00 1.79 0.21  1.00 1.79 0.21  0.52 0.98 0.50  0.14 0.71 0.15
Final Sat.:  1805 3177  375  1805 3191  365   549 1043  534   235 1167  241
            -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.23 0.23  0.07 0.40 0.40  0.20 0.20 0.20  0.31 0.31 0.31
Crit Moves:  ****                ****                                ****
Green/Cycle: 0.00 0.37 0.00  0.00 0.37 0.00  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap:  xxxx 0.61 xxxx  xxxx 1.07 xxxx  0.55 0.55 0.55  0.84 0.84 0.84
Delay/Veh:    0.0 27.8  0.0   0.0 79.0  0.0  28.0 28.0 28.0  42.5 42.5 42.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 27.8  0.0   0.0 79.0  0.0  28.0 28.0 28.0  42.5 42.5 42.5
DesignQueue:    8   27    5     8   49    9     4    8    4     3   14    3
**************************************************************************
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Rose Street / Shattuck Avenue
********************************************************************************
Cycle (sec):       65        Critical Vol./Cap. (X):        0.574
Loss Time (sec):    8 (Y+R =  5 sec) Average Delay (sec/veh):        9.9
Optimal Cycle:     52        Level Of Service:                A
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    17  17   17    17  17   17    27  27   27    27  27   27
Lanes:         1  0  1  1  0   1  0  1  1  0   0  1  0  0  1   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      55  191   11   174  961   28    28  174   40    32  185   40
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   55  191   11   174  961   28    28  174   40    32  185   40
Added Vol:      0    1    0     4   10    0     0    0    0     0    0    0
Future:        40  140   20    10  170   10    10   10   20    20   10   10
Initial Fut:   95  332   31   188 1141   38    38  184   60    52  195   50
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    95  332   31   188 1141   38    38  184   60    52  195   50
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   95  332   31   188 1141   38    38  184   60    52  195   50
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    95  332   31   188 1141   38    38  184   60    52  195   50
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.18 0.94 0.94  0.53 0.95 0.95  0.91 0.91 0.85  0.89 0.89 0.89
Lanes:       1.00 1.83 0.17  1.00 1.94 0.06  0.17 0.83 1.00  0.17 0.66 0.17
Final Sat.:   333 3259  304  1015 3476  116   297 1438 1615   297 1114  286
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.10 0.10  0.19 0.33 0.33  0.13 0.13 0.04  0.18 0.18 0.18
Crit Moves:            ****                  ****
Green/Cycle: 0.46 0.46 0.46  0.46 0.46 0.46  0.42 0.42 0.42  0.42 0.42 0.42
Volume/Cap:  0.62 0.22 0.22  0.40 0.71 0.71  0.31 0.31 0.09  0.42 0.42 0.42
Delay/Veh:   23.0  4.8  4.8   7.5  8.6  8.6  13.8 13.8 11.8  15.3 15.3 15.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  23.0  4.8  4.8   7.5  8.6  8.6  13.8 13.8 11.8  15.3 15.3 15.3
DesignQueue:    2    7    1     4   24    1     1    4    1     1    4    1
********************************************************************************
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Cedar Street / Martin Luther King Way
********************************************************************************
Cycle (sec):       65        Critical Vol./Cap. (X):        0.980
Loss Time (sec):    8 (Y+R =  5 sec) Average Delay (sec/veh):       33.1
Optimal Cycle:    122        Level Of Service:                C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    20  20   20    20  20   20    20  20   20    20  20   20
Lanes:         0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      33  292   44    35  617   26    14  276   62    58  248   30
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   33  292   44    35  617   26    14  276   62    58  248   30
Added Vol:      0    3    1     0   11    0     0   12    1     4    1    0
Future:        10   40   20    20  220   10    10   50   30    30   90   20
Initial Fut:   43  335   65    55  848   36    24  338   93    92  339   50
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    43  335   65    55  848   36    24  338   93    92  339   50
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   43  335   65    55  848   36    24  338   93    92  339   50
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    43  335   65    55  848   36    24  338   93    92  339   50
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.86 0.86 0.86  0.95 0.95 0.95  0.94 0.94 0.94  0.75 0.75 0.75
Lanes:       0.10 0.75 0.15  0.06 0.90 0.04  0.05 0.75 0.20  0.19 0.71 0.10
Final Sat.:   158 1229  239   106 1629   69    94 1327  365   272 1001  148
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.27 0.27  0.52 0.52 0.52  0.25 0.25 0.25  0.34 0.34 0.34
Crit Moves:            ****                  ****
Green/Cycle: 0.53 0.53 0.53  0.53 0.53 0.53  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap:  0.51 0.51 0.51  0.98 0.98 0.98  0.74 0.74 0.74  0.98 0.98 0.98
Delay/Veh:    9.2  9.2  9.2  35.3 35.3 35.3  26.4 26.4 26.4  57.0 57.0 57.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   9.2  9.2  9.2  35.3 35.3 35.3  26.4 26.4 26.4  57.0 57.0 57.0
DesignQueue:    1    6    1     1   17    1     1    9    2     2    9    1
********************************************************************************
```

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #7 Cedar Street / Shattuck Avenue
**************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):        0.626
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):   10.5
Optimal Cycle:      50         Level Of Service:                  B
**************************************************************************
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
            -----------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted          Permitted          Permitted
Rights:          Include            Include            Include            Include
Min. Green:   20  20  20     20  20  20     22  22  22     22  22  22
Lanes:         1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
            -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      48  256   41    127  933   52    44  257   86    94  268   56
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   48  256   41    127  933   52    44  257   86    94  268   56
Added Vol:      0    1    0      2    8    0     0   12    0     4    6    0
Future:        20  140   20     10  150   10    10   30   10    40   70   20
Initial Fut:   68  397   61    139 1091   62    54  299   96   138  344   76
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    68  397   61    139 1091   62    54  299   96   138  344   76
Reduct Vol:     0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:   68  397   61    139 1091   62    54  299   96   138  344   76
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    68  397   61    139 1091   62    54  299   96   138  344   76
            -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.22 0.93 0.93   0.48 0.94 0.94   0.33 0.96 0.96   0.36 0.97 0.97
Lanes:       1.00 1.73 0.27   1.00 1.89 0.11   1.00 0.76 0.24   1.00 0.82 0.18
Final Sat.:   424 3067  471    920 3389  193   621 1386  445   678 1514  335
            -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.13 0.13   0.15 0.32 0.32   0.09 0.22 0.22   0.20 0.23 0.23
Crit Moves:            ****                ****                ****                ****
Green/Cycle: 0.51 0.51 0.51   0.51 0.51 0.51   0.36 0.36 0.36   0.36 0.36 0.36
Volume/Cap:  0.31 0.25 0.25   0.29 0.63 0.63   0.24 0.59 0.59   0.56 0.63 0.63
Delay/Veh:    6.4  2.9  2.9    4.2  5.0  5.0   17.0 20.7 20.7   25.5 21.5 21.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   6.4  2.9  2.9    4.2  5.0  5.0   17.0 20.7 20.7   25.5 21.5 21.5
DesignQueue:    1    7    1      2   21    1     1    7    2     3    8    2
**************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #8 Cedar Street / Oxford Street
**************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):        1.028
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   57.7
Optimal Cycle:     175         Level Of Service:                  E
**************************************************************************
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
            -----------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted          Permitted          Permitted
Rights:          Include            Include            Include            Include
Min. Green:   16  16  16     16  16  16     16  16  16     16  16  16
Lanes:         0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
            -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      45  186   56     34  531   19    18  314   75   144  343   19
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   45  186   56     34  531   19    18  314   75   144  343   19
Added Vol:      2   13    0      0  115    9     1    0   14     0    0    0
Future:        30   20   10     10   10    0    10   40   30    10  120    0
Initial Fut:   77  219   66     44  656   28    29  354  119   154  463   19
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    77  219   66     44  656   28    29  354  119   154  463   19
Reduct Vol:     0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:   77  219   66     44  656   28    29  354  119   154  463   19
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    77  219   66     44  656   28    29  354  119   154  463   19
            -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.76 0.76 0.76   0.96 0.96 0.96   0.92 0.92 0.92   0.67 0.67 0.67
Lanes:       0.21 0.61 0.18   0.06 0.90 0.04   0.06 0.70 0.24   0.24 0.73 0.03
Final Sat.:   306  871  262    110 1639   70   101 1239  416   307  923   38
            -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.25 0.25   0.40 0.40 0.40   0.29 0.29 0.29   0.50 0.50 0.50
Crit Moves:            ****                ****                ****                ****
Green/Cycle: 0.50 0.49 0.49   0.50 0.50 0.50   0.40 0.39 0.39   0.40 0.40 0.40
Volume/Cap:  0.50 0.51 0.51   0.80 0.80 0.80   0.72 0.74 0.74   1.27 1.27 1.27
Delay/Veh:   10.8 11.5 11.5   17.7 17.7 17.7   23.1 24.4 24.4  156.2 156  156.2
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  10.8 11.5 11.5   17.7 17.7 17.7   23.1 24.4 24.4  156.2 156  156.2
DesignQueue:    1    4    1      1   13    1     1    8    3     4   11    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #9 Cedar Street / Euclid Avenue
**************************************************************************
Cycle (sec):         60          Critical Vol./Cap. (X):      0.599
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):    13.8
Optimal Cycle:       42          Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  17   17   17    17   17   17    17   17   17    17   17   17
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    30   85   29    23  295  141    50  143  117    28  209    8
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 30   85   29    23  295  141    50  143  117    28  209    8
Added Vol:    0    0    0     0   11    3     3   -2    0     0    0    0
Future:      20    0    0     0   10   40    10   30   20    20   80    0
Initial Fut: 50   85   29    23  316  184    60  171  137    48  289    8
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  50   85   29    23  316  184    60  171  137    48  289    8
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 50   85   29    23  316  184    60  171  137    48  289    8
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  50   85   29    23  316  184    60  171  137    48  289    8
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.78 0.78 0.78  0.94 0.94 0.94  0.86 0.86 0.86  0.92 0.92 0.92
Lanes:      0.30 0.52 0.18  0.04 0.61 0.35  0.16 0.47 0.37  0.14 0.84 0.02
Final Sat.: 452  769  262    78 1076  627   266  759  608   242 1457   40
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.11 0.11  0.29 0.29 0.29  0.23 0.23 0.23  0.20 0.20 0.20
Crit Moves:           ****            ****
Green/Cycle: 0.49 0.49 0.49  0.49 0.49 0.49  0.38 0.38 0.38  0.38 0.38 0.38
Volume/Cap: 0.23 0.23 0.23  0.60 0.60 0.60  0.60 0.60 0.60  0.53 0.53 0.53
Delay/Veh:   8.9  8.9  8.9  12.2 12.2 12.2  16.7 16.7 16.7  15.4 15.4 15.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  8.9  8.9  8.9  12.2 12.2 12.2  16.7 16.7 16.7  15.4 15.4 15.4
DesignQueue:  1    1    1     0    6    3     1    4    3     1    6    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #10 Grizzly Peak Blvd / Centennial Drive
**************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):      0.472
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):    11.1
Optimal Cycle:        0          Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 7:00-9:00 AM
Base Vol:    31   13   13    25   52    4     6  165  143   169   90   16
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 31   13   13    25   52    4     6  165  143   169   90   16
Added Vol:    0    0    3     0    0    0     0    0    0    28    0    0
Future:      33    0   11     0    0    0     0   22   11    22   11    0
Initial Fut: 64   13   27    25   52    4     6  187  154   219  101   16
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  64   13   27    25   52    4     6  187  154   219  101   16
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 64   13   27    25   52    4     6  187  154   219  101   16
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  64   13   27    25   52    4     6  187  154   219  101   16
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.62 0.12 0.26  0.31 0.64 0.05  0.02 0.54 0.44  0.65 0.30 0.05
Final Sat.: 360   73  152   175  365   28    13  411  339   464  214   34
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.18 0.18 0.18  0.14 0.14 0.14  0.45 0.45 0.45  0.47 0.47 0.47
Crit Moves:      ****            ****            ****            ****
Delay/Veh:   9.6  9.6  9.6   9.5  9.5  9.5  11.1 11.1 11.1  12.0 12.0 12.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  9.6  9.6  9.6   9.5  9.5  9.5  11.1 11.1 11.1  12.0 12.0 12.0
LOS by Move:  A    A    A     A    A    A     B    B    B     B    B    B
ApproachDel:      9.6             9.5            11.1            12.0
Delay Adj:       1.00            1.00            1.00            1.00
ApprAdjDel:       9.6             9.5            11.1            12.0
LOS by Appr:       A               A               B               B
**************************************************************************
```

```
--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #11 Hearst Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.531
Loss Time (sec):     8 (Y+R =  6 sec) Average Delay (sec/veh):    8.2
Optimal Cycle:      52        Level Of Service:                  A
**************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  22   22   22    22   22   22    22   22   22    22   22   22
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     19  291   43   199  810   57    31  278   24    11  225   51
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  19  291   43   199  810   57    31  278   24    11  225   51
Added Vol:     3    1  -13     2   11    0     0   34   25     0    4    0
Future:       11   99   22    55  176   22    33   33   33    11   22   77
Initial Fut:  33  391   52   256  997   79    64  345   82    22  251  128
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   33  391   52   256  997   79    64  345   82    22  251  128
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  33  391   52   256  997   79    64  345   82    22  251  128
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   33  391   52   256  997   79    64  345   82    22  251  128
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.26 0.93 0.93  0.49 0.94 0.94  0.79 0.79 0.79  0.83 0.83 0.83
Lanes:      1.00 1.77 0.23  1.00 1.85 0.15  0.26 1.41 0.33  0.11 1.25 0.64
Final Sat.:  500 3129  416   935 3308  262   389 2097  498   172 1964 1002
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.12 0.12  0.27 0.30 0.30  0.16 0.16 0.16  0.13 0.13 0.13
Crit Moves:           ****          ****
Green/Cycle:0.54 0.54 0.54  0.54 0.54 0.54  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap: 0.12 0.23 0.23  0.51 0.56 0.56  0.49 0.49 0.49  0.38 0.38 0.38
Delay/Veh:   2.6  2.0  2.0   5.8  3.4  3.4  18.7 18.7 18.7  17.3 17.3 17.3
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  2.6  2.0  2.0   5.8  3.4  3.4  18.7 18.7 18.7  17.3 17.3 17.3
DesignQueue:   1    7    1     4   18    1     2    9    2     1    6    3
**************************************************************************
```

```
--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #12 Hearst Avenue / Oxford Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.557
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   11.7
Optimal Cycle:      49        Level Of Service:                  B
**************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  19   19   19    19   19   19    22   22   22    22   22   22
Lanes:        1  0  1  1  0   0  1  0  1  0   0  1  0  1  0   1  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     46  328  374    48  841   38    10  399  114   207  281   27
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  46  328  374    48  841   38    10  399  114   207  281   27
Added Vol:     0   59   18     2   99    3    19    5   -1     4    1   19
Future:       22   55   44    11   33   22     0   88   33    33   77   11
Initial Fut:  68  442  436    61  973   63    29  492  146   244  359   57
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   68  442  436    61  973   63    29  492  146   244  359   57
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  68  442  436    61  973   63    29  492  146   244  359   57
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   68  442  436    61  973   63    29  492  146   244  359   57
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:      1.00 1.01 0.99  0.11 1.78 0.11  0.09 1.47 0.44  1.11 1.63 0.26
Final Sat.: 1900 1817 1793   201 3202  207   157 2663  790  2002 2945  468
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.04 0.24 0.24  0.30 0.30 0.30  0.18 0.18 0.18  0.12 0.12 0.12
Crit Moves:           ****          ****
Green/Cycle:0.54 0.54 0.54  0.54 0.54 0.54  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap: 0.07 0.45 0.45  0.56 0.56 0.56  0.55 0.55 0.55  0.36 0.36 0.36
Delay/Veh:   5.2  7.2  7.2   8.2  8.2  8.2  19.2 19.2 19.2  16.7 16.7 16.7
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  5.2  7.2  7.2   8.2  8.2  8.2  19.2 19.2 19.2  16.7 16.7 16.7
DesignQueue:   1    8    8     1   18    1     1   12    4     6    9    1
**************************************************************************
```

```
--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
             Cumulative (2020) + UCB LRDP Project + Increment to '25
                              AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Hearst Avenue / Spruce Street
********************************************************************************
Average Delay (sec/veh):     0.7      Worst Case Level Of Service:      B
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
           ------------|--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled      Uncontrolled
Rights:          Include          Include          Include           Include
Lanes:      0  0  0  0     0  0  1! 0  0     0  1  1  0  0     0  0  1  1  0
           ------------|--------------||--------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    0    0    0     9    0   63    11  843    0     0  430    7
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 0    0    0     9    0   63    11  843    0     0  430    7
Added Vol:   0    0    0     0    0    0     0   25    0     0   24    0
Future:      0    0    0     0    0   20     0  130    0     0  110    0
Initial Fut: 0    0    0     9    0   83    11  998    0     0  564    7
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  0    0    0     9    0   83    11  998    0     0  564    7
Reduct Vol:  0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  0    0    0     9    0   83    11  998    0     0  564    7
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
           ------------|--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1089 xxxx   286   571 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   213 xxxx   717  1012 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   212 xxxx   717  1012 xxxx xxxxx  xxxx xxxx xxxxx
           ------------|--------------||--------------||--------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     A    *    *     *    *    *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  581 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 12.4 xxxxx   8.6 xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *     A    *    *     *    *    *
ApproachDel:    xxxxxx            12.4           xxxxxx           xxxxxx
ApproachLOS:       *               B               *               *
```

```
--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
             Cumulative (2020) + UCB LRDP Project + Increment to '25
                              AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Hearst Avenue / Arch Street / Le Conte Avenue
********************************************************************************
Average Delay (sec/veh):     3.2      Worst Case Level Of Service:      B
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
           ------------|--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled      Uncontrolled
Rights:          Include          Include          Include           Include
Lanes:      0  0  0  0     0  0  1! 0  0     1  0  2  0  0     0  0  1  1  0
           ------------|--------------||--------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    0    0    0     2    0  130   276  566    0     0  307    4
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 0    0    0     2    0  130   276  566    0     0  307    4
Added Vol:   0    0    0     0    0    0    24    1    0     0   24    0
Future:      0    0    0     0    0   40    30  100    0     0   90    0
Initial Fut: 0    0    0     2    0  170   330  667    0     0  421    4
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  0    0    0     2    0  170   330  667    0     0  421    4
Reduct Vol:  0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  0    0    0     2    0  170   330  667    0     0  421    4
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
           ------------|--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1417 xxxx   213   425 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   130 xxxx   799  1145 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   101 xxxx   799  1145 xxxx xxxxx  xxxx xxxx xxxxx
           ------------|--------------||--------------||--------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     A    *    *     *    *    *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  740 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.3 xxxxx xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *     *    *    *     *    *    *
ApproachDel:    xxxxxx            11.3           xxxxxx           xxxxxx
ApproachLOS:       *               B               *               *
```

```
--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                              AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Hearst Avenue / Scenic Avenue
********************************************************************************
Average Delay (sec/veh):      0.5      Worst Case Level Of Service:      B
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  0  0  1    0  0  2  0  0    0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:      0    0    0    0    0   37    0  531    0    0  290   55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0    0    0   37    0  531    0    0  290   55
Added Vol:     0    0    0    0    0    1    0    0    0    0   22    2
Future:        0    0    0    0    0   20    0  100    0    0   90   10
Initial Fut:   0    0    0    0    0   58    0  631    0    0  402   67
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0    0    0   58    0  631    0    0  402   67
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    0    0    0    0    0   58    0  631    0    0  402   67
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   235 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   773 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   773 xxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx  10.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *    *    *     B     *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT   LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *    *    *    *    *    *    *    *    *    *
ApproachDel:     xxxxxx            10.0           xxxxxx           xxxxxx
ApproachLOS:      *                 B               *                *
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                              AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Hearst Avenue / Euclid Avenue
********************************************************************************
Cycle (sec):          65         Critical Vol./Cap. (X):         0.563
Loss Time (sec):      12 (Y+R =  3 sec) Average Delay (sec/veh):      17.1
Optimal Cycle:        53         Level Of Service:               B
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0   25   25   25    5   16   16   16   16   16
Lanes:       0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00-9:00 AM
Base Vol:      2    0    2   47    1  151   75  448    1    1  276   10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   2    0    2   47    1  151   75  448    1    1  276   10
Added Vol:     0    0    0    3    0    3    3    1    0    0   30    0
Future:        0    0    0   11    0   55   11   99    0    0   77    0
Initial Fut:   2    0    2   61    1  209   86  548    1    1  383   10
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    2    0    2   61    1  209   86  548    1    1  383   10
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   2    0    2   61    1  209   86  548    1    1  383   10
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    2    0    2   61    1  209   86  548    1    1  383   10
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 1.00 0.87 0.84 0.84 0.84 0.63 1.00 1.00 1.00 1.00 1.00
Lanes:      0.50 0.00 0.50 0.22 0.01 0.77 1.00 0.99 0.01 0.01 0.97 0.02
Final Sat.:  825    0  825  358    6 1226 1201 1897    3    5 1841   48
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.17 0.17 0.17 0.07 0.29 0.29 0.21 0.21 0.21
Crit Moves:                      ****           ****
Green/Cycle:0.38 0.00 0.38 0.38 0.38 0.38 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap: 0.01 0.00 0.01 0.44 0.44 0.44 0.17 0.67 0.67 0.48 0.48 0.48
Delay/Veh:  12.4  0.0 12.4 17.2 17.2 17.2 12.0 19.2 19.2 15.3 15.3 15.3
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.4  0.0 12.4 17.2 17.2 17.2 12.0 19.2 19.2 15.3 15.3 15.3
DesignQueue:   0    0    0    1    0    5    2   12    0    0    8    0
********************************************************************************
```

```
--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
             Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #17 Hearst Avenue / Le Roy Avenue
**************************************************************************
Average Delay (sec/veh):      1.7      Worst Case Level Of Service:      B
**************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:      0  0  0  0      0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     0    0    0    19    0   60   59  436    0    0  230    3
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0    19    0   60   59  436    0    0  230    3
Added Vol:    0    0    0     0    0    5    0    5    0    0   30    0
Future:       0    0    0     0    0   10   10   90    0    0   70    0
Initial Fut:  0    0    0    19    0   70   69  531    0    0  330    3
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0    19    0   70   69  531    0    0  330    3
Reduct Vol:   0    0    0     0    0    0    0    0    0    0    0    0
Final Vol.:   0    0    0    19    0   70   69  531    0    0  330    3
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   777 xxxx   332  333 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   288 xxxx   715 1238 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   275 xxxx   715 1238 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     A    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  533 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 13.1 xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    B    *     A    *    *     *    *    *
ApproachDel:    xxxxxx            13.1           xxxxxx           xxxxxx
ApproachLOS:       *               B               *                *
```

```
--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
             Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #18 Hearst Avenue / Gayley Road / LaLoma Avenue
**************************************************************************
Cycle (sec):        65      Critical Vol./Cap. (X):        1.159
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):       57.3
Optimal Cycle:      180      Level Of Service:                E
**************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:    18   18   18    18   18   18    17   17   17    17   17   17
Lanes:      0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00-9:00 AM
Base Vol:   274  212   95    12  274   21    28  161  304    21   33    5
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:274  212   95    12  274   21    28  161  304    21   33    5
Added Vol:   30    3    0     0   38    0     0    0    5     0    0    0
Future:      77   11   22     0  132    0     0   88    0    22   22    0
Initial Fut:381  226  117    12  444   21    28  249  309    43   55    5
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 381  226  117    12  444   21    28  249  309    43   55    5
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:381  226  117    12  444   21    28  249  309    43   55    5
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 381  226  117    12  444   21    28  249  309    43   55    5
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.56 0.56 0.56  0.98 0.98 0.98  0.91 0.91 0.91  0.75 0.75 0.85
Lanes:      0.53 0.31 0.16  0.03 0.93 0.04  0.05 0.42 0.53  0.44 0.56 1.00
Final Sat.:  561  333  172    47 1728   82    83  738  916   623  797 1615
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.68 0.68 0.68  0.26 0.26 0.26  0.34 0.34 0.34  0.07 0.07 0.00
Crit Moves:      ****                             ****
Green/Cycle:0.55 0.55 0.55  0.55 0.55 0.55  0.40 0.40 0.00  0.40 0.40 0.40
Volume/Cap: 1.23 1.23 1.23  0.46 0.46 0.46  0.84 0.84 xxxx  0.17 0.17 0.01
Delay/Veh: 130.5  131 130.5 10.2 10.2 10.2  27.7 27.7  0.0  11.9 11.9 10.5
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:130.5  131 130.5 10.2 10.2 10.2  27.7 27.7  0.0  11.9 11.9 10.5
DesignQueue:  7    4    2     0    8    0     1    6   12     1    1    0
**************************************************************************
```

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--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #19 Berkeley Way / Oxford Street
**************************************************************************
Cycle (sec):          70          Critical Vol./Cap. (X):        0.516
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    7.0
Optimal Cycle:        46          Level Of Service:                A
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18  18   18    18  18   18    20  20   20    20  20   20
Lanes:      1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    39  717   40    30 1132   11    20  18   72    10   2   12
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 39  717   40    30 1132   11    20  18   72    10   2   12
Added Vol:   38   74    0     0   76   26     3   0    4     0   0    0
PasserByVol: 10  110   10     0  100    0     0   0   20     0   0    0
Initial Fut: 87  901   50    30 1308   37    23  18   96    10   2   12
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  87  901   50    30 1308   37    23  18   96    10   2   12
Reduct Vol:   0    0    0     0    0    0     0   0    0     0   0    0
Reduced Vol: 87  901   50    30 1308   37    23  18   96    10   2   12
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  87  901   50    30 1308   37    23  18   96    10   2   12
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.17 0.94 0.94  0.29 0.95 0.95  0.87 0.87 0.87  0.85 0.87 0.87
Lanes:      1.00 1.89 0.11  1.00 1.94 0.06  0.17 0.13 0.70  1.00 0.14 0.86
Final Sat.:  315 3393  188   545 3497   99   277  217 1157  1621  236 1418
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.28 0.27 0.27  0.06 0.37 0.37  0.08 0.08 0.08  0.01 0.01 0.01
Crit Moves:                      ****                 ****
Green/Cycle: 0.60 0.60 0.60 0.60 0.60 0.60 0.29 0.29 0.29 0.29 0.29 0.29
Volume/Cap: 0.46 0.44 0.44  0.09 0.62 0.62  0.29 0.29 0.29  0.02 0.03 0.03
Delay/Veh:  12.3  5.0  5.0   4.0  6.5  6.5  21.0 21.0 21.0  18.1 18.1 18.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.3  5.0  5.0   4.0  6.5  6.5  21.0 21.0 21.0  18.1 18.1 18.1
DesignQueue:  1   15    1     0   22    1     1   1    3     0   0    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #20 University Avenue / Sixth Street
**************************************************************************
Cycle (sec):         114          Critical Vol./Cap. (X):        0.993
Loss Time (sec):      16 (Y+R =  5 sec) Average Delay (sec/veh):   97.8
Optimal Cycle:       180          Level Of Service:                F
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    6  23   23     0  23   23     6  15   15     6  15   15
Lanes:      1  0  1  0  1   1  0  1  0  1   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:   211  111   19    73  290  325    89  932  333    40  931   21
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 211 111   19    73  290  325    89  932  333    40  931   21
Added Vol:    0   17   12     0    4    1     6  276    0     1   28    0
Future:     150   60   10    10   10   80    10   60   40    10  150   10
Initial Fut: 361 188   41    83  304  406   105 1268  373    51 1109   31
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 361  188   41    83  304  406   105 1268  373    51 1109   31
Reduct Vol:   0    0    0     0    0    0     0    0    0     0   0    0
Reduced Vol: 361 188   41    83  304  406   105 1268  373    51 1109   31
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 361  188   41    83  304  406   105 1268  373    51 1109   31
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.98 1.00 0.85  1.00 1.00 0.85  0.95 0.92 0.92  0.95 0.95 0.95
Lanes:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.55 0.45  1.00 1.95 0.05
Final Sat.: 1858 1900 1615  1900 1900 1615  1805 2695  793  1805 3498   98
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.19 0.10 0.03  0.04 0.16 0.25  0.06 0.47 0.47  0.03 0.32 0.32
Crit Moves: ****                 ****             ****             ****
Green/Cycle: 0.44 0.44 0.44 0.25 0.25  0.25 0.06 0.37 0.37  0.05 0.35 0.35
Volume/Cap: 0.44 0.22 0.06  0.18 0.65 1.02  0.90 1.28 1.28  0.54 0.90 0.90
Delay/Veh:  47.8 20.4 18.5  34.8 45.6 94.7 111.4  170 170.0 72.7 44.8 44.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 47.8 20.4 18.5  34.8 45.6 94.7 111.4  170 170.0 72.7 44.8 44.8
DesignQueue: 19    7    1     4   15   21     6   57   17     3   49    1
**************************************************************************
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                           AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #21 University Avenue / San Pablo Avenue
********************************************************************************
Cycle (sec):        114         Critical Vol./Cap. (X):        0.949
Loss Time (sec):     16 (Y+R =  5 sec) Average Delay (sec/veh):  127.2
Optimal Cycle:      154         Level Of Service:                  F
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   5   21   21    5   21   21    5   22   22    5   22   22
Lanes:      1  0  1  1  0  1  0  1  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     100  457   75   190  837   83    56  957   49    63  644   93
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  100  457   75   190  837   83    56  957   49    63  644   93
Added Vol:      0    3    7    62   50    0     0  287    1     1   29    8
Future:        50  200   40    60   30   20    10   60   10    10  120  100
Initial Fut:  150  660  122   312  917  103    66 1304   60    74  793  201
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   150  660  122   312  917  103    66 1304   60    74  793  201
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  150  660  122   312  917  103    66 1304   60    74  793  201
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   150  660  122   312  917  103    66 1304   60    74  793  201
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.93 0.93  0.95 0.94 0.94  0.95 0.94 0.94  0.95 0.92 0.92
Lanes:       1.00 1.69 0.31  1.00 1.80 0.20  1.00 1.91 0.09  1.00 1.60 0.40
Final Sat.:  1805 2977  550  1805 3197  359  1805 3427  158  1805 2794  708
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.22 0.22  0.17 0.29 0.29  0.04 0.38 0.38  0.04 0.28 0.28
Crit Moves:       ****            ****                 ****            ****
Green/Cycle: 0.13 0.28 0.28  0.29 0.44 0.44  0.04 0.25 0.25  0.04 0.25 0.25
Volume/Cap:  0.65 0.79 0.79  0.60 0.65 0.65  0.83 1.52 1.52  0.93 1.14 1.14
Delay/Veh:   61.0 44.5 44.5  40.3 27.3 27.3 116.3  283 283.4 138.5  118 117.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  61.0 44.5 44.5  40.3 27.3 27.3 116.3  283 283.4 138.5  118 117.7
DesignQueue:    8   32    6    15   35    4     4   68    3     5   40   10
********************************************************************************
```

```
--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                           AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #22 University Avenue / Martin Luther King Way
********************************************************************************
Cycle (sec):         65         Critical Vol./Cap. (X):        1.008
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):   37.4
Optimal Cycle:      173         Level Of Service:                  D
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit       Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   5   23   23   23   23   23    17   17   17    17   17   17
Lanes:      1  0  1  1  0  1  0  1  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     178  568   80    57  833   87    81  703  185    41  477   47
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  178  568   80    57  833   87    81  703  185    41  477   47
Added Vol:      1    3    3     0   14    0     2  357   -2     0   36    0
Future:        70    0    0     0  230   30    10  130   20    20  160   80
Initial Fut:  249  571   83    57 1077  117    93 1190  203    61  673  127
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   249  571   83    57 1077  117    93 1190  203    61  673  127
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  249  571   83    57 1077  117    93 1190  203    61  673  127
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   249  571   83    57 1077  117    93 1190  203    61  673  127
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.99 0.93 0.93  1.00 0.94 0.94  0.17 0.93 0.93  1.00 0.93 0.93
Lanes:       1.00 1.75 0.25  1.00 1.80 0.20  1.00 1.71 0.29  1.00 1.68 0.32
Final Sat.:  1880 3092  449  1900 3207  348   315 3016  515  1900 2964  559
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.18 0.18  0.03 0.34 0.34  0.29 0.39 0.39  0.03 0.23 0.23
Crit Moves:  ****                 ****            ****
Green/Cycle: 0.45 0.45 0.45  0.35 0.35 0.35  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap:  0.30 0.41 0.41  0.08 0.95 0.95  0.80 1.07 1.07  0.09 0.61 0.61
Delay/Veh:   26.1 11.1 11.1  13.4 35.0 35.0  59.9 65.1 65.1  13.6 18.9 18.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  26.1 11.1 11.1  13.4 35.0 35.0  59.9 65.1 65.1  13.6 18.9 18.9
DesignQueue:    8   12    2     1   27    3     2   30    5     1   16    3
********************************************************************************
```

```
-------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #23 University Avenue / Milvia Street
*******************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):        0.664
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    13.9
Optimal Cycle:       49        Level Of Service:                B
*******************************************************************************
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R   L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:   21   21   21    21   21   21    20   20   20    20   20   20
Lanes:         1  0  0  1 0    0  0  1! 0 0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     100   98   21     6  203   63    37  656  137    18  406   15
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  100   98   21     6  203   63    37  656  137    18  406   15
Added Vol:      0    0    0     0    0    0     0  360    0     0   36    0
Future:        10   10   10    10   10   10    20   80   20    20  240   20
Initial Fut:  110  108   31    16  213   73    57 1096  157    38  682   35
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   110  108   31    16  213   73    57 1096  157    38  682   35
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  110  108   31    16  213   73    57 1096  157    38  682   35
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   110  108   31    16  213   73    57 1096  157    38  682   35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.73 0.97 0.97  0.95 0.95 0.95  0.83 0.83 0.83  0.80 0.80 0.80
Lanes:       1.00 0.78 0.22  0.05 0.71 0.24  0.09 1.67 0.24  0.10 1.81 0.09
Final Sat.:  1391 1428  410    96 1276  437   137 2637  378   153 2743  141
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08 0.08  0.17 0.17 0.17  0.42 0.42 0.42  0.25 0.25 0.25
Crit Moves:                  ****             ****
Green/Cycle: 0.32 0.32 0.32  0.32 0.32 0.32  0.55 0.55 0.55  0.55 0.55 0.55
Volume/Cap:  0.24 0.23 0.23  0.52 0.52 0.52  0.75 0.75 0.75  0.45 0.45 0.45
Delay/Veh:   17.5 17.0 17.0  21.1 21.1 21.1  14.1 14.1 14.1   9.5  9.5  9.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  17.5 17.0 17.0  21.1 21.1 21.1  14.1 14.1 14.1   9.5  9.5  9.5
DesignQueue:    3    3    1     0    5    2     1   19    3     1   12    1
*******************************************************************************
```

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-------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #24 University Avenue / SB Shattuck Avenue
*******************************************************************************
Cycle (sec):         75        Critical Vol./Cap. (X):        0.672
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    35.7
Optimal Cycle:       43        Level Of Service:                D
*******************************************************************************
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R   L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    0    0    0    16   16   16    16   16   16    16   16   16
Lanes:         0  0  0  0 0    0  1  1  1 0    1  0  1  1  0    0  1  0  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0    49  767  105   115  401  162    26  356  314
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    49  767  105   115  401  162    26  356  314
Added Vol:      0    0    0     0    0    6    55  181  124     0   30   36
Future:         0    0    0    11  132   66    22   55   11    11  220   99
Initial Fut:    0    0    0    60  908  177   192  637  297    37  606  449
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0    60  908  177   192  637  297    37  606  449
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0    60  908  177   192  637  297    37  606  449
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0    60  908  177   192  637  297    37  606  449
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  0.78 0.78 0.78  0.29 0.81 0.81  0.71 0.71 0.71
Lanes:       0.00 0.00 0.00  0.16 2.38 0.46  1.00 1.36 0.64  0.10 1.67 1.23
Final Sat.:     0    0    0   234 3534  689   559 2109  984   136 2232 1654
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.26 0.26 0.26  0.34 0.30 0.30  0.27 0.27 0.27
Crit Moves:                  ****             ****
Green/Cycle: 0.00 0.00 0.00  0.36 0.36 0.36  0.30 0.30 0.30  0.00 0.53 0.53
Volume/Cap:  0.00 0.00 0.00  0.71 0.71 0.71  1.14 1.01 1.01  xxxx 0.51 0.51
Delay/Veh:    0.0  0.0  0.0  23.4 23.4 23.4 139.9 57.4 57.4   0.0 12.3 12.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0  23.4 23.4 23.4 139.9 57.4 57.4   0.0 12.3 12.3
DesignQueue:    0    0    0     2   26    5     6   20    9     2   12    9
*******************************************************************************
```

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-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #25 University Avenue / NB Shattuck Avenue
*************************************************************************
Cycle (sec):        75        Critical Vol./Cap. (X):        0.459
Loss Time (sec):    15 (Y+R =  4 sec) Average Delay (sec/veh):  16.9
Optimal Cycle:      47        Level Of Service:                 B
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:      Protected        Protected        Protected        Protected
Rights:        Include          Include          Include          Include
Min. Green:  19   0   19     0   0   0      0  13   0      0  13   0
Lanes:       2 0 1! 0  1     0 0 0 0  0     0 0 2 0  0     0 0 2 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    458   0  168     0   0   0      0 444   0      0 235   0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 458   0  168     0   0   0      0 444   0      0 235   0
Added Vol:    53   0   18     0   0   0      0 181   0      0  13   0
Future:      220   0   20     0   0   0      0   0   0      0  80   0
Initial Fut: 731   0  206     0   0   0      0 625   0      0 328   0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  731   0  206     0   0   0      0 625   0      0 328   0
Reduct Vol:    0   0    0     0   0   0      0   0   0      0   0   0
Reduced Vol: 731   0  206     0   0   0      0 625   0      0 328   0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  731   0  206     0   0   0      0 625   0      0 328   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.81 1.00 0.84  1.00 1.00 1.00  1.00 0.86 1.00  1.00 0.86 1.00
Lanes:      2.71 0.00 1.29  0.00 0.00 0.00  0.00 2.00 0.00  0.00 2.00 0.00
Final Sat.: 4180   0 2053     0   0   0      0 3249   0      0 3249   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.17 0.00 0.10  0.00 0.00 0.00  0.00 0.19 0.00  0.00 0.10 0.00
Crit Moves: ****                              ****            ****
Green/Cycle: 0.38 0.00 0.38  0.00 0.00 0.00  0.00 0.42 0.00  0.00 0.42 0.00
Volume/Cap: 0.46 0.00 0.26  0.00 0.00 0.00  0.00 0.46 0.00  0.00 0.24 0.00
Delay/Veh:  18.2  0.0 16.2   0.0  0.0  0.0   0.0 16.8  0.0   0.0 14.5  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 18.2  0.0 16.2   0.0  0.0  0.0   0.0 16.8  0.0   0.0 14.5  0.0
DesignQueue:  20   0    5     0   0   0      0  16   0      0   8   0
*************************************************************************
```

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-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #26 University Avenue / Oxford Street
*************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.901
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):  39.5
Optimal Cycle:     131        Level Of Service:                 D
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:     Prot+Permit       Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:   5  18   18     5  18   18     18  18   18     18  18   18
Lanes:       1 0 1  1 0     1 0 1  1 0     1 1 0  0 1     0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    147 487    4    41 1101   77    300  38  217     6  12   23
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 147 487    4    41 1101   77    300  38  217     6  12   23
Added Vol:    10  54   -2    -3   79    4     59  -6  147     0  -1   11
Future:       55  99    0    11   88   33     22  11   22     0  11   11
Initial Fut: 212 640    2    49 1268  114    381  43  386     6  22   34
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  212 640    2    49 1268  114    381  43  386     6  22   34
Reduct Vol:    0   0    0     0    0    0      0   0    0      0   0    0
Reduced Vol: 212 640    2    49 1268  114    381  43  386     6  22   34
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  212 640    2    49 1268  114    381  43  386     6  22   34
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.86 0.86 0.86  0.32 0.84 0.84  0.64 0.64 0.77  0.82 0.82 0.82
Lanes:      1.00 1.99 0.01  1.00 1.84 0.16  1.80 0.20 1.00  0.10 0.35 0.55
Final Sat.: 1625 3239   10   599 2945  265  2191 247 1454   150 552  853
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.13 0.20 0.20  0.08 0.43 0.43  0.17 0.17 0.27  0.04 0.04 0.04
Crit Moves: ****                     ****                    ****
Green/Cycle: 0.41 0.41 0.41  0.41 0.41 0.41  0.30 0.30 0.30  0.30 0.30 0.30
Volume/Cap: 0.32 0.48 0.48  0.20 1.06 1.06  0.58 0.58 0.89  0.13 0.13 0.13
Delay/Veh:  14.4 15.5 15.5  14.3 60.3 60.3  22.6 22.6 43.9  17.2 17.2 17.2
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 14.4 15.5 15.5  14.3 60.3 60.3  22.6 22.6 43.9  17.2 17.2 17.2
DesignQueue:   5  14    0     1   30    3     10   1   10      0   1    1
*************************************************************************
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Cum+UC Proj+25 Inc AM     Fri May 7, 2004 14:48:18          Page 34-1
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #27 Univeristy Drive (East Gate)  / Gayley Road
*************************************************************************
Average Delay (sec/veh):     3.5       Worst Case Level Of Service:      D
*************************************************************************
Approach:       North Bound        South Bound        East Bound         West Bound
Movement:    L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
           ------------|--------------||--------------||--------------|
Control:      Uncontrolled        Uncontrolled        Stop Sign          Stop Sign
Rights:          Include             Include             Include            Include
Lanes:       1  0  1  0  0      0  0  0  1  0      1  0  0  0  1      0  0  1! 0  0
           ------------|--------------||--------------||--------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:       69  476    0      0  543   75     53    0   73      0    0    0
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    69  476    0      0  543   75     53    0   73      0    0    0
Added Vol:     -13   35    0      0   64  -21     -2    0   -1      0    0    0
Future:         20   70    0      0  110   10     10    0   20      0    0    0
Initial Fut:    76  581    0      0  717   64     61    0   92      0    0    0
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     76  581    0      0  717   64     61    0   92      0    0    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:     76  581    0      0  717   64     61    0   92      0    0    0
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx  xxxxx xxxx xxxxx   6.4 xxxx    6.2 xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx  xxxxx xxxx xxxxx   3.5 xxxx    3.3 xxxxx xxxx xxxxx
           ------------|--------------||--------------||--------------|
Capacity Module:
Cnflict Vol:   781 xxxx xxxxx  xxxx xxxx xxxxx  1482 xxxx    749 xxxx xxxx xxxxx
Potent Cap.:   845 xxxx xxxxx  xxxx xxxx xxxxx   139 xxxx    415 xxxx xxxx xxxxx
Move Cap.:     845 xxxx xxxxx  xxxx xxxx xxxxx   130 xxxx    415 xxxx xxxx xxxxx
           ------------|--------------||--------------||--------------|
Level Of Service Module:
Stopped Del:   9.7 xxxx xxxxx  xxxxx xxxx xxxxx  55.3 xxxx   16.1 xxxxx xxxx xxxxx
LOS by Move:     A   *    *      *    *    *      F    *      C    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:     *    *    *      *    *    *      *    *    *      *    *    *
ApproachDel:    xxxxxx           xxxxxx            31.7            xxxxxx
ApproachLOS:       *                *               D                *



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```
Cum+UC Proj+25 Inc AM     Fri May 7, 2004 14:48:18          Page 35-1
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #28 Addison Street / Oxford Street
*************************************************************************
Average Delay (sec/veh):     1.3       Worst Case Level Of Service:      D
*************************************************************************
Approach:       North Bound        South Bound        East Bound         West Bound
Movement:    L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
           ------------|--------------||--------------||--------------|
Control:      Uncontrolled        Uncontrolled        Stop Sign          Stop Sign
Rights:          Include             Include             Include            Include
Lanes:       1  0  2  0  0      0  0  1  1  0      0  0  1! 0  0      0  0  0  0  0
           ------------|--------------||--------------||--------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       54  647    0      0 1165   61      4    0   31      0    0    0
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    54  647    0      0 1165   61      4    0   31      0    0    0
Added Vol:      20   60    0      0  207   18      2    0    2      0    0    0
PasserByVol:    20  140    0      0   90   10      0    0   10      0    0    0
Initial Fut:    94  847    0      0 1462   89      6    0   43      0    0    0
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      0.91 0.91 0.91   0.91 0.91 0.91   0.91 0.91 0.91   0.91 0.91 0.91
PHF Volume:    103  931    0      0 1607   98      7    0   47      0    0    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:    103  931    0      0 1607   98      7    0   47      0    0    0
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx  xxxxx xxxx xxxxx   6.8 xxxx    6.9 xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx  xxxxx xxxx xxxxx   3.5 xxxx    3.3 xxxxx xxxx xxxxx
           ------------|--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 1267 xxxx xxxxx  xxxx xxxx xxxxx  2097 xxxx    115 xxxx xxxx xxxxx
Potent Cap.:   411 xxxx xxxxx  xxxx xxxx xxxxx    34 xxxx    682 xxxx xxxx xxxxx
Move Cap.:     411 xxxx xxxxx  xxxx xxxx xxxxx    27 xxxx    682 xxxx xxxx xxxxx
           ------------|--------------||--------------||--------------|
Level Of Service Module:
Stopped Del:  16.7 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:     C   *    *      *    *    *      *    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  174 xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx 34.8 xxxxx  xxxxx xxxx xxxxx
Shared LOS:     *    *    *      *    *    *      *    D    *      *    *    *
ApproachDel:    xxxxxx           xxxxxx            34.8            xxxxxx
ApproachLOS:       *                *               D                *



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```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #29 Center Street / SB Shattuck Avenue
*************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):       0.447
Loss Time (sec):    12 (Y+R =  9 sec) Average Delay (sec/veh):   16.7
Optimal Cycle:      65        Level Of Service:               B
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0   20   20   20    0   22   22   33   33    0
Lanes:       0 0  0  0 0   0 1  1  1 0   0 0  0  1 0   0 1  0  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0   15  779   71    0   69   51   17  102    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0   15  779   71    0   69   51   17  102    0
Added Vol:     0    0    0    0   77    0    0    2    0    0    0    0
Future:        0    0    0    0  130   20    0   50   30   30   40    0
Initial Fut:   0    0    0   15  986   91    0  121   81   47  142    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0   15  986   91    0  121   81   47  142    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0   15  986   91    0  121   81   47  142    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0    0   15  986   91    0  121   81   47  142    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.80 0.80 0.80 1.00 0.85 0.85 0.80 0.80 1.00
Lanes:      0.00 0.00 0.00 0.04 2.71 0.25 0.00 0.60 0.40 0.25 0.75 0.00
Final Sat.:    0    0    0   63 4115  380    0  969  649  377 1138    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.24 0.24 0.24 0.00 0.12 0.12 0.12 0.12 0.00
Crit Moves:                 ****                ****           ****
Green/Cycle: 0.00 0.00 0.00 0.31 0.31 0.31 0.00 0.34 0.34 0.51 0.51 0.00
Volume/Cap: 0.00 0.00 0.00 0.78 0.78 0.78 0.00 0.37 0.37 0.25 0.25 0.00
Delay/Veh:   0.0  0.0  0.0 18.7 18.7 18.7  0.0 18.2 18.2  3.6  3.6  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0 18.7 18.7 18.7  0.0 18.2 18.2  3.6  3.6  0.0
DesignQueue:   0    0    0    0   26    2    0    3    2    1    3    0
*************************************************************************
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #30 Center Street / NB Shattuck Avenue
*************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):       0.394
Loss Time (sec):     8 (Y+R =  9 sec) Average Delay (sec/veh):    5.3
Optimal Cycle:      60        Level Of Service:               A
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   30   30   30    0    0    0   22   22    0    0   22   22
Lanes:       0 1  1  1 0   0 0  0  0 0   0 1  0  0 0   0 0  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     42  616   51    0    0    0   26   56    0    0   77   26
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  42  616   51    0    0    0   26   56    0    0   77   26
Added Vol:     0   87   -2    0    0    0    0    2    0    0    0    0
Future:       30  200   60    0    0    0   10   40    0    0   40   30
Initial Fut:  72  903  109    0    0    0   36   98    0    0  117   56
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   72  903  109    0    0    0   36   98    0    0  117   56
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  72  903  109    0    0    0   36   98    0    0  117   56
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   72  903  109    0    0    0   36   98    0    0  117   56
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.79 0.79 0.79 1.00 1.00 1.00 0.79 0.79 1.00 1.00 0.86 0.86
Lanes:      0.20 2.50 0.30 0.00 0.00 0.00 0.27 0.73 0.00 0.00 0.68 0.32
Final Sat.:  301 3773  455    0    0    0  405 1103    0    0 1106  529
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.24 0.24 0.24 0.00 0.00 0.00 0.09 0.09 0.00 0.00 0.11 0.11
Crit Moves:      ****                                              ****
Green/Cycle: 0.54 0.54 0.54 0.00 0.00 0.00 0.34 0.34 0.00 0.00 0.34 0.34
Volume/Cap: 0.44 0.44 0.44 0.00 0.00 0.00 0.26 0.26 0.00 0.00 0.31 0.31
Delay/Veh:   2.6  2.6  2.6  0.0  0.0  0.0 11.5 11.5  0.0  0.0 17.4 17.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  2.6  2.6  2.6  0.0  0.0  0.0 11.5 11.5  0.0  0.0 17.4 17.4
DesignQueue:   1   16    2    0    0    0    1    2    0    0    3    1
*************************************************************************
```

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #31 Center Street / Oxford Street
**************************************************************************
Cycle (sec):         65      Critical Vol./Cap. (X):        0.674
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    13.3
Optimal Cycle:       46      Level Of Service:                 B
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted        Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:  19   19   19    19   19   19    19   19   19    19   19   19
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    50  663   42    11 1145   39    26   10   43    19    6    8
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 50  663   42    11 1145   39    26   10   43    19    6    8
Added Vol:    0   77   -2    -5  214    0     4   -4    0     0    0    0
Future:      30   90   10     0   70   30    60    0   30     0    0    0
Initial Fut: 80  830   50     6 1429   69    90    6   73    19    6    8
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  80  830   50     6 1429   69    90    6   73    19    6    8
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 80  830   50     6 1429   69    90    6   73    19    6    8
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  80  830   50     6 1429   69    90    6   73    19    6    8
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.11 0.85 0.85  0.28 0.85 0.85  0.70 0.70 0.70  0.74 0.74 0.74
Lanes:      1.00 1.89 0.11  1.00 1.91 0.09  0.53 0.04 0.43  0.58 0.18 0.24
Final Sat:   210 3037  183   525 3078  149   709   47  575   804  254  339
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.38 0.27 0.27  0.01 0.46 0.46  0.13 0.13 0.13  0.02 0.02 0.02
Crit Moves:            ****            ****
Green/Cycle: 0.58 0.58 0.58  0.58 0.58 0.58  0.29 0.29 0.29  0.29 0.29 0.29
Volume/Cap: 0.65 0.47 0.47  0.02 0.79 0.79  0.43 0.43 0.43  0.08 0.08 0.08
Delay/Veh:  32.7  8.6  8.6   5.8 14.0 14.0  22.2 22.2 22.2  17.1 17.1 17.1
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 32.7  8.6  8.6   5.8 14.0 14.0  22.2 22.2 22.2  17.1 17.1 17.1
DesignQueue:   1   13    1     0   24    1     2    0    2     0    0    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #32 Stadium Rim Road / Gayley Road
**************************************************************************
Cycle (sec):        100      Critical Vol./Cap. (X):        1.192
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):    72.6
Optimal Cycle:        0      Level Of Service:                 F
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:        Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0   0  1  0  0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0  386   19   128  471    0    12    5   14    18    1  118
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  386   19   128  471    0    12    5   14    18    1  118
Added Vol:    0   17    2     1   62    0     0    0    0    23    0    5
Future:       0   66   11    22  110    0     0    0    0    11    0   22
Initial Fut:  0  469   32   151  643    0    12    5   14    52    1  145
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  469   32   151  643    0    12    5   14    52    1  145
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  469   32   151  643    0    12    5   14    52    1  145
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  469   32   151  643    0    12    5   14    52    1  145
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.94 0.06  0.19 0.81 0.00  0.39 0.16 0.45  0.26 0.01 0.73
Final Sat.:   0  604   41   127  539    0   180   75  210   143    3  399
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.78 0.78  1.19 1.19 xxxx  0.07 0.07 0.07  0.36 0.36 0.36
Crit Moves:        ****            ****            ****                 ****
Delay/Veh:   0.0 24.7 24.7 120.3 120   0.0  10.6 10.6 10.6  12.7 12.7 12.7
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 24.7 24.7 120.3 120   0.0  10.6 10.6 10.6  12.7 12.7 12.7
LOS by Move:  *    C    C     F    F    *     B    B    B     B    B    B
ApproachDel:      24.7            120.3           10.6            12.7
Delay Adj:        1.00             1.00           1.00            1.00
ApprAdjDel:       24.7            120.3           10.6            12.7
LOS by Appr:       C                F               B               B
**************************************************************************
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                           AM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #33 Allston Way / Oxford Street
*************************************************************************
Average Delay (sec/veh):     1.9        Worst Case Level Of Service:      E
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       0  1  1  0  0    0  1  0  1  0    1  0  0  0  1    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     17  798    0   59 1111   34   16    0   33    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  17  798    0   59 1111   34   16    0   33    0    0    0
Added Vol:     0   75    0    0  214    0    0    0    0    0    0    0
Future:       10  130    0   10   80   10    0    0   30    0    0    0
Initial Fut:  27 1003    0   69 1405   44   16    0   63    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:   29 1078    0   74 1511   47   17    0   68    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   29 1078    0   74 1511   47   17    0   68    0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1050 xxxx xxxxx  1078 xxxx xxxxx  2042 xxxx    10 xxxx xxxx xxxxx
Potent Cap.:  503 xxxx xxxxx   654 xxxx xxxxx    37 xxxx   805 xxxx xxxx xxxxx
Move Cap.:    503 xxxx xxxxx   654 xxxx xxxxx    32 xxxx   805 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 12.6 xxxx xxxxx  11.2 xxxx xxxxx 204.1 xxxx   9.9 xxxxx xxxx xxxxx
LOS by Move:   B    *    *     B    *    *     F    *    A    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 12.6 xxxx xxxxx  11.2 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    B    *    *     B    *    *     *    *    *    *    *    *
ApproachDel:     xxxxxx           xxxxxx            49.2            xxxxxx
ApproachLOS:       *                *                E                *
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                           AM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #34 Kittridge Street / Oxford Street / Fulton Street
*************************************************************************
Average Delay (sec/veh): OVERFLOW     Worst Case Level Of Service:      F
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     13  801    0    0 1122   18    6    0   23    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  13  801    0    0 1122   18    6    0   23    0    0    0
Added Vol:     0   68   23   69  145    0    0   27    0    2    3    7
Future:        0  120    0    0   70   30   10    0   10    0    0    0
Initial Fut:  13  989   23   69 1337   48   16   27   33    2    3    7
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   13  989   23   69 1337   48   16   27   33    2    3    7
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   13  989   23   69 1337   48   16   27   33    2    3    7
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5  6.9  7.5  6.5  6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3  3.5  4.0  3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  513 xxxx xxxxx  1012 xxxx xxxxx  1521 2303    0 1257 2322  506
Potent Cap.:  701 xxxx xxxxx   693 xxxx xxxxx    55   26    0   86   25  517
Move Cap.:    701 xxxx xxxxx   693 xxxx xxxxx    44   23    0    0   22  517
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 10.2 xxxx xxxxx  10.8 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   B    *    *     B    *    *     *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   49 xxxxx  xxxx    0 xxxxx
Shrd StpDel: 10.2 xxxx xxxxx  10.8 xxxx xxxxx  xxxxx  466 xxxxx  xxxxx xxxx xxxxx
Shared LOS:    B    *    *     B    *    *     *    F    *    *    *    *
ApproachDel:     xxxxxx           xxxxxx            466.0           xxxxxx
ApproachLOS:       *                *                F                F
```

```
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
*************************************************************************
Intersection #35 Stadium Rim Road / Centennial Drive
*************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):        0.339
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):    9.5
Optimal Cycle:        0          Level Of Service:              A
*************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:         0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
           ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0   70  160   94   22    0    0    0    0  114    0   71
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0   70  160   94   22    0    0    0    0  114    0   71
Added Vol:     0    0    0    3    0    0    0    0    0    0    0   28
Future:        0   22   22   22   11    0    0    0    0   22    0   11
Initial Fut:   0   92  182  119   33    0    0    0    0  136    0  110
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0   92  182  119   33    0    0    0    0  136    0  110
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0   92  182  119   33    0    0    0    0  136    0  110
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0   92  182  119   33    0    0    0    0  136    0  110
           ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.34 0.66 0.78 0.22 0.00 0.00 0.00 0.00 0.55 0.00 0.45
Final Sat.:    0  271  537  545  151    0    0    0    0  405    0  328
           ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.34 0.34 0.22 0.22 xxxx xxxx xxxx xxxx 0.34 xxxx 0.34
Crit Moves:      ****           ****                                ****
Delay/Veh:   0.0  9.3  9.3  9.2  9.2  0.0  0.0  0.0  0.0  9.8  0.0  9.8
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  9.3  9.3  9.2  9.2  0.0  0.0  0.0  0.0  9.8  0.0  9.8
LOS by Move:  *    A    A    A    A    *    *    *    *    A    *    A
ApproachDel:      9.3             9.2           xxxxxx            9.8
Delay Adj:       1.00            1.00            xxxxx           1.00
ApprAdjDel:       9.3             9.2           xxxxxx            9.8
LOS by Appr:       A               A               *               A
*************************************************************************
```

```
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #36 Bancroft Way / Shattuck Avenue
*************************************************************************
Cycle (sec):         65          Critical Vol./Cap. (X):        0.614
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   10.6
Optimal Cycle:       42          Level Of Service:              B
*************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18    0    0   18   18    0    0    0   16   16   16
Lanes:         1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    1  0  0  1  0
           ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     29  912    0    0  788   12    1    0   62  116   51   71
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  29  912    0    0  788   12    1    0   62  116   51   71
Added Vol:     0  103    0    0   80    0    0    0    0   12    0    9
Future:       11  308    0    0  209   11    0    0    0   33   11   11
Initial Fut:  40 1323    0    0 1077   23    1    0   62  161   62   91
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   40 1323    0    0 1077   23    1    0   62  161   62   91
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  40 1323    0    0 1077   23    1    0   62  161   62   91
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   40 1323    0    0 1077   23    1    0   62  161   62   91
           ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.23 0.86 1.00 1.00 0.85 0.85 0.78 1.00 0.78 0.65 0.82 0.82
Lanes:      1.00 2.00 0.00 0.00 1.96 0.04 0.02 0.00 0.98 1.00 0.41 0.59
Final Sat.:  445 3249    0    0 3172   68   23    0 1453 1228  631  927
           ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.09 0.41 0.00 0.00 0.34 0.34 0.04 0.00 0.04 0.13 0.10 0.10
Crit Moves:      ****                 ****                     ****
Green/Cycle: 0.63 0.63 0.00 0.00 0.63 0.63 0.25 0.00 0.25 0.25 0.25 0.25
Volume/Cap: 0.14 0.65 0.00 0.00 0.54 0.54 0.17 0.00 0.17 0.53 0.40 0.40
Delay/Veh:   5.9  9.1  0.0  0.0  7.7  7.7 20.3  0.0 20.3 27.8 23.6 23.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  5.9  9.1  0.0  0.0  7.7  7.7 20.3  0.0 20.3 27.8 23.6 23.6
DesignQueue:   1   19    0    0   16    0    0    0    2    4    2    3
*************************************************************************
```

```
-----------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
-----------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
***********************************************************************
Intersection #37 Bancroft Way / Fulton Street
***********************************************************************
Cycle (sec):         65      Critical Vol./Cap. (X):       0.420
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    9.7
Optimal Cycle:       49      Level Of Service:               A
***********************************************************************
Approach:        North Bound      South Bound       East Bound        West Bound
Movement:      L  -  T  - R     L  -  T  - R      L  -  T  - R      L  -  T  - R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted         Permitted
Rights:          Include          Include          Include           Ignore
Min. Green:    17  17   0      0  17   17      0   0   0        24  24   24
Lanes:          0   1   1  0   0   0   2  1  0   0   0   0  0   0   1   1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      13  146   0      0 1071   79      0   0   0        84 173  650
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   13  146   0      0 1071   79      0   0   0        84 173  650
Added Vol:     13    0   0      0  127   20      0   0   0         2  23   91
Future:        10   10   0      0   60   10      0   0   0        10  20  110
Initial Fut:   36  156   0      0 1258  109      0   0   0        96 216  851
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 0.00
PHF Volume:    36  156   0      0 1258  109      0   0   0        96 216    0
Reduct Vol:     0    0   0      0    0    0      0   0   0         0   0    0
Reduced Vol:   36  156   0      0 1258  109      0   0   0        96 216    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 0.00
Final Vol.:    36  156   0      0 1258  109      0   0   0        96 216    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment:  0.71 0.71 1.00  1.00 0.90 0.90  1.00 1.00 1.00   0.81 0.81 1.00
Lanes:       0.37 1.63 0.00  0.00 2.76 0.24  0.00 0.00 0.00   0.62 1.38 1.00
Final Sat.:   506 2194   0      0 4716  409      0   0   0       944 2124 1900
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07 0.00  0.00 0.27 0.27  0.00 0.00 0.00   0.10 0.10 0.00
Crit Moves:                  ****                               ****
Green/Cycle: 0.51 0.51 0.00  0.00 0.51 0.51  0.00 0.00 0.00   0.37 0.37 0.00
Volume/Cap:  0.14 0.14 0.00  0.00 0.53 0.53  0.00 0.00 0.00   0.28 0.28 0.00
Delay/Veh:    6.6  6.6  0.0   0.0  8.9  8.9   0.0  0.0  0.0   15.0 15.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   6.6  6.6  0.0   0.0  8.9  8.9   0.0  0.0  0.0   15.0 15.0  0.0
DesignQueue:    1    3   0      0   24    2      0   0   0         2   5    0
***********************************************************************
```

```
-----------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
-----------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
***********************************************************************
Intersection #38 Bancroft Way / Ellsworth Street
***********************************************************************
Average Delay (sec/veh):      6.4        Worst Case Level Of Service:     C
***********************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  - R      L  -  T  - R      L  -  T  - R      L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:         Include           Include           Include           Include
Lanes:        1  1   0  0  0   0   0   0  0  1  0   0   0   0  0   0   0   1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     241   60   0      0    0   11      0   0   0         0 674   39
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  241   60   0      0    0   11      0   0   0         0 674   39
Added Vol:     96    0   0      0    0    0      0   0   0         0 128    0
Future:        10    0   0      0    0    0      0   0   0         0 130    0
Initial Fut:  347   60   0      0    0   11      0   0   0         0 932   39
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   347   60   0      0    0   11      0   0   0         0 932   39
Reduct Vol:     0    0   0      0    0    0      0   0   0         0   0    0
Final Vol.:   347   60   0      0    0   11      0   0   0         0 932   39
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx xxxx    6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx xxxx    3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  466  971 xxxxx  xxxx xxxx    486 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  510  255 xxxxx  xxxx xxxx    586 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    501  255 xxxxx  xxxx xxxx    586 xxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 16.0 xxxx xxxxx xxxxx xxxx  11.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   C    *    *    *    *    B    *    *    *    *    *    *
Movement:     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.:  401 xxxxx xxxxx   xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 25.7 xxxx xxxxx xxxxx xxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    D    *    *    *    *    *    *    *    *    *    *    *
ApproachDel:      21.6            11.3           xxxxxx           xxxxxx
ApproachLOS:       C               B              *                *
```

```
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-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #39 Bancroft Way / Dana Street
*************************************************************************
Average Delay (sec/veh):     0.0       Worst Case Level Of Service:      A
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  1  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0    0     0    0    0     0    0    0    145  721    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0     0    0    0     0    0    0    145  721    0
Added Vol:    0    0    0     0    0    0     0    0    0      4  128    0
Future:       0    0    0     0    0    0     0    0    0     50  130    0
Initial Fut:  0    0    0     0    0    0     0    0    0    199  979    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0    0    0     0    0    0     0    0    0    199  979    0
Reduct Vol:   0    0    0     0    0    0     0    0    0      0    0    0
Final Vol.:   0    0    0     0    0    0     0    0    0    199  979    0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     *    *    *     A    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     A    *    *
ApproachDel:   xxxxxx          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:     *               *               *               *

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Cum+UC Proj+25 Inc AM      Fri May 7, 2004 14:48:18          Page 47-1
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #40 Bancroft Way / Telegraph Avenue
*************************************************************************
Cycle (sec):      65        Critical Vol./Cap. (X):       0.327
Loss Time (sec):   8 (Y+R = 23 sec) Average Delay (sec/veh):    21.6
Optimal Cycle:    46        Level Of Service:               C
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:  15    0    0     0    0    0     0    0    0     0   23    0
Lanes:       2  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:   427    0    0     0    0    0     0    0    0     0  460    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:427    0    0     0    0    0     0    0    0     0  460    0
Added Vol:   24    0    0     0    0    0     0    0    0     0  143    0
Future:     100    0    0     0    0    0     0    0    0     0   70    0
Initial Fut:551    0    0     0    0    0     0    0    0     0  673    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 551    0    0     0    0    0     0    0    0     0  673    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:551    0    0     0    0    0     0    0    0     0  673    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 551    0    0     0    0    0     0    0    0     0  673    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.92 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 0.91 1.00
Lanes:      2.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 3.00 0.00
Final Sat.: 3502   0    0     0    0    0     0    0    0     0 5187    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.13 0.00
Crit Moves: ****                                              ****
Green/Cycle:0.23 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.35 0.00
Volume/Cap: 0.68 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.37 0.00
Delay/Veh:  28.2 0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 16.2  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 28.2 0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 16.2  0.0
DesignQueue: 16    0    0     0    0    0     0    0    0     0   16    0
*************************************************************************

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-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*************************************************************************
Intersection #41 Bancroft Way / Bowditch Street
*************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        0.596
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):  14.1
Optimal Cycle:       0          Level Of Service:                B
*************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign         Stop Sign
Rights:          Include          Include          Include           Include
Min. Green:    0    0    0      0    0    0      0    0    0       0    0    0
Lanes:         1 0  0  0  0     0 0  0  0  0     0 0  0  0  0      0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    191    0    0      0    0    0      0    0    0      99  494    0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 191    0    0      0    0    0      0    0    0      99  494    0
Added Vol:     0    0    0      0    0    0      0    0    0       3  143    0
Future:       10    0    0      0    0    0      0    0    0      20   60    0
Initial Fut: 201    0    0      0    0    0      0    0    0     122  697    0
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  201    0    0      0    0    0      0    0    0     122  697    0
Reduct Vol:    0    0    0      0    0    0      0    0    0       0    0    0
Reduced Vol: 201    0    0      0    0    0      0    0    0     122  697    0
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  201    0    0      0    0    0      0    0    0     122  697    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:      1.00 0.00 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.30 1.70 0.00
Final Sat.:  625    0    0      0    0    0      0    0    0     205 1189    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.32 xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   0.60 0.59 xxxx
Crit Moves: ****                                               ****
Delay/Veh:  11.1  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   15.2 14.7  0.0
Delay Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 11.1  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   15.2 14.7  0.0
LOS by Move:  B    *    *      *    *    *      *    *    *      C    B    *
ApproachDel:     11.1           xxxxxx           xxxxxx           14.8
Delay Adj:       1.00           xxxxx            xxxxx            1.00
ApprAdjDel:      11.1           xxxxxx           xxxxxx           14.8
LOS by Appr:      B               *                *               B
*************************************************************************
```

```
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*************************************************************************
Intersection #42 Bancroft Way / College Avenue
*************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        0.747
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):  16.9
Optimal Cycle:       0          Level Of Service:                C
*************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign         Stop Sign
Rights:          Include          Include          Include           Include
Min. Green:    0    0    0      0    0    0      0    0    0       0    0    0
Lanes:         1 0  0  0  0     0 0  0  0  0     0 0  0  0  0      0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    343    0    0      0    0    0      0    0    0      34  203    0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 343    0    0      0    0    0      0    0    0      34  203    0
Added Vol:   157    0    0      0    0    0      0    0    0       0  132    0
Future:       11    0    0      0    0    0      0    0    0      22   66    0
Initial Fut: 511    0    0      0    0    0      0    0    0      56  401    0
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  511    0    0      0    0    0      0    0    0      56  401    0
Reduct Vol:    0    0    0      0    0    0      0    0    0       0    0    0
Reduced Vol: 511    0    0      0    0    0      0    0    0      56  401    0
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  511    0    0      0    0    0      0    0    0      56  401    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:      1.00 0.00 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.25 1.75 0.00
Final Sat.:  685    0    0      0    0    0      0    0    0     144 1043    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.75 xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   0.39 0.38 xxxx
Crit Moves: ****                                               ****
Delay/Veh:  21.3  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   12.2 12.0  0.0
Delay Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 21.3  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   12.2 12.0  0.0
LOS by Move:  C    *    *      *    *    *      *    *    *      B    B    *
ApproachDel:     21.3           xxxxxx           xxxxxx           12.1
Delay Adj:       1.00           xxxxx            xxxxx            1.00
ApprAdjDel:      21.3           xxxxxx           xxxxxx           12.1
LOS by Appr:      C               *                *               B
*************************************************************************
```

                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour

                  Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
****
Intersection #43 Bancroft Way / Piedmont Avenue
****
Cycle (sec):   100   Critical Vol./Cap. (X):   1.175
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   74.4
Optimal Cycle: 0   Level Of Service: F
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 1 0 0 0   0 0 0 1 0   0 0 0 0 0   0 0 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 131 553   0   0 344 123   0   0   0   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 131 553   0   0 344 123   0   0   0   0   0   0
Added Vol: 104   56   0   0   44   28   0   0   0   0   0   0
Future: 11   66   0   0   44   66   0   0   0   0   0   0
Initial Fut: 246 675   0   0 432 217   0   0   0   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 246 675   0   0 432 217   0   0   0   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 246 675   0   0 432 217   0   0   0   0   0   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   246 675   0   0 432 217   0   0   0   0   0   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.27 0.73 0.00 0.00 0.67 0.33 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:   209 574   0   0 534 268   0   0   0   0   0   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 1.18 1.18 xxxx xxxx 0.81 0.81 xxxx xxxx xxxx xxxx xxxx xxxx
Crit Moves: ****   ****
Delay/Veh: 110.2 110 0.0   0.0 23.6 23.6   0.0 0.0 0.0   0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 110.2 110 0.0   0.0 23.6 23.6   0.0 0.0 0.0   0.0 0.0 0.0
LOS by Move: F   F   *   *   C   C   *   *   *   *   *   *
ApproachDel: 110.2   23.6   xxxxxx   xxxxxx
Delay Adj: 1.00   1.00   xxxxx   xxxxx
ApprAdjDel: 110.2   23.6   xxxxxx   xxxxxx
LOS by Appr: F   C   *   *
****

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                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour

                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #44 Durant Avenue / Shattuck Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.744
Loss Time (sec):   12 (Y+R = 5 sec) Average Delay (sec/veh):   13.9
Optimal Cycle: 58   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Prot+Permit   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 19   19   19   5   19   19   17   17   17   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   0 1 0 1 0   0 0 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 55 943 136   67 886   8   9   70   35   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 943 136   67 886   8   9   70   35   0   0   0
Added Vol: 0 103 102   66   25   0   0   0   0   0   0   0
Future: 10   90   70   40 180   10   200   40   0   0   0   0
Initial Fut: 65 1136 308   173 1091   18   209 110   35   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 65 1136 308   173 1091   18   209 110   35   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 65 1136 308   173 1091   18   209 110   35   0   0   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   65 1136 308   173 1091   18   209 110   35   0   0   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.95 1.00 0.95 0.95 0.95 0.95 0.95 1.00 1.00 1.00
Lanes: 1.00 1.57 0.43 1.00 1.97 0.03 1.00 0.76 0.24 0.00 0.00 0.00
Final Sat.: 1900 2840 770 1900 3551   59 1805 1369 436   0   0   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.03 0.40 0.40 0.09 0.31 0.31 0.12 0.08 0.08 0.00 0.00 0.00
Crit Moves: ****   ****   ****
Green/Cycle: 0.45 0.45 0.45 0.10 0.55 0.55 0.26 0.28 0.28 0.00 0.00 0.00
Volume/Cap: 0.08 0.89 0.89 0.89 0.55 0.55 0.44 0.29 0.29 0.00 0.00 0.00
Delay/Veh: 4.8 14.9 14.9 66.9 2.7 2.7 21.8 18.9 18.9   0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 4.8 14.9 14.9 66.9 2.7 2.7 21.8 18.9 18.9   0.0 0.0 0.0
DesignQueue: 1   25   7   6   19   0   6   3   1   0   0   0
****

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                           AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #45 Durant Avenue / Fulton Street
**************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):        0.458
Loss Time (sec):       8 (Y+R =  3 sec) Average Delay (sec/veh):    10.9
Optimal Cycle:        51        Level Of Service:               B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   0    0    0   21   21    0   22   22   22    0    0    0
Lanes:      0 0  0  0  0   1  1  1  0  0   1  0  1  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0    0  459  656    0  123  262   27    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0  459  656    0  123  262   27    0    0    0
Added Vol:    0    0    0   96   34    0   13  156    0    0    0    0
Future:       0    0    0   30   40    0   20   90   30    0    0    0
Initial Fut:  0    0    0  585  730    0  156  508   57    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0  585  730    0  156  508   57    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0    0    0  585  730    0  156  508   57    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0    0    0  585  730    0  156  508   57    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 0.95 1.00 0.99 0.94 0.94 1.00 1.00 1.00
Lanes:      0.00 0.00 0.00 1.33 1.67 0.00 1.00 1.80 0.20 0.00 0.00 0.00
Final Sat.:   0    0    0 2409 3006    0 1872 3197  359    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.24 0.24 0.00 0.08 0.16 0.16 0.00 0.00 0.00
Crit Moves:                ****              ****
Green/Cycle: 0.00 0.00 0.00 0.53 0.53 0.00 0.35 0.35 0.35 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.46 0.46 0.00 0.24 0.46 0.46 0.00 0.00 0.00
Delay/Veh:   0.0  0.0  0.0  7.3  7.3  0.0 16.0 17.7 17.7  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0  7.3  7.3  0.0 16.0 17.7 17.7  0.0  0.0  0.0
DesignQueue:  0    0    0   11   13    0    4   12    1    0    0    0
**************************************************************************
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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                           AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #46 Durant Avenue / Telegraph Avenue
**************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):        0.370
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    12.0
Optimal Cycle:        43        Level Of Service:               B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   0   18   18    0    0    0   17   17    0    0    0    0
Lanes:      0 0  1  1  0   0  0  0  0  0   0  1  2  0  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0  362   86    0    0    0   73  387    0    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0  362   86    0    0    0   73  387    0    0    0    0
Added Vol:    0    7   23    0    0    0   17  138    0    0    0    0
Future:       0  110   40    0    0    0    0  130    0    0    0    0
Initial Fut:  0  479  149    0    0    0   90  655    0    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0  479  149    0    0    0   90  655    0    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0  479  149    0    0    0   90  655    0    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  479  149    0    0    0   90  655    0    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.92 0.92 1.00 1.00 1.00 0.91 0.91 1.00 1.00 1.00 1.00
Lanes:      0.00 1.53 0.47 0.00 0.00 0.00 0.36 2.64 0.00 0.00 0.00 0.00
Final Sat.:   0 2654  826    0    0    0  627 4560    0    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.18 0.18 0.00 0.00 0.00 0.14 0.14 0.00 0.00 0.00 0.00
Crit Moves:      ****                        ****
Green/Cycle: 0.00 0.49 0.49 0.00 0.00 0.00 0.39 0.39 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.37 0.37 0.00 0.00 0.00 0.37 0.37 0.00 0.00 0.00 0.00
Delay/Veh:   0.0  8.8  8.8  0.0  0.0  0.0 14.7 14.7  0.0  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  8.8  8.8  0.0  0.0  0.0 14.7 14.7  0.0  0.0  0.0  0.0
DesignQueue:  0    9    3    0    0    0    2   15    0    0    0    0
**************************************************************************
```

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #47 Durant Avenue / College Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.430
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   13.4
Optimal Cycle: 42   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 0   18   18   0   0   0   16   16   16   0   0   0
Lanes: 0 0 0 1 0   0 1 0 0 0   1 0 1 1 0   0 0 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 0 213   66   13   23   0   64 228   87   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 213   66   13   23   0   64 228   87   0   0   0
Added Vol: 0   29   3   0   0   0 128   34   2   0   0   0
Future: 0   11   99   0   22   0   22   99   44   0   0   0
Initial Fut: 0 253 168   13   45   0 214 361 133   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 253 168   13   45   0 214 361 133   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 253 168   13   45   0 214 361 133   0   0   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 253 168   13   45   0 214 361 133   0   0   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.95 0.92 0.92 1.00 0.96 0.91 0.91 1.00 1.00 1.00
Lanes: 0.00 0.60 0.40 0.22 0.78 0.00 1.00 1.46 0.54 0.00 0.00 0.00
Final Sat.:   0 1080 717 391 1352   0 1824 2533 933   0   0   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.00 0.23 0.23 0.03 0.03 0.00 0.12 0.14 0.14 0.00 0.00 0.00
Crit Moves: ****   ****
Green/Cycle: 0.00 0.55 0.55 0.55 0.55 0.00 0.33 0.33 0.33 0.00 0.00 0.00
Volume/Cap: 0.00 0.43 0.43 0.06 0.06 0.00 0.35 0.43 0.43 0.00 0.00 0.00
Delay/Veh: 0.0 7.4 7.4 7.1 7.1 0.0 17.4 17.4 17.4 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 7.4 7.4 7.1 7.1 0.0 17.4 17.4 17.4 0.0 0.0 0.0
DesignQueue: 0   4   3   0   1   0   5   9   3   0   0   0
****

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365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
****
Intersection #48 Durant Avenue / Piedmont Avenue
****
Cycle (sec):   100   Critical Vol./Cap. (X):   1.064
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   45.5
Optimal Cycle: 0   Level Of Service: E
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1 0 0   0 0 1 0 0   1 0 0 0 1   0 0 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 0 489   0   0 345   0 158   0   86   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 489   0   0 345   0 158   0   86   0   0   0
Added Vol: 0 132   0   0   44   0   28   0   9   0   0   0
Future: 0   50   0   0   40   0   30   0   60   0   0   0
Initial Fut: 0 671   0   0 429   0 216   0 155   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 671   0   0 429   0 216   0 155   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 671   0   0 429   0 216   0 155   0   0   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 671   0   0 429   0 216   0 155   0   0   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:   0 630   0   0 597   0 471   0 557   0   0   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx 1.06 xxxx xxxx 0.72 xxxx 0.46 xxxx 0.28 xxxx xxxx xxxx
Crit Moves: ****   ****   ****
Delay/Veh: 0.0 77.4 0.0 0.0 22.5 0.0 16.3 0.0 11.4 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 77.4 0.0 0.0 22.5 0.0 16.3 0.0 11.4 0.0 0.0 0.0
LOS by Move: *   F   *   *   C   *   C   *   B   *   *   *
ApproachDel: 77.4   22.5   14.3   xxxxxx
Delay Adj: 1.00   1.00   1.00   xxxxx
ApprAdjDel: 77.4   22.5   14.3   xxxxxx
LOS by Appr: F   C   B   *
****

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```
                        365330 LBNL LRDP EIR
        Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
```

```
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #49 Channing Way / Shattuck Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):          0.648
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    7.1
Optimal Cycle:      46        Level Of Service:                  A
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  16   16   16    16   16   16    22   22   22    22   22   22
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     42 1070   96    19  868   19    12   59   42    62   28   39
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  42 1070   96    19  868   19    12   59   42    62   28   39
Added Vol:     0  203   44     0   25    0     0    0    0     3    3    3
Future:       20  130   20    40   90   70    30   40   20    30   10   10
Initial Fut:  62 1403  160    59  983   89    42   99   62    95   38   52
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   62 1403  160    59  983   89    42   99   62    95   38   52
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  62 1403  160    59  983   89    42   99   62    95   38   52
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   62 1403  160    59  983   89    42   99   62    95   38   52
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.26 0.94 0.94  0.12 0.94 0.94  0.88 0.88 0.88  0.76 0.76 0.76
Lanes:      1.00 1.80 0.20  1.00 1.83 0.17  0.21 0.49 0.30  0.51 0.21 0.28
Final Sat:   502 3192  364   232 3271  296   345  812  509   741  296  405
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.12 0.44 0.44  0.25 0.30 0.30  0.12 0.12 0.12  0.13 0.13 0.13
Crit Moves:      ****                                            ****
Green/Cycle: 0.54 0.54 0.54  0.54 0.54 0.54  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap: 0.23 0.82 0.82  0.47 0.56 0.56  0.36 0.36 0.36  0.38 0.38 0.38
Delay/Veh:   3.7  6.7  6.7  14.4  3.4  3.4  18.0 18.0 18.0  18.5 18.5 18.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  3.7  6.7  6.7  14.4  3.4  3.4  18.0 18.0 18.0  18.5 18.5 18.5
DesignQueue:   1   26    3     1   18    2     1    2    2     2    1    1
**************************************************************************
```

```
                        365330 LBNL LRDP EIR
        Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
```

```
                  Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #50 Channing Way / Fulton Street
**************************************************************************
Cycle (sec):       100        Critical Vol./Cap. (X):          0.604
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):   14.7
Optimal Cycle:       0        Level Of Service:                  B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0   0  1  0  1  0   0  0  0  1  0   0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0    86  543   51     0  132   20     7   72    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    86  543   51     0  132   20     7   72    0
Added Vol:     0    0    0    32    2    0     0   44    0     0    6    0
Future:        0    0    0     0   30    0     0   90    0    10   40    0
Initial Fut:   0    0    0   118  575   51     0  266   20    17  118    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0   118  575   51     0  266   20    17  118    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0    0   118  575   51     0  266   20    17  118    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0   118  575   51     0  266   20    17  118    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.00 0.00  0.32 1.54 0.14  0.00 0.93 0.07  0.13 0.87 0.00
Final Sat.:    0    0    0   195  975   88     0  579   44    73  509    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx xxxx xxxx  0.60 0.59 0.58  xxxx 0.46 0.46  0.23 0.23 xxxx
Crit Moves:                      ****            ****       ****
Delay/Veh:   0.0  0.0  0.0  16.7 15.9 15.3   0.0 13.1 13.1  10.6 10.6  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0  16.7 15.9 15.3   0.0 13.1 13.1  10.6 10.6  0.0
LOS by Move:   *    *    *     C    C    C     *    B    B     B    B    *
ApproachDel:    xxxxxx           16.0             13.1           10.6
Delay Adj:      xxxxx            1.00             1.00           1.00
ApprAdjDel:     xxxxxx           16.0             13.1           10.6
LOS by Appr:      *               C               B              B
**************************************************************************
```

                    365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour

                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #51 Channing Way / Telegraph Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.491
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   11.9
Optimal Cycle: 43   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18   18   18   0   0   0   17   17   0   0   17   17
Lanes: 0   1   0 1   0   0   0   0   0   0   1   0   0   0   0   1   0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00-9:00 AM (WB thru adjusted due
Base Vol: 56 423   79   0   0   0   16 179   0   0   98   9
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 423   79   0   0   0   16 179   0   0   98   9
Added Vol: 0   30   68   0   0   0   0   76   0   0   6   0
Future: 10   40   30   0   0   0   60   30   0   0   30   50
Initial Fut: 66 493 177   0   0   0   76 285   0   0 134   59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 66 493 177   0   0   0   76 285   0   0 134   59
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 66 493 177   0   0   0   76 285   0   0 134   59
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   66 493 177   0   0   0   76 285   0   0 134   59
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 1.00 1.00 1.00 0.90 0.90 1.00 1.00 0.96 0.96
Lanes: 0.18 1.34 0.48 0.00 0.00 0.00 0.21 0.79 0.00 0.00 0.69 0.31
Final Sat.: 301 2247 807   0   0   0   360 1349   0   0 1265 557
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.22 0.22 0.22 0.00 0.00 0.00 0.21 0.21 0.00 0.00 0.11 0.11
Crit Moves: ****   ****
Green/Cycle: 0.45 0.45 0.45 0.00 0.00 0.00 0.43 0.43 0.00 0.00 0.43 0.43
Volume/Cap: 0.49 0.49 0.49 0.00 0.00 0.00 0.49 0.49 0.00 0.00 0.25 0.25
Delay/Veh: 11.0 11.0 11.0   0.0 0.0 0.0 13.9 13.9 0.0   0.0 12.0 12.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.0 11.0 11.0   0.0 0.0 0.0 13.9 13.9 0.0   0.0 12.0 12.0
DesignQueue: 1   10   4   0   0   0   2   6   0   0   3   1
****

                    365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour

                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #52 Channing Way / College Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.597
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   21.7
Optimal Cycle: 43   Level Of Service: C
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18   18   18   18   18   18   0   0   0   17   17   17
Lanes: 0   0   1! 0   0   0   0   1! 0   0   0   0   1! 0   0   0   0   1! 0   0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM (WB thru, NB righ
Base Vol: 26 256   22   6   92   2   21   76   31   88 150   43
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 256   22   6   92   2   21   76   31   88 150   43
Added Vol: 25   32   -4   0   2   0   0   9   2   2   77   0
Future: 20   50   20   0   60   10   10   40   30   70   40   30
Initial Fut: 71 338   38   6 154   12   31 125   63   158 267   73
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 71 338   38   6 154   12   31 125   63   158 267   73
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 71 338   38   6 154   12   31 125   63   158 267   73
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   71 338   38   6 154   12   31 125   63   158 267   73
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.92 0.92 0.99 0.99 0.99 0.96 0.96 0.96 0.98 0.98 0.98
Lanes: 0.16 0.76 0.08 0.03 0.90 0.07 0.14 0.57 0.29 0.32 0.53 0.15
Final Sat.: 278 1321 149   66 1686 131   258 1042 525   591 998 273
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.26 0.26 0.26 0.09 0.09 0.09 0.12 0.12 0.12 0.27 0.27 0.27
Crit Moves: ****   ****   ****
Green/Cycle: 0.58 0.58 0.58 0.58 0.58 0.58 0.30 0.30 0.30 0.30 0.30 0.30
Volume/Cap: 0.44 0.44 0.44 0.16 0.16 0.16 0.40 0.40 0.40 0.90 0.90 0.90
Delay/Veh: 6.2 6.2 6.2   4.2 4.2 4.2 20.5 20.5 20.5 42.2 42.2 42.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 6.2 6.2 6.2   4.2 4.2 4.2 20.5 20.5 20.5 42.2 42.2 42.2
DesignQueue: 1   5   1   0   2   0   1   3   2   4   7   2
****

```
-----------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                              AM Peak Hour
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*****************************************************************************
Intersection #53 Haste Street / Shattuck Avenue
*****************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):       0.704
Loss Time (sec):      8 (Y+R =  6 sec) Average Delay (sec/veh):   42.4
Optimal Cycle:       47        Level Of Service:                 D
*****************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|--------------||--------------||--------------||--------------|
Control:       Permitted          Permitted          Permitted          Permitted
Rights:         Include            Include            Include            Include
Min. Green:   21  21    0     0   903   21     0    0    0    18   18   18
Lanes:         1  0  2  0     0   0  1  1  0    0  0  0  0  0    0  1  0  1  0
           ------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      66 1117    0     0   903   46     0    0    0   185  276   75
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   66 1117    0     0   903   46     0    0    0   185  276   75
Added Vol:      0  246    0     0    23    5     0    0    0     4    8    0
Future:        10  130    0     0   110   20     0    0    0    30  110   20
Initial Fut:   76 1493    0     0  1036   71     0    0    0   219  394   95
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    76 1493    0     0  1036   71     0    0    0   219  394   95
Reduct Vol:     0    0    0     0     0    0     0    0    0     0    0    0
Reduced Vol:   76 1493    0     0  1036   71     0    0    0   219  394   95
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    76 1493    0     0  1036   71     0    0    0   219  394   95
           ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.17 0.95 1.00  1.00 0.94 0.94  1.00 1.00 1.00  0.91 0.91 0.91
Lanes:       1.00 2.00 0.00  0.00 1.87 0.13  0.00 0.00 0.00  0.62 1.11 0.27
Final Sat.:   315 3610    0     0  3345  229     0    0    0  1072 1929  465
           ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.41 0.00  0.00 0.31 0.31  0.00 0.00 0.00  0.20 0.20 0.20
Crit Moves:       ****                 ****                        ****
Green/Cycle: 0.37 0.37 0.00  0.00 0.37 0.37  0.00 0.00 0.00  0.51 0.51 0.51
Volume/Cap:  0.65 1.12 0.00  0.00 0.84 0.84  0.00 0.00 0.00  0.40 0.40 0.40
Delay/Veh:   35.2 76.1  0.0   0.0 17.8 17.8   0.0  0.0  0.0  10.6 10.6 10.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  35.2 76.1  0.0   0.0 17.8 17.8   0.0  0.0  0.0  10.6 10.6 10.6
DesignQueue:    2   38    0     0    26    2     0    0    0     4    7    2
*****************************************************************************
```

```
-----------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                              AM Peak Hour
-----------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*****************************************************************************
Intersection #54 Haste Street / Fulton Street
*****************************************************************************
Cycle (sec):         80        Critical Vol./Cap. (X):       0.379
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   15.2
Optimal Cycle:       53        Level Of Service:                 B
*****************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|--------------||--------------||--------------||--------------|
Control:       Permitted          Permitted          Permitted          Permitted
Rights:         Include            Include            Include            Include
Min. Green:    0   0    0     0    25   25     0    0    0    20   20    0
Lanes:         0  0  0  0     0   0  1  1  0    0  0  0  0  0    0  1  1  0  0
           ------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0     0   433  145     0    0    0    23  380    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0     0   433  145     0    0    0    23  380    0
Added Vol:      0    0    0     0     1    1     0    0    0     0   12    0
Future:         0    0    0     0    50   20     0    0    0     0  140    0
Initial Fut:    0    0    0     0   484  166     0    0    0    23  532    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0     0   484  166     0    0    0    23  532    0
Reduct Vol:     0    0    0     0     0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0     0   484  166     0    0    0    23  532    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0     0   484  166     0    0    0    23  532    0
           ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 0.91 0.91  1.00 1.00 1.00  0.95 0.95 1.00
Lanes:       0.00 0.00 0.00  0.00 1.49 0.51  0.00 0.00 0.00  0.08 1.92 0.00
Final Sat.:     0    0    0     0  2586  887     0    0    0   150 3460    0
           ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.00 0.19 0.19  0.00 0.00 0.00  0.15 0.15 0.00
Crit Moves:                         ****                        ****
Green/Cycle: 0.00 0.00 0.00  0.00 0.49 0.49  0.00 0.00 0.00  0.41 0.41 0.00
Volume/Cap:  0.00 0.00 0.00  0.00 0.38 0.38  0.00 0.00 0.00  0.38 0.38 0.00
Delay/Veh:    0.0  0.0  0.0   0.0 13.2 13.2   0.0  0.0  0.0  17.4 17.4  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   0.0 13.2 13.2   0.0  0.0  0.0  17.4 17.4  0.0
DesignQueue:    0    0    0     0    11    4     0    0    0     1   15    0
*****************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
-------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #55 Haste Street / Telegraph Avenue
*************************************************************************
Cycle (sec):          65         Critical Vol./Cap. (X):        0.447
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):   16.9
Optimal Cycle:        40         Level Of Service:                B
*************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   16   16    0      0    0    0      0    0    0      0   16   16
Lanes:         0    1    1  0   0    0    0  0   0    0    0  0   0    0    1    1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    216  520    0      0    0    0      0    0    0      0  334   34
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 216  520    0      0    0    0      0    0    0      0  334   34
Added Vol:     0   98    0      0    0    0      0    0    0      0   12    0
Future:       20   50    0      0    0    0      0    0    0      0   90   30
Initial Fut: 236  668    0      0    0    0      0    0    0      0  436   64
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  236  668    0      0    0    0      0    0    0      0  436   64
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 236  668    0      0    0    0      0    0    0      0  436   64
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  236  668    0      0    0    0      0    0    0      0  436   64
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.95 0.95 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 0.93 0.93
Lanes:      0.52 1.48 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.00 1.74 0.26
Final Sat.:  942 2668    0      0    0    0      0    0    0      0 3088  453
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.25 0.25 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.00 0.14 0.14
Crit Moves:      ****                                              ****
Green/Cycle: 0.34 0.34 0.34   0.00 0.00 0.00   0.00 0.00 0.00   0.53 0.53 0.53
Volume/Cap: 0.73 0.73 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.00 0.26 0.26
Delay/Veh:  21.6 21.6  0.0    0.0  0.0  0.0    0.0  0.0  0.0    0.0  8.6  8.6
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 21.6 21.6  0.0    0.0  0.0  0.0    0.0  0.0  0.0    0.0  8.6  8.6
DesignQueue:   6   17    0      0    0    0      0    0    0      0    8    1
*************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
-------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #56 Haste Street / College Avenue
*************************************************************************
Cycle (sec):          65         Critical Vol./Cap. (X):        0.600
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):   11.1
Optimal Cycle:        40         Level Of Service:                B
*************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   16   16    0      0   16   16      0    0    0      0   16   16
Lanes:         0    1    0  0   0    0    0  1   0   0    0    0  0   0    1    0    1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    167  267    0      0  115   69      0    0    0     48  223   21
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 167  267    0      0  115   69      0    0    0     48  223   21
Added Vol:    19   53    0      0    4    0      0    0    0      0   12    0
Future:       30   40    0      0   90   60      0    0    0     30   30   40
Initial Fut: 216  360    0      0  209  129      0    0    0     78  265   61
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  216  360    0      0  209  129      0    0    0     78  265   61
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 216  360    0      0  209  129      0    0    0     78  265   61
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  216  360    0      0  209  129      0    0    0     78  265   61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.74 0.74 1.00   1.00 0.95 0.95   1.00 1.00 1.00   0.91 0.91 0.91
Lanes:      0.37 0.63 0.00   0.00 0.62 0.38   0.00 0.00 0.00   0.39 1.31 0.30
Final Sat.:  528  880    0      0 1114  687      0    0    0    665 2260  520
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.41 0.41 0.00   0.00 0.19 0.19   0.00 0.00 0.00   0.12 0.12 0.12
Crit Moves:      ****                                              ****
Green/Cycle: 0.63 0.63 0.00   0.00 0.63 0.63   0.00 0.00 0.00   0.25 0.25 0.25
Volume/Cap: 0.65 0.65 0.00   0.00 0.30 0.30   0.00 0.00 0.00   0.48 0.48 0.48
Delay/Veh:   7.4  7.4  0.0    0.0  3.4  3.4    0.0  0.0  0.0   22.8 22.8 22.8
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  7.4  7.4  0.0    0.0  3.4  3.4    0.0  0.0  0.0   22.8 22.8 22.8
DesignQueue:   3    5    0      0    3    2      0    0    0      2    7    2
*************************************************************************
```

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Cum+UC Proj+25 Inc AM      Fri May 7, 2004 14:48:18          Page 64-1
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #57 Dwight Way / Martin Luther King Way
**************************************************************************
Cycle (sec):          70      Critical Vol./Cap. (X):       0.875
Loss Time (sec):      12 (Y+R =  4 sec) Average Delay (sec/veh):    22.2
Optimal Cycle:        83      Level Of Service:               C
**************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    18  18  18       18  18  18       21  21  21        0   0   0
Lanes:          0   1   0  1  0   0   1   0  1  0   0   1   0  1  0   0   0   0   0   0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:      62  690   66       88  868  163       68  419   83    0   0   0
Growth Adj:  1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   62  690   66       88  868  163       68  419   83    0   0   0
Added Vol:      3    9    0        0   15   10        0  111   19    0   0   0
Future:        20   30   10       10  200   50       10   50   10    0   0   0
Initial Fut:   85  729   76       98 1083  223       78  580  112    0   0   0
User Adj:    1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    85  729   76       98 1083  223       78  580  112    0   0   0
Reduct Vol:     0    0    0        0    0    0        0    0    0    0   0   0
Reduced Vol:   85  729   76       98 1083  223       78  580  112    0   0   0
PCE Adj:     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    85  729   76       98 1083  223       78  580  112    0   0   0
            ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900     1900 1900 1900     1900 1900 1900  1900 1900 1900
Adjustment:  0.60 0.60 0.60     0.74 0.74 0.74     0.91 0.91 0.91  1.00 1.00 1.00
Lanes:       0.19 1.64 0.17     0.14 1.54 0.32     0.20 1.51 0.29  0.00 0.00 0.00
Final Sat.:   218 1874  195      195 2158  444      350 2601  502    0   0   0
            ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.39 0.39     0.50 0.50 0.50     0.22 0.22 0.22  0.00 0.00 0.00
Crit Moves:                     ****              ****
Green/Cycle: 0.53 0.53 0.53     0.53 0.53 0.53     0.30 0.30 0.30  0.00 0.00 0.00
Volume/Cap:  0.74 0.74 0.74     0.95 0.95 0.95     0.74 0.74 0.74  0.00 0.00 0.00
Delay/Veh:   13.2 13.2 13.2     25.4 25.4 25.4     26.9 26.9 26.9   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  13.2 13.2 13.2     25.4 25.4 25.4     26.9 26.9 26.9   0.0  0.0  0.0
DesignQueue:    2   14    1        2   22    5        2   17    3    0   0   0
**************************************************************************


Cum+UC Proj+25 Inc AM      Fri May 7, 2004 14:48:18          Page 65-1
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #58 Dwight Way / Shattuck Avenue
**************************************************************************
Cycle (sec):          65      Critical Vol./Cap. (X):       0.914
Loss Time (sec):      12 (Y+R =  5 sec) Average Delay (sec/veh):    16.3
Optimal Cycle:        89      Level Of Service:               B
**************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Permitted        Prot+Permit       Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:     0   0   0        0   0   0        0   0   0        0   0   0
Lanes:          0   0   1  1  0   1   0   1  1  0   0   1   0  1  0   0   0   0   0   0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0 1094  113       95  989    0       66  420  151    0   0   0
Growth Adj:  1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0 1094  113       95  989    0       66  420  151    0   0   0
Added Vol:      0  210    0        1   26    0       36   75    0    0   0   0
Future:         0  130   30       10  110    0       20   50   10    0   0   0
Initial Fut:    0 1434  143      106 1125    0      122  545  161    0   0   0
User Adj:    1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1434  143      106 1125    0      122  545  161    0   0   0
Reduct Vol:     0    0    0        0    0    0        0    0    0    0   0   0
Reduced Vol:    0 1434  143      106 1125    0      122  545  161    0   0   0
PCE Adj:     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0 1434  143      106 1125    0      122  545  161    0   0   0
            ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900     1900 1900 1900     1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.94 0.94     0.22 0.95 0.95     0.90 0.90 0.90  1.00 1.00 1.00
Lanes:       0.00 1.82 0.18     1.00 2.00 0.00     0.29 1.32 0.39  0.00 0.00 0.00
Final Sat.:     0 3237  323      424 3610    0      502 2240  662    0   0   0
            ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.44 0.44     0.25 0.31 0.00     0.24 0.24 0.24  0.00 0.00 0.00
Crit Moves:        ****         ****                    ****
Green/Cycle: 0.00 0.48 0.48     0.55 0.55 0.00     0.27 0.27 0.27  0.00 0.00 0.00
Volume/Cap:  0.00 0.91 0.91     0.46 0.57 0.00     0.91 0.91 0.91  0.00 0.00 0.00
Delay/Veh:    0.0 14.7 14.7     10.4  3.0  0.0     38.3 38.3 38.3   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 14.7 14.7     10.4  3.0  0.0     38.3 38.3 38.3   0.0  0.0  0.0
DesignQueue:    0   30    3        4   20    0        3   15    5    0   0   0
**************************************************************************


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```
Cum+UC Proj+25 Inc AM     Fri May 7, 2004 14:48:18          Page 66-1
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #59 Dwight Way / Fulton Street
**************************************************************************
Cycle (sec):         70       Critical Vol./Cap. (X):       0.492
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   13.7
Optimal Cycle:       45       Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   0    0   21   21   21    0    0   16   16    0    0    0
Lanes:        0  0  0  0  1    2  0  0  0  0    0  0  1  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0   12  449    0    0    0  620    6    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0   12  449    0    0    0  620    6    0    0    0
Added Vol:    0    0    0    1    0    0   76    0    0    0    0    0
Future:       0    0   10   30    0    0   70   30    0    0    0    0
Initial Fut:  0    0   22  480    0    0    0  766   36    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0   22  480    0    0    0  766   36    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0    0   22  480    0    0    0  766   36    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0    0   22  480    0    0    0  766   36    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.59 1.00 1.00 1.00 0.94 0.94 1.00 1.00 1.00
Lanes:      0.00 0.00 1.00 2.00 0.00 0.00 0.00 1.91 0.09 0.00 0.00 0.00
Final Sat.:   0    0 1644 2260    0    0    0 3424  161    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.00 0.01 0.21 0.00 0.00 0.00 0.22 0.22 0.00 0.00 0.00
Crit Moves:                ****                ****
Green/Cycle: 0.00 0.00 0.43 0.43 0.00 0.00 0.00 0.45 0.45 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.03 0.49 0.00 0.00 0.00 0.49 0.49 0.00 0.00 0.00
Delay/Veh:   0.0  0.0 11.6 16.1  0.0  0.0  0.0 12.2 12.2  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0 11.6 16.1  0.0  0.0  0.0 12.2 12.2  0.0  0.0  0.0
DesignQueue:  0    0    0   11    0    0    0   17    1    0    0    0
**************************************************************************



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```
Cum+UC Proj+25 Inc AM     Fri May 7, 2004 14:48:18          Page 67-1
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #60 Dwight Way / Telegraph Avenue
**************************************************************************
Cycle (sec):         65       Critical Vol./Cap. (X):       0.762
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   18.2
Optimal Cycle:       52       Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   0   15   15    0    0    0   17   17   17    0    0    0
Lanes:        0  0  1  1  0    0  0  0  0  0    0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0  697   78    0    0    0   66  479  565    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0  697   78    0    0    0   66  479  565    0    0    0
Added Vol:    0   30    0    0    0    0   68    9    3    0    0    0
Future:       0   66   11    0    0    0   11   66   44    0    0    0
Initial Fut:  0  793   89    0    0    0  145  554  612    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0  793   89    0    0    0  145  554  612    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0  793   89    0    0    0  145  554  612    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  793   89    0    0    0  145  554  612    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.94 0.94 1.00 1.00 1.00 0.82 0.82 0.82 1.00 1.00 1.00
Lanes:      0.00 1.80 0.20 0.00 0.00 0.00 0.22 0.85 0.93 0.00 0.00 0.00
Final Sat.:   0 3197  359    0    0    0  345 1319 1458    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.25 0.25 0.00 0.00 0.00 0.42 0.42 0.42 0.00 0.00 0.00
Crit Moves:      ****                          ****
Green/Cycle: 0.00 0.33 0.33 0.00 0.00 0.00 0.55 0.55 0.55 0.00 0.00 0.00
Volume/Cap: 0.00 0.76 0.76 0.00 0.00 0.00 0.76 0.76 0.76 0.00 0.00 0.00
Delay/Veh:   0.0 23.7 23.7  0.0  0.0  0.0 14.5 14.5 14.5  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 23.7 23.7  0.0  0.0  0.0 14.5 14.5 14.5  0.0  0.0  0.0
DesignQueue:  0   21    2    0    0    0    3   10   11    0    0    0
**************************************************************************



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-----------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
-----------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
***********************************************************************
Intersection #61 Dwight Way / College Avenue
***********************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):       0.538
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):  12.3
Optimal Cycle:        39        Level Of Service:                 B
***********************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   16   16    16   16    0    15   15   15     0    0    0
Lanes:        0   0    0 1 0   0 1 0    0 0    0 1 0 1 0    0    0 0    0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     0  365   51    10  150    0    68  352   85     0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0  365   51    10  150    0    68  352   85     0    0    0
Added Vol:    0   64    0     0    4    0     7    2    0     0    0    0
Future:       0   50   10    20   90    0    20   20   10     0    0    0
Initial Fut:  0  479   61    30  244    0    95  374   95     0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:   0  499   64    31  254    0    99  390   99     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  499   64    31  254    0    99  390   99     0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  499   64    31  254    0    99  390   99     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.99 0.99 0.92 0.92 1.00 0.90 0.90 0.90 1.00 1.00 1.00
Lanes:      0.00 0.89 0.11 0.11 0.89 0.00 0.34 1.32 0.34 0.00 0.00 0.00
Final Sat.:   0 1660  211   192 1563    0   578 2276  578     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.30 0.30 0.16 0.16 0.00 0.17 0.17 0.17 0.00 0.00 0.00
Crit Moves:      ****                           ****
Green/Cycle: 0.00 0.56 0.56 0.56 0.56 0.00 0.32 0.32 0.32 0.00 0.00 0.00
Volume/Cap: 0.00 0.54 0.54 0.29 0.29 0.00 0.54 0.54 0.54 0.00 0.00 0.00
Delay/Veh:   0.0  8.0  8.0  5.8  5.8  0.0 19.6 19.6 19.6  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  8.0  8.0  5.8  5.8  0.0 19.6 19.6 19.6  0.0  0.0  0.0
DesignQueue:   0    9    1     1    4    0     3   10    3     0    0    0
***********************************************************************
```

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-----------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
-----------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
***********************************************************************
Intersection #62 Dwight Way / Piedmont Avenue / Warring Street
***********************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):       0.462
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):  10.9
Optimal Cycle:        61        Level Of Service:                 B
***********************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   22    0    29   29    0    24   24   24    24    0   24
Lanes:        0   0    1 1 0   0 1    1 0 0    1 0    1 0 1    0 0    1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: 7:00 AM - 9:00 AM
Base Vol:     0  583    0     8  324    0    91  143  238    42    0   48
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0  583    0     8  324    0    91  143  238    42    0   48
Added Vol:    0  179    0     0   17    0     0    0    2     0    0    0
Future:       0   77   11    11   44    0    11   11   33    11    0   11
Initial Fut:  0  839   11    19  385    0   102  154  273    53    0   59
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0  839   11    19  385    0   102  154  273    53    0   59
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  839   11    19  385    0   102  154  273    53    0   59
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  839   11    19  385    0   102  154  273    53    0   59
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.95 0.86 0.86 1.00 0.71 1.00 0.85 0.77 1.00 0.77
Lanes:      0.00 1.97 0.03 0.09 1.91 0.00 1.00 1.00 1.00 0.47 0.00 0.53
Final Sat.:   0 3556   47   154 3120    0  1347 1900 1615   695    0  774
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.24 0.24 0.12 0.12 0.00 0.08 0.08 0.17 0.08 0.00 0.08
Crit Moves:      ****                           ****
Green/Cycle: 0.00 0.51 0.51 0.51 0.51 0.00 0.37 0.37 0.37 0.37 0.00 0.37
Volume/Cap: 0.00 0.46 0.46 0.24 0.24 0.00 0.21 0.22 0.46 0.21 0.00 0.21
Delay/Veh:   0.0  8.6  8.6  7.1  7.1  0.0 14.9 14.8 18.1 14.9  0.0 14.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  8.6  8.6  7.1  7.1  0.0 14.9 14.8 18.1 14.9  0.0 14.9
DesignQueue:   0   16    0     0    7    0     2    4    6     1    0    1
***********************************************************************
```

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```
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                           AM Peak Hour
```

```
                  Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #63 Dwight Avenue / Prospect Street
**************************************************************************
Average Delay (sec/veh):    6.3      Worst Case Level Of Service:     B
**************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign          Stop Sign        Uncontrolled       Uncontrolled
Rights:          Include            Include           Include            Include
Lanes:      0  0  0  0  0     0  0  1! 0  0     0  1  0  0  0     0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0   0    0    14    0   109    246   72    0      0   53   15
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  0   0    0    14    0   109    246   72    0      0   53   15
Added Vol:    0   0    0     0    0     0      0    0    0      0    0    0
Future:       0   0    0     0    0    20     30    0    0      0   20    0
Initial Fut:  0   0    0    14    0   129    276   72    0      0   73   15
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   0   0    0    14    0   129    276   72    0      0   73   15
Reduct Vol:   0   0    0     0    0     0      0    0    0      0    0    0
Final Vol.:   0   0    0    14    0   129    276   72    0      0   73   15
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.4 xxxx  6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  705 xxxx   81    88 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  406 xxxx  985  1520 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  339 xxxx  985  1520 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *     *      A    *    *      *    *    *
Movement:     LT  - LTR - RT    LT  - LTR - RT   LT  - LTR - RT   LT  - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx  830 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.2 xxxxx   7.9 xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B     *      A    *    *      *    *    *
ApproachDel:    xxxxxx             10.2             xxxxxx             xxxxxx
ApproachLOS:      *                 B                 *                  *
```

```
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                           AM Peak Hour
```

```
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #64 Adeline Street / Ward Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):         65       Critical Vol./Cap. (X):        0.894
Loss Time (sec):      8 (Y+R =  6 sec) Average Delay (sec/veh):    20.0
Optimal Cycle:       80       Level Of Service:                  C
**************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted          Protected          Permitted
Rights:          Include            Include            Include            Include
Min. Green:  0   25   25     0   25   25    19    0   19      0    0    0
Lanes:      0  0  0  1  0     0  0  2  0  1     2  0  0  0  1     0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0  784    3     0  736  546    723    0    4      0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  0  784    3     0  736  546    723    0    4      0    0    0
Added Vol:    0  178    0     0   19    5     51    0    0      0    0    0
Future:       0   50    0     0   40   70    100    0    0      0    0    0
Initial Fut:  0 1012    3     0  795  621    874    0    4      0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   0 1012    3     0  795  621    874    0    4      0    0    0
Reduct Vol:   0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:  0 1012    3     0  795  621    874    0    4      0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   0 1012    3     0  795  621    874    0    4      0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  1.00 0.95 0.85  0.92 1.00 0.85  1.00 1.00 1.00
Lanes:      0.00 0.99 0.01  0.00 2.00 1.00  2.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:   0 1894    6     0 3610 1615  3502    0 1615     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.53 0.53  0.00 0.22 0.38  0.25 0.00 0.00  0.00 0.00 0.00
Crit Moves:      ****                 ****             ****
Green/Cycle:0.00 0.58 0.58  0.00 0.58 0.58  0.29 0.00 0.29  0.00 0.00 0.00
Volume/Cap: 0.00 0.91 0.91  0.00 0.38 0.66  0.85 0.00 0.01  0.00 0.00 0.00
Delay/Veh:   0.0 24.9 24.9   0.0  7.7 12.7  30.7  0.0 16.4   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0 24.9 24.9   0.0  7.7 12.7  30.7  0.0 16.4   0.0  0.0  0.0
DesignQueue:  0   18    0     0   13   10     24    0    0      0    0    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #65 Derby Street / Warring Street
**************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):        1.582
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):  232.1
Optimal Cycle:        0          Level Of Service:                  F
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R      L  -  T  - R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0     0    0     0    0     0     0    0     0      0    0     0
Lanes:         0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0     0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0   650    0    31    14   20    0      0   34   779
Growth Adj: 1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
Initial Bse:   0    0    0   650    0    31    14   20    0      0   34   779
Added Vol:     0    0    0    18    0     0     0    0    0      0    0   179
Future:        0    0    0    90    0    10     0   10    0      0    0    90
Initial Fut:   0    0    0   758    0    41    14   30    0      0   34  1048
User Adj:   1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
PHF Volume:    0    0    0   758    0    41    14   30    0      0   34  1048
Reduct Vol:    0    0    0     0    0     0     0    0    0      0    0     0
Reduced Vol:   0    0    0   758    0    41    14   30    0      0   34  1048
PCE Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
Final Vol.:    0    0    0   758    0    41    14   30    0      0   34  1048
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
Lanes:      0.00 0.00 0.00  0.95 0.00  0.05  0.32 0.68 0.00   0.00 0.03  0.97
Final Sat.:    0    0    0   574    0    31   166  355    0      0   21   663
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx xxxx xxxx  1.32 xxxx  1.32  0.08 0.08 xxxx   xxxx 1.58  1.58
Crit Moves:                 ****       ****  ****                   ****
Delay/Veh:   0.0  0.0  0.0 174.6  0.0 174.6  10.5 10.5  0.0    0.0  284 283.6
Delay Adj:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
AdjDel/Veh:  0.0  0.0  0.0 174.6  0.0 174.6  10.5 10.5  0.0    0.0  284 283.6
LOS by Move:  *    *    *    F     *    F     B    B     *      *    F     F
ApproachDel:   xxxxxx         174.6           10.5           283.6
Delay Adj:     xxxxx          1.00            1.00            1.00
ApprAdjDel:    xxxxxx         174.6           10.5           283.6
LOS by Appr:     *             F               B               F
**************************************************************************
```

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--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #66 Derby Street / Claremont Blvd.
**************************************************************************
Cycle (sec):         65          Critical Vol./Cap. (X):        0.728
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   28.3
Optimal Cycle:       61          Level Of Service:                  C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R      L  -  T  - R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18     0   18     0    0     0     0   35    35     35   35     0
Lanes:         0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0     0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      5    0   64     0    0     0     0  665   12     52  813     0
Growth Adj: 1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
Initial Bse:   5    0   64     0    0     0     0  665   12     52  813     0
Added Vol:     0    0    0     0    0     0     0   18    0      0  179     0
Future:        0    0    0     0    0     0     0  100    0      0   90     0
Initial Fut:   5    0   64     0    0     0     0  783   12     52 1082     0
User Adj:   1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
PHF Volume:    5    0   64     0    0     0     0  783   12     52 1082     0
Reduct Vol:    0    0    0     0    0     0     0    0    0      0    0     0
Reduced Vol:   5    0   64     0    0     0     0  783   12     52 1082     0
PCE Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
Final Vol.:    5    0   64     0    0     0     0  783   12     52 1082     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment: 0.87 1.00 0.87  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
Lanes:      0.07 0.00 0.93  0.00 0.00  0.00  0.00 0.98 0.02   0.05 0.95  0.00
Final Sat.:  120    0 1536     0    0     0     0 1868   29     87 1813     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.04 0.00 0.04  0.00 0.00 0.00  0.00 0.42 0.42   0.60 0.60  0.00
Crit Moves: ****                                             ****
Green/Cycle:0.28 0.00 0.28  0.00 0.00 0.00  0.00 0.60 0.60   0.60 0.60  0.00
Volume/Cap: 0.15 0.00 0.15  0.00 0.00 0.00  0.00 0.70 0.70   1.00 1.00  0.00
Delay/Veh:  18.3  0.0 18.3   0.0  0.0  0.0   0.0 12.7 12.7   39.8 39.8   0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00  1.00
AdjDel/Veh: 18.3  0.0 18.3   0.0  0.0  0.0   0.0 12.7 12.7   39.8 39.8   0.0
DesignQueue:   0    0    2     0    0    0     0   13    0      1   19     0
**************************************************************************
```

```
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
```

```
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #67 Ashby Avenue / Seventh Street
********************************************************************************
Cycle (sec):        95       Critical Vol./Cap. (X):         0.976
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):    53.7
Optimal Cycle:     155       Level Of Service:                 D
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    4   19   19    4   19   19    4   22   22    4   20   20
Lanes:         0   1   0  1  0  0  1   0  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     62  162   54   54  193  224  433  915  306  111  663   25
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  62  162   54   54  193  224  433  915  306  111  663   25
Added Vol:     0    0    0    0    0    0    0   94    0    0   11    0
Future:      100   70   20   60   20   30   50   60   40   50   60   30
Initial Fut: 162  232   74  114  213  254  483 1069  346  161  734   55
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  162  232   74  114  213  254  483 1069  346  161  734   55
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 162  232   74  114  213  254  483 1069  346  161  734   55
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  162  232   74  114  213  254  483 1069  346  161  734   55
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.55 0.55 0.55 0.85 0.85 0.85 0.95 0.91 0.91 0.95 0.94 0.94
Lanes:      0.69 0.99 0.32 0.39 0.73 0.88 1.00 1.51 0.49 1.00 1.86 0.14
Final Sat.:  721 1032  329  632 1180 1408 1805 2626  850 1805 3325  249
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22 0.18 0.18 0.18 0.27 0.41 0.41 0.09 0.22 0.22
Crit Moves:      ****             ****             ****
Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.40 0.40 0.40 0.21 0.21 0.21
Volume/Cap: 0.87 0.86 0.86 0.70 0.70 0.70 0.66 1.02 1.02 0.42 1.07 1.07
Delay/Veh:  48.0 47.1 47.1 34.5 34.5 34.5 22.7 54.1 54.1 34.8 93.9 93.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 48.0 47.1 47.1 34.5 34.5 34.5 22.7 54.1 54.1 34.8 93.9 93.9
DesignQueue:   7    9    3    5    9   10   16   38   12    7   33    2
********************************************************************************
```

```
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                          AM Peak Hour
```

```
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #68 Ashby Avenue / San Pablo Avenue
********************************************************************************
Cycle (sec):       100       Critical Vol./Cap. (X):         0.972
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    42.1
Optimal Cycle:     163       Level Of Service:                 D
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    4   17   17    4   19   19   18   18   18   18   18   18
Lanes:         1   0   1  1  0  1  0  1  1  0  1  0  1  1  0  0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    173  521   53  137  741  128   84  584  134   51  613  135
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 173  521   53  137  741  128   84  584  134   51  613  135
Added Vol:     2   20   57    0   28    2    0   79   14   30    7    0
Future:       20  220   20   20  320   30   20  120   10   20   80   50
Initial Fut: 195  761  130  157 1089  160  104  783  158  101  700  185
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  195  761  130  157 1089  160  104  783  158  101  700  185
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 195  761  130  157 1089  160  104  783  158  101  700  185
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  195  761  130  157 1089  160  104  783  158  101  700  185
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.93 0.93 0.95 0.93 0.93 0.16 0.93 0.93 0.60 0.60 0.60
Lanes:      1.00 1.71 0.29 1.00 1.74 0.26 1.00 1.66 0.34 0.20 1.42 0.38
Final Sat.: 1805 3015  515 1805 3088  454  300 2929  591  233 1614  427
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.25 0.25 0.09 0.35 0.35 0.35 0.27 0.27 0.43 0.43 0.43
Crit Moves: ****             ****                              ****
Green/Cycle: 0.11 0.35 0.35 0.12 0.36 0.36 0.45 0.45 0.45 0.45 0.45 0.45
Volume/Cap: 0.97 0.72 0.72 0.72 0.97 0.97 0.78 0.60 0.60 0.97 0.97 0.97
Delay/Veh:  99.6 30.1 30.1 53.0 50.1 50.1 47.8 21.6 21.6 48.8 48.8 48.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 99.6 30.1 30.1 53.0 50.1 50.1 47.8 21.6 21.6 48.8 48.8 48.8
DesignQueue:  10   29    5    8   42    6    3   26    5    3   23    6
********************************************************************************
```

```
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #69 Ashby Avenue / Adeline Street
**************************************************************************
Cycle (sec):        140        Critical Vol./Cap. (X):        0.622
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):   42.0
Optimal Cycle:       96         Level Of Service:               D
**************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected          Protected         Protected         Protected
Rights:          Include            Include           Include           Include
Min. Green:    4   38   38     6   38   38     4   22   22     4   32   32
Lanes:        1  0  1  1  0   1  0  2  1  0   1  0  1  1  0   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      74  567   61    11  438   96   189  564   49    83  549   14
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   74  567   61    11  438   96   189  564   49    83  549   14
Added Vol:      4    8    0     0    1    4    43   78    1     0   19    0
Future:        30   50   10    10   10   50    50  110   20    10  190    0
Initial Fut:  108  625   71    21  449  150   282  752   70    93  758   14
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   108  625   71    21  449  150   282  752   70    93  758   14
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  108  625   71    21  449  150   282  752   70    93  758   14
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   108  625   71    21  449  150   282  752   70    93  758   14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.94 0.94  0.95 0.88 0.88  0.95 0.94 0.94  0.95 0.95 0.95
Lanes:       1.00 1.80 0.20  1.00 2.25 0.75  1.00 1.83 0.17  1.00 1.96 0.04
Final Sat.:  1805 3193  363  1805 3744 1251  1805 3260  303  1805 3534   65
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.20 0.20  0.01 0.12 0.12  0.16 0.23 0.23  0.05 0.21 0.21
Crit Moves:  ****                   ****       ****                   ****
Green/Cycle: 0.09 0.31 0.31  0.05 0.27 0.27  0.22 0.43 0.43  0.10 0.31 0.31
Volume/Cap:  0.70 0.64 0.64  0.24 0.44 0.44  0.70 0.53 0.53  0.53 0.70 0.70
Delay/Veh:   75.8 42.9 42.9  65.5 42.5 42.5  57.6 25.5 25.5  70.0 44.1 44.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  75.8 42.9 42.9  65.5 42.5 42.5  57.6 25.5 25.5  70.0 44.1 44.1
DesignQueue:    8   35    4     2   26    9    18   35    3     7   43    1
**************************************************************************
```

```
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #70 Ashby Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):         80        Critical Vol./Cap. (X):        0.566
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):   16.7
Optimal Cycle:       53         Level Of Service:               B
**************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted         Permitted         Permitted
Rights:          Include            Include           Include           Include
Min. Green:   21   21   21     6   21   21    20   20   20    20   20   20
Lanes:        0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      77  590   26   124  450   35    33  557   31    40  550  182
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   77  590   26   124  450   35    33  557   31    40  550  182
Added Vol:      0  104    0     2   11    6    58   20    0     0   13   16
Future:        30   20   10    20   10   10    10  110   10    10  150   10
Initial Fut:  107  714   36   146  471   51   101  687   41    50  713  208
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   107  714   36   146  471   51   101  687   41    50  713  208
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  107  714   36   146  471   51   101  687   41    50  713  208
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   107  714   36   146  471   51   101  687   41    50  713  208
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.25 1.67 0.08  0.44 1.41 0.15  0.24 1.66 0.10  0.10 1.47 0.43
Final Sat.:   474 3166  160   831 2679  290   463 3149  188   196 2790  814
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.23 0.23  0.18 0.18 0.18  0.22 0.22 0.22  0.26 0.26 0.26
Crit Moves:       ****                              ****                   ****
Green/Cycle: 0.40 0.40 0.40  0.40 0.40 0.40  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap:  0.57 0.57 0.57  0.44 0.44 0.44  0.48 0.48 0.48  0.57 0.57 0.57
Delay/Veh:   20.2 20.2 20.2  18.5 18.5 18.5  13.8 13.8 13.8  14.8 14.8 14.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  20.2 20.2 20.2  18.5 18.5 18.5  13.8 13.8 13.8  14.8 14.8 14.8
DesignQueue:    3   20    1     4   13    1     3   18    1     1   19    5
**************************************************************************
```

```
                        365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #71 Ashby Avenue / Telegraph Avenue
**************************************************************************
Cycle (sec):        80      Critical Vol./Cap. (X):        0.907
Loss Time (sec):    12 (Y+R =  6 sec) Average Delay (sec/veh):     26.9
Optimal Cycle:     100      Level Of Service:                 C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Prot+Permit      Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  21   21   21     0   21   21    25   25   25    25   25   25
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    150  985   80   148  623  103    86  549  120    89  573   83
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 150  985   80   148  623  103    86  549  120    89  573   83
Added Vol:     3   29    0     0    3    0     0   22    0     0   26    2
Future:       50   40   10    10   60   30    20   90   20    10   80   10
Initial Fut: 203 1054   90   158  686  133   106  661  140    99  679   95
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  203 1054   90   158  686  133   106  661  140    99  679   95
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 203 1054   90   158  686  133   106  661  140    99  679   95
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  203 1054   90   158  686  133   106  661  140    99  679   95
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.26 0.94 0.94  0.27 0.93 0.93  0.21 0.93 0.93  0.19 0.93 0.93
Lanes:      1.00 1.84 0.16  1.00 1.68 0.32  1.00 1.65 0.35  1.00 1.75 0.25
Final Sat.:  494 3286  281   515 2951  572   391 2902  615   363 3110  435
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.41 0.32 0.32  0.31 0.23 0.23  0.27 0.23 0.23  0.27 0.22 0.22
Crit Moves: ****             ****                          ****
Green/Cycle: 0.43 0.43 0.43  0.53 0.53 0.53  0.32 0.32 0.32  0.32 0.32 0.32
Volume/Cap: 0.96 0.75 0.75  0.58 0.44 0.44  0.84 0.70 0.70  0.84 0.68 0.68
Delay/Veh:  73.8 22.6 22.6  21.9 12.4 12.4  69.7 26.6 26.6  73.3 25.9 25.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 73.8 22.6 22.6  21.9 12.4 12.4  69.7 26.6 26.6  73.3 25.9 25.9
DesignQueue:   5   29    2     6   15    3     3   21    4     3   22    3
**************************************************************************
```

```
                        365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                            AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #72 Ashby Avenue / College Avenue
**************************************************************************
Cycle (sec):        60      Critical Vol./Cap. (X):        1.161
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):     33.2
Optimal Cycle:     180      Level Of Service:                 C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18   18   18    18   18   18    30   30   30    30   30   30
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     79  323   26   118  232   95    33  490   92     4  611  229
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  79  323   26   118  232   95    33  490   92     4  611  229
Added Vol:     0   18    0     3    2    0    18    4    0     0   28   28
Future:       20   20   10    20   20   60    20   80   10    10   20   30
Initial Fut:  99  361   36   141  254  155    71  574  102    14  659  287
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   99  361   36   141  254  155    71  574  102    14  659  287
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  99  361   36   141  254  155    71  574  102    14  659  287
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   99  361   36   141  254  155    71  574  102    14  659  287
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.81 0.81 0.81  0.73 0.73 0.73  0.84 0.84 0.84  0.95 0.95 0.95
Lanes:      0.20 0.73 0.07  0.26 0.46 0.28  0.09 0.77 0.14  0.01 0.69 0.30
Final Sat.:  306 1117  111   356  642  391   152 1229  218    26 1237  539
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.32 0.32 0.32  0.40 0.40 0.40  0.47 0.47 0.47  0.53 0.53 0.53
Crit Moves:                 ****                          ****
Green/Cycle: 0.38 0.38 0.38  0.45 0.45 0.45  0.53 0.53 0.53  0.54 0.54 0.54
Volume/Cap: 0.86 0.86 0.86  0.88 0.88 0.88  0.89 0.89 0.89  1.00 1.00 1.00
Delay/Veh:  31.5 31.5 31.5  28.8 28.8 28.8  26.3 26.3 26.3  41.9 41.9 41.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 31.5 31.5 31.5  28.8 28.8 28.8  26.3 26.3 26.3  41.9 41.9 41.9
DesignQueue:   2    8    1     3    5    3     1   10    2     0   12    5
**************************************************************************
```

```
--------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #73 Ashby Avenue / Claremont Avenue
**************************************************************************
Cycle (sec):       80        Critical Vol./Cap. (X):          0.828
Loss Time (sec):   12 (Y+R =  6 sec) Average Delay (sec/veh):   26.0
Optimal Cycle:     77        Level Of Service:                  C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   16   16   16    16   16   16    28   28   28    28   28   28
Lanes:        0    1    0  1  1    1    0  1  0   0    1    0  1  0   0    1    0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     35  288  153   321  272   59    43  504   13    90  637  429
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  35  288  153   321  272   59    43  504   13    90  637  429
Added Vol:     0    0    0    18    0    0     0    7    0     0   56  179
Future:       20   10   30    40   50   10    30   60   10    30   20   50
Initial Fut:  55  298  183   379  322   69    73  571   23   120  713  658
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   55  298  183   379  322   69    73  571   23   120  713  658
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  55  298  183   379  322   69    73  571   23   120  713  658
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   55  298  183   379  322   69    73  571   23   120  713  658
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:      0.21 1.11 0.68  1.48 1.25 0.27  0.22 1.71 0.07  0.16 0.96 0.88
Final Sat.:  370 2007 1233  2665 2264  485   395 3090  124   291 1726 1593
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.15 0.15 0.15  0.14 0.14 0.14  0.18 0.18 0.18  0.41 0.41 0.41
Crit Moves: ****              ****                              ****
Green/Cycle:0.20 0.20 0.20  0.20 0.20 0.20  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap: 0.74 0.74 0.74  0.71 0.71 0.71  0.41 0.41 0.41  0.92 0.92 0.92
Delay/Veh:  34.2 34.2 34.2  32.1 32.1 32.1  12.6 12.6 12.6  25.9 25.9 25.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 34.2 34.2 34.2  32.1 32.1 32.1  12.6 12.6 12.6  25.9 25.9 25.9
DesignQueue:   2   11    7    14   12    3     2   15    1     3   19   18
**************************************************************************
```

```
--------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #74 Tunnel Road / SR 13
**************************************************************************
Cycle (sec):       65        Critical Vol./Cap. (X):          0.820
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):   16.8
Optimal Cycle:     61        Level Of Service:                  B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Split Phase      Split Phase
Rights:         Include          Include          Include          Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0    0    2  0  1  2    0    1  0  0   0    0    0  0  0  1    0    0  0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0 1293  435   487  608    0     0    0    0   205    0  307
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0 1293  435   487  608    0     0    0    0   205    0  307
Added Vol:     0  235    0    13   12    0     0    0    0     0    0    0
Future:        0   80    0    60   70    0     0    0    0     0    0   20
Initial Fut:   0 1608  435   560  690    0     0    0    0   205    0  327
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0 1608  435   560  690    0     0    0    0   205    0  327
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0 1608  435   560  690    0     0    0    0   205    0  327
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0 1608  435   560  690    0     0    0    0   205    0  327
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.85  0.92 1.00 1.00  1.00 1.00 1.00  0.95 1.00 0.75
Lanes:      0.00 2.00 1.00  2.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:    0 3610 1615  3502 1900    0     0    0    0  1805    0 2842
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.45 0.27  0.16 0.36 0.00  0.00 0.00 0.00  0.11 0.00 0.12
Crit Moves:      ****              ****                         ****
Green/Cycle:0.00 0.54 0.54  0.20 0.74 0.00  0.00 0.00 0.00  0.14 0.00 0.33
Volume/Cap: 0.00 0.82 0.50  0.82 0.49 0.00  0.00 0.00 0.00  0.82 0.00 0.34
Delay/Veh:   0.0 15.1  9.7  32.9  3.8  0.0   0.0  0.0  0.0  46.1  0.0 16.5
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 15.1  9.7  32.9  3.8  0.0   0.0  0.0  0.0  46.1  0.0 16.5
DesignQueue:   0   30    8    17    7    0     0    0    0     7    0    8
**************************************************************************
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #167 Piedmont Avenue / Channing Way
*************************************************************************
Average Delay (sec/veh):     14.9      Worst Case Level Of Service:      F
*************************************************************************
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       0   0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     65   457   24    23  308   38    25   19   23     20   58   18
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  65  457   24    23  308   38    25   19   23     20   58   18
Added Vol:    35  132    0     0   12   42     0    0    5      0    0    0
Future:       11   78    4     4   52    6     4    3    4      3   10    3
Initial Fut: 111  667   28    27  372   86    29   22   32     23   68   21
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume: 111  667   28    27  372   86    29   22   32     23   68   21
Reduct Vol:   0    0    0     0    0    0     0    0    0      0    0    0
Final Vol.: 111  667   28    27  372   86    29   22   32     23   68   21
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5  6.2   7.1  6.5  6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 458 xxxx xxxxx   695 xxxx xxxxx  1417 1386  415  1399 1415  681
Potent Cap.:1114 xxxx xxxxx   910 xxxx xxxxx   116  144  642   119  139  454
Move Cap.:  1114 xxxx xxxxx   910 xxxx xxxxx    55  125  642    88  120  454
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 8.6 xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  A    *    *      A    *    *     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx  111 xxxxx  xxxx  128 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 99.8 xxxxx xxxxx  113 xxxxx
Shared LOS:   *    *    *      *    *    *      *    F    *      *    F    *
ApproachDel:     xxxxxx           xxxxxx           99.8            113.0
ApproachLOS:        *                *                F               F
-------------------------------------------------------------------------
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```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #1121 Highland Place / Heart Avenue / Cyclotron Road
*************************************************************************
Average Delay (sec/veh):      1.6      Worst Case Level Of Service:      B
*************************************************************************
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0   1  0  0  0    0  0  1! 0  0    0  0  1! 0  0     0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      4    1    0    12    0   57    12  281    4      0   53    2
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   4    1    0    12    0   57    12  281    4      0   53    2
Added Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Future:        1    0    0     2    1    6     5   26    0      0  161   20
Initial Fut:   5    1    0    14    1   63    17  307    4      0  214   22
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    5    1    0    14    1   63    17  307    4      0  214   22
Reduct Vol:    0    0    0     0    0    0     0    0    0      0    0    0
Final Vol.:    5    1    0    14    1   63    17  307    4      0  214   22
Critical Gap Module:
Critical Gp: 7.1  6.5 xxxxx   7.1  6.5  6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim: 3.5  4.0 xxxxx   3.5  4.0  3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 600  579 xxxxx   568  570  225   236 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 416  429 xxxxx   436  434  819  1343 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   379  424 xxxxx   431  429  819  1343 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *      *    *    *      A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: 386 xxxx xxxx    xxxx  698 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 14.5 xxxx xxxxx xxxxx 10.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   B    *    *      *    B    *      *    *    *      *    *    *
ApproachDel:     14.5             10.8            xxxxxx           xxxxxx
ApproachLOS:        B                B                *               *
-------------------------------------------------------------------------
 Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to WILBUR SMITH, SF, CA
```

                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                             AM Peak Hour

                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
****
Intersection #1122 Stadium Rim Road / Canyon Road
****
Average Delay (sec/veh):   0.1   Worst Case Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0   0   0 1 0   0   0 1 0 0   0 0 0 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 246   4   0 134   0   0   0   0   1   0   2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 246   4   0 134   0   0   0   0   1   0   2
Added Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Future: 0   43   1   0   23   0   0   0   0   0   0   0
Initial Fut: 0 289   5   0 157   0   0   0   0   1   0   2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 289   5   0 157   0   0   0   0   1   0   2
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Final Vol.:   0 289   5   0 157   0   0   0   0   1   0   2
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   449 xxxx   292
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   572 xxxx   752
Move Cap.:   xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   572 xxxx   752
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   xxxx 681 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.3 xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   B   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   10.3
ApproachLOS: *   *   *   B

2025 Baseline—P.M. Peak Hour

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #1 Marin Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):         90        Critical Vol./Cap. (X):        1.161
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):  95.0
Optimal Cycle:      180        Level Of Service:                 F
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    227 1022  114   169  659   18    18  656  137   145  736  154
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 227 1022  114   169  659   18    18  656  137   145  736  154
Added Vol:     5  106    3     1   18    0     0    3    1     1   18   19
Future:       30  209   50    90  221   28    27  181   10    47  163   90
Initial Fut: 262 1337  167   260  898   46    45  840  148   193  917  263
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  262 1337  167   260  898   46    45  840  148   193  917  263
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 262 1337  167   260  898   46    45  840  148   193  917  263
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  262 1337  167   260  898   46    45  840  148   193  917  263
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.94 0.94  0.95 0.93 0.93  0.95 0.92 0.92
Lanes:      1.00 1.78 0.22  1.00 1.90 0.10  1.00 1.70 0.30  1.00 1.55 0.45
Final Sat.: 1805 3155  394  1805 3410  175  1805 3002  529  1805 2713  778
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.15 0.42 0.42  0.14 0.26 0.26  0.02 0.28 0.28  0.11 0.34 0.34
Crit Moves:      ****            ****            ****            ****
Green/Cycle: 0.17 0.37 0.37  0.12 0.32 0.32  0.02 0.24 0.24  0.09 0.31 0.31
Volume/Cap: 0.84 1.16 1.16  1.16 0.84 0.84  1.09 1.16 1.16  1.16 1.09 1.09
Delay/Veh:  53.3  110 110.0 149.9 34.2 34.2 211.7  120 119.6 160.6 86.1 86.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 53.3  110 110.0 149.9 34.2 34.2 211.7  120 119.6 160.6 86.1 86.1
DesignQueue:  11   47    6    12   33    2     2   34    6     9   34   10
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #2 Marin Avenue / The Alameda
**************************************************************************
Cycle (sec):         70        Critical Vol./Cap. (X):        0.869
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):  22.3
Optimal Cycle:       75        Level Of Service:                 C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:  25   25   25    25   25   25    23   23   23    23   23   23
Lanes:        0  1  0  1  0    0  1  0  1  0    0  1  0  1  0    0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    316  322    1    43  178   77    50  534  193    17  480   69
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 316  322    1    43  178   77    50  534  193    17  480   69
Added Vol:    21    0    5     0    0    0     0    5    1     1    1   16   0
Future:      130  110   10    10   30   70    20  200   80    10   70   10
Initial Fut: 467  432   16    53  208  147    70  739  274    28  566   79
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  467  432   16    53  208  147    70  739  274    28  566   79
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 467  432   16    53  208  147    70  739  274    28  566   79
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  467  432   16    53  208  147    70  739  274    28  566   79
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.61 0.61 0.61  0.70 0.70 0.70  0.78 0.78 0.78  0.80 0.80 0.80
Lanes:      1.00 0.96 0.04  0.26 1.02 0.72  0.13 1.36 0.51  0.08 1.69 0.23
Final Sat.: 1152 1111   41   348 1365  965   192 2031  753   126 2552  356
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.41 0.39 0.39  0.15 0.15 0.15  0.36 0.36 0.36  0.22 0.22 0.22
Crit Moves: ****                                  ****
Green/Cycle: 0.47 0.47 0.47  0.47 0.47 0.47  0.42 0.42 0.42  0.42 0.42 0.42
Volume/Cap: 0.87 0.83 0.83  0.33 0.33 0.33  0.87 0.87 0.87  0.53 0.53 0.53
Delay/Veh:  26.4 23.7 23.7  12.4 12.4 12.4  26.9 26.9 26.9  16.8 16.8 16.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 26.4 23.7 23.7  12.4 12.4 12.4  26.9 26.9 26.9  16.8 16.8 16.8
DesignQueue:  10   10    0     1    4    3     2   18    7     1   13    2
**************************************************************************
```

```
                    365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25
                       PM Peak Hour
--------------------------------------------------------------------------
              Level Of Service Computation Report
       2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #3 Gilman Street / Sixth Street
**************************************************************************
Cycle (sec):       70        Critical Vol./Cap. (X):      1.267
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):    128.7
Optimal Cycle:     180        Level Of Service:              F
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   19   19   19    19   19   19    19   19   19    19   19   19
Lanes:         0  0  1! 0  0   0  1  0  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     346   46  159    24   47   52    28  497  109    53  489   11
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  346   46  159    24   47   52    28  497  109    53  489   11
Added Vol:      9    0    0     0    0    0     0    0    2     0    1    0
PasserByVol:  120    0   93    20   90    0     0  193  180   122   41    0
Initial Fut:  475   46  252    44  137   52    28  690  291   175  531   11
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   475   46  252    44  137   52    28  690  291   175  531   11
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  475   46  252    44  137   52    28  690  291   175  531   11
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   475   46  252    44  137   52    28  690  291   175  531   11
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.96 0.65 0.65  0.79 0.79 0.79  0.94 0.94 0.94  0.61 0.61 0.61
Lanes:       0.52 0.07 0.41  0.38 1.17 0.45  0.03 0.68 0.29  0.24 0.74 0.02
Final Sat.:   946   92  502   564 1755  666    49 1216  513   282  857   18
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.50 0.50 0.50  0.08 0.08 0.08  0.57 0.57 0.57  0.62 0.62 0.62
Crit Moves:       ****                             ****
Green/Cycle: 0.27 0.27 0.31  0.31 0.31 0.31  0.63 0.63 0.63  0.63 0.63 0.63
Volume/Cap:  1.85 1.85 1.60  0.25 0.25 0.25  0.90 0.90 0.90  0.99 0.99 0.99
Delay/Veh:  417.0  417 302.4 18.5 18.5 18.5  22.9 22.9 22.9  42.9 42.9 42.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 417.0  417 302.4 18.5 18.5 18.5  22.9 22.9 22.9  42.9 42.9 42.9
DesignQueue:   15    1    7     1    4    1     0   12    5     3    9    0
**************************************************************************
```

```
                    365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25
                       PM Peak Hour
--------------------------------------------------------------------------
              Level Of Service Computation Report
       2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #4 Gilman Street / San Pablo Avenue
**************************************************************************
Cycle (sec):      100        Critical Vol./Cap. (X):      1.066
Loss Time (sec):   12 (Y+R =  5 sec) Average Delay (sec/veh):     67.8
Optimal Cycle:     180        Level Of Service:              E
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    4   35   35     4   35   35    31   31   31    31   31   31
Lanes:         1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     140 1057   87   126  830  112   174  345  155    40  233   82
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  140 1057   87   126  830  112   174  345  155    40  233   82
Added Vol:      1  114    0     0   19    0     0    0    0     0    0    0
PasserByVol:   60  183   40    20  180   30   107   50  120    10   30   44
Initial Fut:  201 1354  127   146 1029  142   281  395  275    50  263  126
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   201 1354  127   146 1029  142   281  395  275    50  263  126
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  201 1354  127   146 1029  142   281  395  275    50  263  126
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   201 1354  127   146 1029  142   281  395  275    50  263  126
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.94 0.94  0.95 0.93 0.93  0.57 0.57 0.57  0.67 0.67 0.67
Lanes:       1.00 1.83 0.17  1.00 1.76 0.24  0.59 0.83 0.58  0.11 0.60 0.29
Final Sat.:  1805 3258  306  1805 3115  430   636  894  622   146  768  368
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.42 0.42  0.08 0.33 0.33  0.44 0.44 0.44  0.34 0.34 0.34
Crit Moves:       ****            ****             ****
Green/Cycle: 0.12 0.39 0.39  0.08 0.35 0.35  0.41 0.41 0.41  0.41 0.41 0.41
Volume/Cap:  0.96 1.07 1.07  1.07 0.94 0.94  1.07 1.07 1.07  0.83 0.83 0.83
Delay/Veh:   97.4 74.5 74.5 142.0 46.8 46.8  78.7 78.7 78.7  39.8 39.8 39.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  97.4 74.5 74.5 142.0 46.8 46.8  78.7 78.7 78.7  39.8 39.8 39.8
DesignQueue:   10   51    5     8   40    6    10   14   10     2    9    4
**************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #5 Rose Street / Shattuck Avenue
**************************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):        0.759
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):      16.2
Optimal Cycle:      52        Level Of Service:                 B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    17   17   17    17   17   17    27   27   27    27   27   27
Lanes:          1  0  1  1  0   1  0  1  1  0   0  1  0  0  1   0  0  1! 0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      159  641   14   112  444   26    69  253   49    29  214  228
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   159  641   14   112  444   26    69  253   49    29  214  228
Added Vol:       0    8    0     1    1    0     0    0    0     0    0    4
Future:         60  230   20    10  220   10    10   10   30    20   10   10
Initial Fut:   219  879   34   123  665   36    79  263   79    49  224  242
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    219  879   34   123  665   36    79  263   79    49  224  242
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   219  879   34   123  665   36    79  263   79    49  224  242
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    219  879   34   123  665   36    79  263   79    49  224  242
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.32 0.94 0.94  0.23 0.94 0.94  0.77 0.77 0.85  0.88 0.88 0.88
Lanes:        1.00 1.93 0.07  1.00 1.90 0.10  0.23 0.77 1.00  0.10 0.43 0.47
Final Sat.:    602 3455  134   429 3397  184   338 1125 1615   159  726  784
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.36 0.25 0.25  0.29 0.20 0.20  0.23 0.23 0.05  0.31 0.31 0.31
Crit Moves:   ****                                            ****
Green/Cycle:  0.48 0.48 0.48  0.48 0.48 0.48  0.41 0.41 0.41  0.41 0.41 0.41
Volume/Cap:   0.76 0.53 0.53  0.60 0.41 0.41  0.57 0.57 0.12  0.76 0.76 0.76
Delay/Veh:    26.0 13.1 13.1  18.1 12.0 12.0  17.5 17.5 13.0  22.8 22.8 22.8
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   26.0 13.1 13.1  18.1 12.0 12.0  17.5 17.5 13.0  22.8 22.8 22.8
DesignQueue:     5   19    1     3   14    1     2    6    2     1    6    6
**************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #6 Cedar Street / Martin Luther King Way
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        1.083
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):      50.7
Optimal Cycle:     180        Level Of Service:                 D
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    20   20   20    20   20   20    20   20   20    20   20   20
Lanes:          0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       53  614   65    30  541   12    20  297   57    68  296   65
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    53  614   65    30  541   12    20  297   57    68  296   65
Added Vol:       2   22    4     0    2    0     0    2    0     1   11    0
Future:         20  210   30    20   80   10    10  110   10    10   30   10
Initial Fut:    75  846   99    50  623   22    30  409   67    79  337   75
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     75  846   99    50  623   22    30  409   67    79  337   75
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    75  846   99    50  623   22    30  409   67    79  337   75
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     75  846   99    50  623   22    30  409   67    79  337   75
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.90 0.90 0.90  0.88 0.88 0.88  0.93 0.93 0.93  0.73 0.73 0.73
Lanes:        0.07 0.83 0.10  0.07 0.90 0.03  0.06 0.81 0.13  0.16 0.69 0.15
Final Sat.:    125 1415  166   121 1505   53   105 1433  235   224  956  213
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.60 0.60 0.60  0.41 0.41 0.41  0.29 0.29 0.29  0.35 0.35 0.35
Crit Moves:        ****                                       ****
Green/Cycle:  0.55 0.55 0.55  0.55 0.55 0.55  0.33 0.33 0.33  0.33 0.33 0.33
Volume/Cap:   1.08 1.08 1.08  0.75 0.75 0.75  0.88 0.88 0.88  1.08 1.08 1.08
Delay/Veh:    64.5 64.5 64.5  13.1 13.1 13.1  37.8 37.8 37.8  88.6 88.6 88.6
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   64.5 64.5 64.5  13.1 13.1 13.1  37.8 37.8 37.8  88.6 88.6 88.6
DesignQueue:     1   16    2     1   11    0     1   11    2     2    9    2
**************************************************************************
```

```
--------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Cedar Street / Shattuck Avenue
********************************************************************************
Cycle (sec):         65          Critical Vol./Cap. (X):        0.763
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):    16.7
Optimal Cycle:       52          Level Of Service:                  B
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  20   20   20     20   20   20     22   22   22     22   22   22
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    138  795   56    144  619   72     86  275   67     59  341  150
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 138  795   56    144  619   72     86  275   67     59  341  150
Added Vol:     0    6    0      0    1    0      0    6    0      1   12    1
Future:       20  230   40     20  210   10     10   80   40     60   20   40
Initial Fut: 158 1031   96    164  830   82     96  361  107    120  373  191
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  158 1031   96    164  830   82     96  361  107    120  373  191
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 158 1031   96    164  830   82     96  361  107    120  373  191
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  158 1031   96    164  830   82     96  361  107    120  373  191
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.31 0.94 0.94   0.24 0.94 0.94   0.18 0.97 0.97   0.24 0.95 0.95
Lanes:      1.00 1.83 0.17   1.00 1.82 0.18   1.00 0.77 0.23   1.00 0.66 0.34
Final Sat.:  595 3260  304    460 3243  320    346 1416  420    462 1192  611
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.27 0.32 0.32   0.36 0.26 0.26   0.28 0.25 0.25   0.26 0.31 0.31
Crit Moves:           ****             ****             ****             ****
Green/Cycle: 0.54 0.53 0.53   0.53 0.53 0.53   0.34 0.34 0.34   0.34 0.34 0.34
Volume/Cap: 0.49 0.60 0.60   0.67 0.48 0.48   0.82 0.75 0.75   0.77 0.92 0.92
Delay/Veh:   7.5  4.0  4.0   16.5  3.2  3.2   64.7 27.3 27.3   48.9 42.6 42.6
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  7.5  4.0  4.0   16.5  3.2  3.2   64.7 27.3 27.3   48.9 42.6 42.6
DesignQueue:   3   19    2      3   15    1      2    9    3      3   10    5
********************************************************************************
```

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```
--------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Cedar Street / Oxford Street
********************************************************************************
Cycle (sec):         65          Critical Vol./Cap. (X):        1.102
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    62.3
Optimal Cycle:      180          Level Of Service:                  E
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  16   16   16     16   16   16     16   16   16     16   16   16
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     91  464   81     17  196   17     18  307   57     61  340   31
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  91  464   81     17  196   17     18  307   57     61  340   31
Added Vol:    15  112    0      0   14    2      4    2    0      2    0    0
future:       40   80   20     10   10    0     20  120   40     50  100   10
Initial Fut: 146  656  101     27  220   19     42  427   99    111  437   41
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  146  656  101     27  220   19     42  427   99    111  437   41
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 146  656  101     27  220   19     42  427   99    111  437   41
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  146  656  101     27  220   19     42  427   99    111  437   41
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.88 0.88 0.88   0.89 0.89 0.89   0.91 0.91 0.91   0.72 0.72 0.72
Lanes:      0.16 0.73 0.11   0.10 0.83 0.07   0.07 0.76 0.17   0.19 0.74 0.07
Final Sat.:  271 1218  188    173 1406  121    128 1306  303    259 1021   96
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.54 0.54 0.54   0.16 0.16 0.16   0.33 0.33 0.33   0.43 0.43 0.43
Crit Moves:           ****             ****             ****             ****
Green/Cycle: 0.49 0.49 0.49   0.49 0.49 0.49   0.39 0.39 0.39   0.39 0.39 0.39
Volume/Cap: 1.10 1.10 1.10   0.32 0.32 0.32   0.84 0.84 0.84   1.10 1.10 1.10
Delay/Veh:  79.8 79.8 79.8   11.1 11.1 11.1   30.2 30.2 30.2   89.7 89.7 89.7
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 79.8 79.8 79.8   11.1 11.1 11.1   30.2 30.2 30.2   89.7 89.7 89.7
DesignQueue:   3   14    2      1    4    0      1   10    2      3   11    1
********************************************************************************
```

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```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #9 Cedar Street / Euclid Avenue
*************************************************************************
Cycle (sec):          60        Critical Vol./Cap. (X):       0.637
Loss Time (sec):       8 (Y+R =  5 sec) Average Delay (sec/veh):    14.0
Optimal Cycle:        42        Level Of Service:              B
*************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   17  17   17     17  17   17      17  17   17     17  17    0
Lanes:         0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     90  226   29     7  127   44     51  180   49     18   91    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  90  226   29     7  127   44     51  180   49     18   91    0
Added Vol:     0    3    0     0    1    0     3    0    0      0   -2    0
Future:       50   30    0     0   10   20     40  100   40     10   70    0
Initial Fut: 140  259   29     7  138   64     94  280   89     28  159    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 140  259   29     7  138   64     94  280   89     28  159    0
Reduct Vol:    0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol: 140  259   29     7  138   64     94  280   89     28  159    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 140  259   29     7  138   64     94  280   89     28  159    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.82 0.82 0.82  0.95 0.95 0.95  0.87 0.87 0.87  0.91 0.91 1.00
Lanes:      0.33 0.60 0.07  0.03 0.66 0.31  0.20 0.61 0.19  0.15 0.85 0.00
Final Sat.:  512  948  106    60 1186  550   337 1004  319   259 1468    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.27 0.27 0.27  0.12 0.12 0.12  0.28 0.28 0.28  0.11 0.11 0.00
Crit Moves:      ****                            ****
Green/Cycle: 0.43 0.43 0.43  0.43 0.43 0.43  0.44 0.44 0.44  0.44 0.44 0.00
Volume/Cap: 0.64 0.64 0.64  0.27 0.27 0.27  0.64 0.64 0.64  0.25 0.25 0.00
Delay/Veh:  15.5 15.5 15.5  11.3 11.3 11.3  15.0 15.0 15.0  10.8 10.8  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 15.5 15.5 15.5  11.3 11.3 11.3  15.0 15.0 15.0  10.8 10.8  0.0
DesignQueue:   3    5    1     0    3    1     2    6    2      1    3    0
*************************************************************************
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
*************************************************************************
Intersection #10 Grizzly Peak Blvd / Centennial Drive
*************************************************************************
Cycle (sec):         100        Critical Vol./Cap. (X):       0.882
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):    23.2
Optimal Cycle:         0        Level Of Service:              C
*************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:    0   0    0     0    0    0     0    0    0      0    0    0
Lanes:         0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:    162   65  250    33   30    8     3  159   45     22  111   25
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 162   65  250    33   30    8     3  159   45     22  111   25
Added Vol:     0    0   25     0    0    0     0    0    0      4    0    0
Future:       11    0   33     0    0    0     0   22   22     11   11    0
Initial Fut: 173   65  308    33   30    8     3  181   67     37  122   25
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume: 192   72  342    37   33    9     3  201   74     41  136   28
Reduct Vol:    0    0    0     0    0    0     0    0    0      0    0    0
Reduced Vol: 192   72  342    37   33    9     3  201   74     41  136   28
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 192   72  342    37   33    9     3  201   74     41  136   28
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.32 0.12 0.56  0.47 0.42 0.11  0.01 0.72 0.27  0.20 0.66 0.14
Final Sat.:  218   82  388   238  216   58     7  411  152    109  360   74
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.88 0.88 0.88  0.15 0.15 0.15  0.49 0.49 0.49  0.38 0.38 0.38
Crit Moves:      ****                ****            ****            ****
Delay/Veh:  32.7 32.7 32.7  10.4 10.4 10.4  13.9 13.9 13.9  12.5 12.5 12.5
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 32.7 32.7 32.7  10.4 10.4 10.4  13.9 13.9 13.9  12.5 12.5 12.5
LOS by Move:  D    D    D     B    B    B     B    B    B      B    B    B
ApproachDel:      32.7             10.4            13.9            12.5
Delay Adj:        1.00             1.00            1.00            1.00
ApprAdjDel:       32.7             10.4            13.9            12.5
LOS by Appr:       D                B               B               B
*************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #11 Hearst Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):       75        Critical Vol./Cap. (X):       0.895
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):  23.9
Optimal Cycle:     86        Level Of Service:               C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   22  22   22    22  22   22    22  22   22    22  22   22
Lanes:         1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  1  0  1  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     34  715   63   117  537   54    67  232   20   122  321  136
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  34  715   63   117  537   54    67  232   20   122  321  136
Added Vol:    22    6   -2     0    2    0     0    4    3    -2   33    0
Future:       22  176   33    66  264   44    55   22   22    55   22   99
Initial Fut:  78  897   94   183  803   98   122  258   45   175  376  235
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   78  897   94   183  803   98   122  258   45   175  376  235
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  78  897   94   183  803   98   122  258   45   175  376  235
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   78  897   94   183  803   98   122  258   45   175  376  235
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.24 0.94 0.94 0.20 0.93 0.93 0.54 0.54 0.54 0.65 0.65 0.65
Lanes:      1.00 1.81 0.19 1.00 1.78 0.22 0.57 1.22 0.21 0.44 0.96 0.60
Final Sat.:  458 3222  338  380 3166  386  591 1251  218  551 1184  740
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.17 0.28 0.28 0.48 0.25 0.25 0.21 0.21 0.21 0.32 0.32 0.32
Crit Moves:           ****          ****                          ****
Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.41 0.39 0.39 0.39 0.39 0.39 0.39
Volume/Cap: 0.42 0.68 0.68 1.18 0.62 0.62 0.53 0.53 0.53 0.82 0.82 0.82
Delay/Veh:  15.3 12.5 12.5 141.0 11.5 11.5 20.2 20.2 20.2 28.3 28.3 28.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.3 12.5 12.5 141.0 11.5 11.5 20.2 20.2 20.2 28.3 28.3 28.3
DesignQueue:   2   24    2     5   21    3     3    7    1     5   10    6
**************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #12 Hearst Avenue / Oxford Avenue
**************************************************************************
Cycle (sec):       75        Critical Vol./Cap. (X):       0.986
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):  50.1
Optimal Cycle:    144        Level Of Service:               D
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   19  19   19    19  19   19    22  22   22    22  22   22
Lanes:         1  0  1  1  0   0  1  0  1  0   0  1  0  1  0   1  1  0  1  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     80  743  315    30  458   25    23  267  115   313  478   52
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  80  743  315    30  458   25    23  267  115   313  478   52
Added Vol:    -1  103    5    17   48   24     2    1    0     9    9    2
Future:       33  121   44    11   77   22     0   88   44    44 1232   11
Initial Fut: 112  967  364    58  583   71    25  356  159   366 1719   65
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  112  967  364    58  583   71    25  356  159   366 1719   65
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 112  967  364    58  583   71    25  356  159   366 1719   65
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  112  967  364    58  583   71    25  356  159   366 1719   65
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.17 0.91 0.91 0.89 0.89 0.89 0.87 0.87 0.87 0.95 0.95 0.95
Lanes:      1.00 1.45 0.55 0.16 1.64 0.20 0.09 1.32 0.59 1.00 1.93 0.07
Final Sat.:  319 2515  947  277 2781  339  153 2173  970 1798 3465  131
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.35 0.38 0.38 0.21 0.21 0.21 0.16 0.16 0.16 0.20 0.50 0.50
Crit Moves:           ****                                          ****
Green/Cycle: 0.32 0.32 0.32 0.32 0.32 0.32 0.58 0.58 0.58 0.58 0.58 0.58
Volume/Cap: 1.10 1.21 1.21 0.66 0.66 0.66 0.28 0.28 0.28 0.35 0.86 0.86
Delay/Veh: 144.8 128 127.5 24.6 24.6 24.6  8.5  8.5  8.5  8.7 17.7 17.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:144.8 128 127.5 24.6 24.6 24.6  8.5  8.5  8.5  8.7 17.7 17.7
DesignQueue:   3   30   11     2   17    2     0    7    3     7   35    1
**************************************************************************
```

```
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
```

```
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Hearst Avenue / Spruce Street
********************************************************************************
Average Delay (sec/veh):     1.0          Worst Case Level Of Service:      C
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:         Include           Include           Include           Include
Lanes:      0   0   0   0     0   0  1!  0   0     0   1   1   0   0   0   0   1   1   0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0    11    0   48    34  579    0     0  792   13
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0    11    0   48    34  579    0     0  792   13
Added Vol:    0    0    0     0    0    0     0   22    0     0   21    0
Future:       0    0    0     0    0   20     0  130    0     0  170    0
Initial Fut:  0    0    0    11    0   68    34  731    0     0  983   13
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0    11    0   68    34  731    0     0  983   13
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0    11    0   68    34  731    0     0  983   13
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1423 xxxx  498  996 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  129 xxxx  523  703 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  124 xxxx  523  703 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *     *    B    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  362 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 17.7 xxxxx 10.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    C     *    B    *    *     *    *    *
ApproachDel:    xxxxxx            17.7            xxxxxx            xxxxxx
ApproachLOS:      *                 C               *                 *
```

```
                       365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
```

```
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Hearst Avenue / Arch Street / Le Conte Avenue
********************************************************************************
Average Delay (sec/veh):     2.9          Worst Case Level Of Service:      C
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:         Include           Include           Include           Include
Lanes:      0   0   0   0     0   0  1!  0   0     1   0   2   0   0   0   0   1   1   0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0     6    0  135   146  439    0     0  668    6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0     6    0  135   146  439    0     0  668    6
Added Vol:    0    0    0     0    0    0     3   19    0     0   21    0
Future:       0    0    0     0    0   40    50  100    0     0  150    0
Initial Fut:  0    0    0     6    0  175   199  558    0     0  839    6
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0     6    0  175   199  558    0     0  839    6
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0     6    0  175   199  558    0     0  839    6
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1519 xxxx  422  845 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  112 xxxx  585  800 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   90 xxxx  585  800 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *     *    B    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  495 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 16.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    C     *    *    *    *     *    *    *
ApproachDel:    xxxxxx            16.4            xxxxxx            xxxxxx
ApproachLOS:      *                 C               *                 *
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Hearst Avenue / Scenic Avenue
********************************************************************************
Average Delay (sec/veh):    1.3       Worst Case Level Of Service:      B
********************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign       Stop Sign       Uncontrolled    Uncontrolled
Rights:          Include         Include          Include         Include
Lanes:       0  0  0  0  0    0  0  0  0  1    0  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00-6:00 PM
Base Vol:      0    0    0     0    0  109     0  437    0     0  566   54
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     0    0  109     0  437    0     0  566   54
Added Vol:     0    0    0     0    0   11     0    0    0     0   10    0
Future:        0    0    0     0    0   30     0  100    0     0  140   10
Initial Fut:   0    0    0     0    0  150     0  537    0     0  716   64
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     0    0  150     0  537    0     0  716   64
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    0    0    0     0    0  150     0  537    0     0  716   64
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx  xxxx xxxx   390 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx   614 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:  xxxx xxxx xxxxx  xxxx xxxx   614 xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx  12.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *     B     *    *    *     *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:   xxxxxx            12.7          xxxxxx            xxxxxx
ApproachLOS:     *                 B              *                 *
```

```
--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Hearst Avenue / Euclid Avenue
********************************************************************************
Cycle (sec):        80        Critical Vol./Cap. (X):       0.598
Loss Time (sec):    12 (Y+R =  3 sec) Average Delay (sec/veh):      16.3
Optimal Cycle:      53        Level Of Service:                B
********************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted        Permitted       Permitted
Rights:          Include         Include          Include         Include
Min. Green:    0    0    0    25    0   25     5   16    0    16   16   16
Lanes:       0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:      4    0    1    57    0  115   120  307    0     2  503   23
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   4    0    1    57    0  115   120  307    0     2  503   23
Added Vol:     0    0    0     0    0    0     0   19    0     0   -1    3
Future:        0    0    0    11    0   44    44   88    0     0  143   11
Initial Fut:   4    0    1    68    0  159   164  414    0     2  645   37
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    4    0    1    68    0  159   164  414    0     2  645   37
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   4    0    1    68    0  159   164  414    0     2  645   37
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    4    0    1    68    0  159   164  414    0     2  645   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.86 1.00 0.86  0.82 1.00 0.82  0.56 1.00 1.00  0.99 0.99 0.99
Lanes:      0.80 0.00 0.20  0.30 0.00 0.70  1.00 1.00 0.00  0.01 0.94 0.05
Final Sat.: 1306    0  326   467    0 1091  1058 1900    0     6 1779  102
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.15 0.00 0.15  0.15 0.22 0.00  0.36 0.36 0.36
Crit Moves:                 ****                               ****
Green/Cycle:0.31 0.00 0.31  0.31 0.00 0.31  0.54 0.54 0.00  0.54 0.54 0.54
Volume/Cap: 0.01 0.00 0.01  0.47 0.00 0.47  0.29 0.41 0.00  0.67 0.67 0.67
Delay/Veh:  19.0  0.0 19.0  25.3  0.0 25.3  11.4 12.1  0.0  17.0 17.0 17.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 19.0  0.0 19.0  25.3  0.0 25.3  11.4 12.1  0.0  17.0 17.0 17.0
DesignQueue:   0    0    0     2    0    5     3    9    0     0   15    1
********************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
              Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #17 Hearst Avenue / Le Roy Avenue
**************************************************************************
Average Delay (sec/veh):     1.5      Worst Case Level Of Service:      C
**************************************************************************
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled      Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  0  0      0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:       0    0    0     12    0   56    38  355    0     0  523   21
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0     12    0   56    38  355    0     0  523   21
Added Vol:      0    0    0      0    0    0     0   20    0     0    2    0
Future:         0    0    0      0    0   10    20   90    0     0  140   10
Initial Fut:    0    0    0     12    0   66    58  465    0     0  665   31
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0     12    0   66    58  465    0     0  665   31
Reduct Vol:     0    0    0      0    0    0     0    0    0     0    0    0
Final Vol.:     0    0    0     12    0   66    58  465    0     0  665   31
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx  6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx  3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1242 xxxx  681   696 xxxx xxxxx  xxxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   183 xxxx  454   909 xxxx xxxxx  xxxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   174 xxxx  454   909 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx   9.2 xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   *    *    *      *    *    *     A    *    *      *    *    *
Movement:     LT  - LTR -  RT    LT  - LTR -  RT    LT  - LTR -  RT    LT  - LTR -  RT
Shared Cap.: xxxx xxxx xxxxx   xxxx  364 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx 17.6 xxxxx   9.2 xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    *    *    *      *    C    *      A    *    *      *    *    *
ApproachDel:   xxxxxx            17.6            xxxxxx            xxxxxx
ApproachLOS:      *                C                *                *
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
              Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #18 Hearst Avenue / Gayley Road / LaLoma Avenue
**************************************************************************
Cycle (sec):          70      Critical Vol./Cap. (X):          1.071
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):   57.2
Optimal Cycle:       180      Level Of Service:                   E
**************************************************************************
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    18   18   18     18   18   18     17   17   17     17   17   17
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     318  288   19      4  203   49     28   52  288    69  197   40
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  318  288   19      4  203   49     28   52  288    69  197   40
Added Vol:      2   28    0      0   12    0      0    0   20     0    0    0
Future:        99   33   11      0    0   22     22   33   66    11   66   11
Initial Fut:  419  349   30      4  215   71     50   85  374    80  263   51
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   419  349   30      4  215   71     50   85  374    80  263   51
Reduct Vol:     0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:  419  349   30      4  215   71     50   85  374    80  263   51
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   419  349   30      4  215   71     50   85  374    80  263   51
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.68 0.68 0.68   0.96 0.96 0.96  0.80 0.80 0.80  0.72 0.72 0.85
Lanes:       0.52 0.44 0.04   0.01 0.75 0.24  0.10 0.17 0.73  0.23 0.77 1.00
Final Sat.:   682  568   49     25 1353  447   149  254 1118   319 1049 1615
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.61 0.61 0.61   0.16 0.16 0.16  0.33 0.33 0.33  0.25 0.25 0.03
Crit Moves:       ****                               ****
Green/Cycle: 0.57 0.57 0.57   0.57 0.57 0.57  0.31 0.31 0.31  0.31 0.31 0.31
Volume/Cap:  1.07 1.07 1.07   0.28 0.28 0.28  1.07 1.07 1.07  0.80 0.80 0.10
Delay/Veh:   68.7 68.7 68.7    8.2  8.2  8.2  85.2 85.2 85.2  36.3 36.3 17.1
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  68.7 68.7 68.7    8.2  8.2  8.2  85.2 85.2 85.2  36.3 36.3 17.1
DesignQueue:    8    7    1      0    4    1      1    2   11     2    7    1
**************************************************************************
```

```
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
```
****
Intersection #19 Berkeley Way / Oxford Street
****
```
Cycle (sec):         75        Critical Vol./Cap. (X):        0.557
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):      9.9
Optimal Cycle:       46        Level Of Service:                A
```
****
```
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    18  18  18       18  18  18       20  20  20       20  20  20
Lanes:          1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      48 1039    3      4  890   22    72    2   51    29   18   42
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   48 1039    3      4  890   22    72    2   51    29   18   42
Added Vol:      5   84    0      0   53    3    23    0   34     0    0    0
Future:        20  160    0      0  170    0    10    0   10    20    0   10
Initial Fut:   73 1283    3      4 1113   25   105    2   95    49   18   52
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    73 1283    3      4 1113   25   105    2   95    49   18   52
Reduct Vol:     0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:   73 1283    3      4 1113   25   105    2   95    49   18   52
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    73 1283    3      4 1113   25   105    2   95    49   18   52
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.20 0.95 0.95   0.16 0.95 0.95  0.75 0.75 0.75  0.75 0.89 0.89
Lanes:       1.00 1.99 0.01   1.00 1.96 0.04  0.52 0.01 0.47  1.00 0.26 0.74
Final Sat.:   374 3602    8    296 3520   79   741   14  671  1423  434 1255
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.36 0.36   0.01 0.32 0.32  0.14 0.14 0.14  0.03 0.04 0.04
Crit Moves:       ****                ****
Green/Cycle: 0.63 0.63 0.63   0.63 0.63 0.63  0.27 0.27 0.27  0.27 0.27 0.27
Volume/Cap:  0.31 0.57 0.57   0.02 0.50 0.50  0.53 0.53 0.53  0.13 0.16 0.16
Delay/Veh:    7.3  8.5  8.5    5.3  7.8  7.8  24.9 24.9 24.9  21.0 21.2 21.2
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   7.3  8.5  8.5    5.3  7.8  7.8  24.9 24.9 24.9  21.0 21.2 21.2
DesignQueue:    1   22    0      0   19    0     3    0    3     2    1    2
```
****

```
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
```
****
Intersection #20 University Avenue / Sixth Street
****
```
Cycle (sec):        128        Critical Vol./Cap. (X):        1.041
Loss Time (sec):     16 (Y+R =  5 sec) Average Delay (sec/veh):    106.1
Optimal Cycle:      180        Level Of Service:                F
```
****
```
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit       Permitted         Protected         Protected
Rights:          Include           Include           Include           Include
Min. Green:     6  23  23        0  23  23        6  15  15     6  15  15
Lanes:          1  0  1  0  1    1  0  1  0  1    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:     343  353   48    101  239  465   163  827  212    42 1205   33
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  343  353   48    101  239  465   163  827  212    42 1205   33
Added Vol:      0    4    2      0   19    8     1   35    0     5  247    0
Future:        10   70   40    100  130  100    20  200   20    20  120   10
Initial Fut:  353  427   90    201  388  573   184 1062  232    67 1572   43
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   353  427   90    201  388  573   184 1062  232    67 1572   43
Reduct Vol:     0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:  353  427   90    201  388  573   184 1062  232    67 1572   43
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   353  427   90    201  388  573   184 1062  232    67 1572   43
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.98 1.00 0.85   1.00 1.00 0.85  0.95 0.92 0.92  0.95 0.95 0.95
Lanes:       1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.64 0.36  1.00 1.95 0.05
Final Sat.:  1855 1900 1615   1900 1900 1615  1805 2883  630  1805 3500   96
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.22 0.06   0.11 0.20 0.35  0.10 0.37 0.37  0.04 0.45 0.45
Crit Moves:  ****                    ****  ****                ****
Green/Cycle: 0.33 0.33 0.33   0.28 0.28 0.28  0.08 0.39 0.39  0.05 0.36 0.36
Volume/Cap:  0.58 0.68 0.17   0.38 0.72 1.26  1.26 0.94 0.94  0.79 1.26 1.26
Delay/Veh:   57.3 42.9 31.1   38.9 49.8 179.2 218.9 51.5 51.5 112.4 164 164.1
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  57.3 42.9 31.1   38.9 49.8 179.2 218.9 51.5 51.5 112.4 164 164.1
DesignQueue:   22   22    4     11   21   32    12   51   11     5   81    2
```
****

```
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                             PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #21 University Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):          128          Critical Vol./Cap. (X):       1.095
Loss Time (sec):       16 (Y+R =  4 sec) Average Delay (sec/veh):  196.1
Optimal Cycle:        180          Level Of Service:                 F
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|--------------||---------------||---------------||--------------|
Control:       Protected         Protected        Protected        Protected
Rights:         Include           Include          Include          Include
Min. Green:   5    21   21    5    21   21    5    22   22    5    22   22
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
           -----------|--------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:    233  945   93   141  681   84    87  986  105    71  906  125
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 233  945   93   141  681   84    87  986  105    71  906  125
Added Vol:     1   19    1     8    8    0     0   36    0     6  251   68
Future:       50   90   10    20  220   60    90  190   80    10   60   20
Initial Fut: 284 1054  104   169  909  144   177 1212  185    87 1217  213
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 284 1054  104   169  909  144   177 1212  185    87 1217  213
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 284 1054  104   169  909  144   177 1212  185    87 1217  213
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 284 1054  104   169  909  144   177 1212  185    87 1217  213
           -----------|--------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.94 0.94  0.95 0.93 0.93  0.95 0.93 0.93  0.95 0.93 0.93
Lanes:      1.00 1.82 0.18  1.00 1.73 0.27  1.00 1.74 0.26  1.00 1.70 0.30
Final Sat.: 1805 3243  320  1805 3051  483  1805 3069  468  1805 3005  526
           -----------|--------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.33 0.33  0.09 0.30 0.30  0.10 0.39 0.39  0.05 0.41 0.41
Crit Moves: ****                 ****             ****             ****
Green/Cycle:0.14 0.28 0.28  0.09 0.28 0.28  0.09 0.21 0.21  0.05 0.36 0.36
Volume/Cap: 1.11 1.16 1.16  0.99 1.06 1.06  1.11 1.88 1.88  0.98 1.11 1.11
Delay/Veh:  143.9  130 129.7 125.0 93.3 93.3 162.1  452 451.8 150.2  102 101.6
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 143.9  130 129.7 125.0 93.3 93.3 162.1  452 451.8 150.2  102 101.6
DesignQueue: 18   59    6    11   50    8    12   75   12     6   61   11
**************************************************************************
```

```
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                             PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #22 University Avenue / Martin Luther King Way
**************************************************************************
Cycle (sec):           85          Critical Vol./Cap. (X):       0.986
Loss Time (sec):       12 (Y+R =  5 sec) Average Delay (sec/veh):   38.7
Optimal Cycle:        180          Level Of Service:                 D
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|--------------||---------------||---------------||--------------|
Control:       Prot+Permit       Permitted        Permitted        Permitted
Rights:         Include           Include          Include          Include
Min. Green:   5    23   23    23   23   23    17   17   17    17   17   17
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
           -----------|--------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    282  902   78    46  702   77    80  679  134    71  727   81
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 282  902   78    46  702   77    80  679  134    71  727   81
Added Vol:    12   25    0     0    3    1     0   45    0     3  311    0
Future:       30  200   20    30   60   10    30  170   40    10   70   10
Initial Fut: 324 1127   98    76  765   88   110  894  174    84 1108   91
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 324 1127   98    76  765   88   110  894  174    84 1108   91
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 324 1127   98    76  765   88   110  894  174    84 1108   91
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 324 1127   98    76  765   88   110  894  174    84 1108   91
           -----------|--------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.37 0.94 0.94  0.13 0.94 0.94  0.14 0.93 0.93  0.14 0.94 0.94
Lanes:      1.00 1.84 0.16  1.00 1.79 0.21  1.00 1.67 0.33  1.00 1.85 0.15
Final Sat.:  709 3281  285   251 3189  367   268 2949  574   268 3299  271
           -----------|--------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.46 0.34 0.34  0.30 0.24 0.24  0.41 0.30 0.30  0.31 0.34 0.34
Crit Moves: ****                 ****             ****
Green/Cycle:0.52 0.52 0.52  0.39 0.39 0.39  0.33 0.33 0.33  0.33 0.33 0.33
Volume/Cap: 0.88 0.66 0.66  0.78 0.62 0.62  1.23 0.91 0.91  0.94 1.01 1.01
Delay/Veh:  37.8 12.8 12.8  66.6 21.2 21.2 198.4 39.0 39.0 107.5 56.3 56.3
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 37.8 12.8 12.8  66.6 21.2 21.2 198.4 39.0 39.0 107.5 56.3 56.3
DesignQueue: 14   28    2     2   24    3     4   30    6     3   38    3
**************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #23 University Avenue / Milvia Street
**************************************************************************
Cycle (sec):       75          Critical Vol./Cap. (X):        0.635
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):    22.3
Optimal Cycle:     49          Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted        Permitted         Permitted
Rights:         Include           Include          Include           Include
Min. Green:   21   21   21    21   21   21    20   20   20    20   20   20
Lanes:      1  0  0  1  0   0  0  1! 0  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:   127  218   44    13  102   74    47  649  108    22  651   33
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:127  218   44    13  102   74    47  649  108    22  651   33
Added Vol:    0    0    0     0    0    0     0   46    0     0  314    0
Future:      10   10   10    10   10   10    20  180   20    10   80   20
Initial Fut:137  228   54    23  112   84    67  875  128    32 1045   53
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 137  228   54    23  112   84    67  875  128    32 1045   53
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:137  228   54    23  112   84    67  875  128    32 1045   53
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 137  228   54    23  112   84    67  875  128    32 1045   53
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.70 0.97 0.97  0.90 0.90 0.90  0.68 0.68 0.68  0.85 0.85 0.85
Lanes:      1.00 0.81 0.19  0.11 0.51 0.38  0.12 1.64 0.24  0.06 1.85 0.09
Final Sat.: 1336 1492  353   180  875  656   162 2110  309    91 2984  151
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.10 0.15 0.15  0.13 0.13 0.13  0.41 0.41 0.41  0.35 0.35 0.35
Crit Moves:      ****                 ****              ****
Green/Cycle:0.35 0.35 0.35  0.35 0.35 0.35  0.47 0.47 0.47  0.47 0.47 0.47
Volume/Cap: 0.30 0.44 0.44  0.37 0.37 0.37  0.88 0.88 0.88  0.74 0.74 0.74
Delay/Veh:  19.5 21.1 21.1  20.1 20.1 20.1  26.7 26.7 26.7  19.3 19.3 19.3
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 19.5 21.1 21.1  20.1 20.1 20.1  26.7 26.7 26.7  19.3 19.3 19.3
DesignQueue:  4    6    2     1    3    2     2   21    3     1   25    1
**************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #24 University Avenue / SB Shattuck Avenue
**************************************************************************
Cycle (sec):       75          Critical Vol./Cap. (X):        0.889
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):    21.5
Optimal Cycle:     83          Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted        Permitted         Permitted
Rights:         Include           Include          Include           Include
Min. Green:    0    0    0    16   16   16    16   16   16    16   16   16
Lanes:      0  0  0  0  0   0  1  1  1  0   1  0  1  1  0   0  1  0  1  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0    55  576  146   131  374  254    74  642  640
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0    55  576  146   131  374  254    74  642  640
Added Vol:    0    0    0     0   41   50     7   23   16     2  265    5
Future:       0    0    0    33  253   33    44  110   55    11   88  143
Initial Fut:  0    0    0    88  870  229   182  507  325    87  995  788
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0    0    0    88  870  229   182  507  325    87  995  788
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0    0    0    88  870  229   182  507  325    87  995  788
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0    0    0    88  870  229   182  507  325    87  995  788
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  0.77 0.77 0.77  0.18 0.80 0.80  0.68 0.68 0.68
Lanes:      0.00 0.00 0.00  0.22 2.20 0.58  1.00 1.22 0.78  0.14 1.60 1.26
Final Sat.:   0    0    0   326 3226  849   347 1863 1194   179 2048 1622
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.27 0.27 0.27  0.52 0.27 0.27  0.49 0.49 0.49
Crit Moves:                      ****              ****
Green/Cycle:0.00 0.00 0.00  0.30 0.30 0.30  0.59 0.59 0.59  0.59 0.59 0.59
Volume/Cap: 0.00 0.00 0.00  0.89 0.89 0.89  0.89 0.46 0.46  0.82 0.82 0.82
Delay/Veh:   0.0  0.0  0.0  34.0 34.0 34.0  52.6  9.5  9.5  15.8 15.8 15.8
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0  34.0 34.0 34.0  52.6  9.5  9.5  15.8 15.8 15.8
DesignQueue:  0    0    0     3   27    7     3    9    6     2   19   15
**************************************************************************
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #25 University Avenue / NB Shattuck Avenue
*************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):      0.601
Loss Time (sec):    15 (Y+R =  4 sec) Average Delay (sec/veh):    18.2
Optimal Cycle:      52         Level Of Service:              B
*************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:  19    0   19     0    0    0     0   13    0     0   13    0
Lanes:        2  0  1! 0  1   0  0  0  0  0   0  0  2  0  0   0  0  2  0  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    938    0  208     0    0    0     0  454    0     0  433    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 938    0  208     0    0    0     0  454    0     0  433    0
Added Vol:   155    0   11     0    0    0     0   23    0     0  117    0
Future:      150    0   40     0    0    0     0    0    0     0   70    0
Initial Fut:1243    0  259     0    0    0     0  477    0     0  620    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 1243    0  259     0    0    0     0  477    0     0  620    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:1243    0  259     0    0    0     0  477    0     0  620    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 1243    0  259     0    0    0     0  477    0     0  620    0
           -----------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.82 1.00 0.84  1.00 1.00 1.00  1.00 0.86 1.00  1.00 0.86 1.00
Lanes:      2.77 0.00 1.23  0.00 0.00 0.00  0.00 2.00 0.00  0.00 2.00 0.00
Final Sat.: 4292    0 1971     0    0    0     0 3249    0     0 3249    0
           -----------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.29 0.00 0.13  0.00 0.00 0.00  0.00 0.15 0.00  0.00 0.19 0.00
Crit Moves: ****               ****               ****
Green/Cycle: 0.48 0.00 0.48  0.00 0.00 0.00  0.00 0.32 0.00  0.00 0.32 0.00
Volume/Cap: 0.60 0.00 0.27  0.00 0.00 0.00  0.00 0.46 0.00  0.00 0.60 0.00
Delay/Veh:  15.2  0.0 11.7   0.0  0.0  0.0   0.0 21.9  0.0   0.0 24.2  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 15.2  0.0 11.7   0.0  0.0  0.0   0.0 21.9  0.0   0.0 24.2  0.0
DesignQueue:  29    0    6     0    0    0     0   14    0     0   18    0
*************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #26 University Avenue / Oxford Street
*************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):      0.871
Loss Time (sec):     4 (Y+R =  4 sec) Average Delay (sec/veh):    29.0
Optimal Cycle:     122         Level Of Service:              C
*************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------|
Control:        Prot+Permit      Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18    0   18    18   18   18    18   18   18    18   18   18
Lanes:        1  0  1  1  0   1  0  1  1  0   1  1  0  0  1   0  0  1! 0  0
           -----------|---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    278  771   16    32  835  106   306   39  330     9   37   40
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 278  771   16    32  835  106   306   39  330     9   37   40
Added Vol:    90   75    0     0   55   33    16   -1   19    -2   -6   -2
Future:       55  143    0    11  176   33    22   11   22     0   11   11
Initial Fut: 423  989   16    43 1066  172   344   49  371     7   42   49
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  423  989   16    43 1066  172   344   49  371     7   42   49
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 423  989   16    43 1066  172   344   49  371     7   42   49
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  423  989   16    43 1066  172   344   49  371     7   42   49
           -----------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.41 0.85 0.85  0.24 0.84 0.84  0.59 0.59 0.77  0.83 0.83 0.83
Lanes:      1.00 1.97 0.03  1.00 1.72 0.28  1.75 0.25 1.00  0.07 0.43 0.50
Final Sat.:  785 3191   52   450 2739  442  1970  281 1454   112  675  787
           -----------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.54 0.31 0.31  0.10 0.39 0.39  0.17 0.17 0.26  0.06 0.06 0.06
Crit Moves: ****               ****               ****
Green/Cycle: 0.68 0.68 0.68  0.41 0.41 0.41  0.27 0.27 0.27  0.27 0.27 0.27
Volume/Cap: 0.79 0.46 0.46  0.23 0.96 0.96  0.65 0.65 0.96  0.23 0.23 0.23
Delay/Veh:  28.9  6.3  6.3  17.6 38.0 38.0  29.9 29.9 62.9  22.8 22.8 22.8
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 28.9  6.3  6.3  17.6 38.0 38.0  29.9 29.9 62.9  22.8 22.8 22.8
DesignQueue:  14   14    0     1   29    5    11    2   12     0    1    2
*************************************************************************
```

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```
-------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Univeristy Drive (East Gate)  / Gayley Road
********************************************************************************
Average Delay (sec/veh):    2.1         Worst Case Level Of Service:      C
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           ------------|---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Lanes:        1  0  1  0  0     0  0  0  1  0     1  0  0  0  1     0  0  0  0  0
           ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     59  552    0     0  505   52    41    0   81     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  59  552    0     0  505   52    41    0   81     0    0    0
Added Vol:    -2   49    0     0   34   -3   -19    0  -12     0    0    0
Future:       20  110    0     0   60   10    10    0   20     0    0    0
Initial Fut:  77  711    0     0  599   59    32    0   89     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   77  711    0     0  599   59    32    0   89     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   77  711    0     0  599   59    32    0   89     0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
           ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  658 xxxx xxxxx  xxxx xxxx xxxxx 1494 xxxx   629 xxxx xxxx xxxxx
Potent Cap.:  939 xxxx xxxxx  xxxx xxxx xxxxx  137 xxxx   486 xxxx xxxx xxxxx
Move Cap.:    939 xxxx xxxxx  xxxx xxxx xxxxx  128 xxxx   486 xxxx xxxx xxxxx
           ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 9.2 xxxx xxxxx xxxxx xxxx xxxxx 42.1 xxxx  14.1 xxxxx xxxx xxxxx
LOS by Move:  A   *    *     *     *    *     E    *      B     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:    xxxxxx           xxxxxx           21.5           xxxxxx
ApproachLOS:      *                *               C               *
```

```
-------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #28 Addison Street / Oxford Street
********************************************************************************
Average Delay (sec/veh):    1.5         Worst Case Level Of Service:      C
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           ------------|---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Lanes:        1  0  2  0  0     0  0  1  1  0     0  0  1! 0  0     0  0  0  0  0
           ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     32 1006    0     0  952   28    10    0  114     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  32 1006    0     0  952   28    10    0  114     0    0    0
Added Vol:     3  149    0     0   70    2    16    0   18     0    0    0
Future:       10  180    0     0  170   10     0    0   10     0    0    0
Initial Fut:  45 1335    0     0 1192   40    26    0  142     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   48 1420    0     0 1268   43    28    0  151     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   48 1420    0     0 1268   43    28    0  151     0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
           ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  830 xxxx xxxxx  xxxx xxxx xxxxx 1635 xxxx     0 xxxx xxxx xxxxx
Potent Cap.:  607 xxxx xxxxx  xxxx xxxx xxxxx   65 xxxx     0 xxxx xxxx xxxxx
Move Cap.:    607 xxxx xxxxx  xxxx xxxx xxxxx   61 xxxx     0 xxxx xxxx xxxxx
           ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 11.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  B   *    *     *     *    *     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  397 xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.3 xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    C    *     *    *    *
ApproachDel:    xxxxxx           xxxxxx           21.3           xxxxxx
ApproachLOS:      *                *               C               *
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #29 Center Street / SB Shattuck Avenue
**************************************************************************
Cycle (sec):         75          Critical Vol./Cap. (X):       0.621
Loss Time (sec):     12 (Y+R = 10 sec) Average Delay (sec/veh):    17.2
Optimal Cycle:       67          Level Of Service:               B
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:    0    0    0   30   30   30    0   17   17   25   25    0
Lanes:        0 0  0  0 0   0 1  1  1 0   0 0  0  1 0   0 1  0  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0   41  790  126    0  104  179   29  160    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0   41  790  126    0  104  179   29  160    0
Added Vol:     0    0    0    0   71    0    0    0    0   -2    2    0
Future:        0    0    0   10  230   40    0   50   30   30   40    0
Initial Fut:   0    0    0   51 1091  166    0  154  209   57  202    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0   51 1091  166    0  154  209   57  202    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0   51 1091  166    0  154  209   57  202    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0    0   51 1091  166    0  154  209   57  202    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 1.00 0.79 0.79 0.79 1.00 0.83 0.83 0.79 0.79 1.00
Lanes:       0.00 0.00 0.00 0.12 2.50 0.38 0.00 0.42 0.58 0.22 0.78 0.00
Final Sat.:    0    0    0  175 3747  570    0  669  908  329 1164    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.29 0.29 0.29 0.00 0.23 0.23 0.17 0.17 0.00
Crit Moves:                  ****                ****
Green/Cycle: 0.00 0.00 0.00 0.40 0.40 0.40 0.00 0.29 0.29 0.43 0.43 0.00
Volume/Cap:  0.00 0.00 0.00 0.73 0.73 0.73 0.00 0.78 0.78 0.41 0.41 0.00
Delay/Veh:    0.0  0.0  0.0 13.2 13.2 13.2  0.0 36.9 36.9  9.4  9.4  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0 13.2 13.2 13.2  0.0 36.9 36.9  9.4  9.4  0.0
DesignQueue:   0    0    0    1   29    4    0    5    6    1    5    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #30 Center Street / NB Shattuck Avenue
**************************************************************************
Cycle (sec):         75          Critical Vol./Cap. (X):       0.550
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):     9.5
Optimal Cycle:       65          Level Of Service:               A
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:   40   40   40    0    0    0   17   17    0    0   17   17
Lanes:        0 1  1  1 0   0 0  0  0 0   0 1  0  0 0   0 0  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     50  982   86    0    0    0   81   55    0    0  139   58
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  50  982   86    0    0    0   81   55    0    0  139   58
Added Vol:     0  116    0    0    0    0    0    0    0    0    0    0
Future:       30  110   30    0    0    0   30   40    0    0   40   60
Initial Fut:  80 1208  116    0    0    0  111   95    0    0  179  118
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   80 1208  116    0    0    0  111   95    0    0  179  118
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  80 1208  116    0    0    0  111   95    0    0  179  118
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   80 1208  116    0    0    0  111   95    0    0  179  118
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.80 0.80 0.80 1.00 1.00 1.00 0.74 0.74 1.00 1.00 0.85 0.85
Lanes:       0.17 2.58 0.25 0.00 0.00 0.00 0.54 0.46 0.00 0.00 0.60 0.40
Final Sat.:  260 3921  376    0    0    0  754  645    0    0  975  643
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.31 0.31 0.31 0.00 0.00 0.00 0.15 0.15 0.00 0.00 0.18 0.18
Crit Moves:       ****                                              ****
Green/Cycle: 0.53 0.53 0.53 0.00 0.00 0.00 0.29 0.29 0.00 0.00 0.29 0.29
Volume/Cap:  0.58 0.58 0.58 0.00 0.00 0.00 0.50 0.50 0.00 0.00 0.63 0.63
Delay/Veh:    3.8  3.8  3.8  0.0  0.0  0.0 20.2 20.2  0.0  0.0 29.1 29.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   3.8  3.8  3.8  0.0  0.0  0.0 20.2 20.2  0.0  0.0 29.1 29.1
DesignQueue:   2   25    2    0    0    0    3    3    0    0    5    4
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #31 Center Street / Oxford Street
**************************************************************************
Cycle (sec):         75          Critical Vol./Cap. (X):       0.550
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   10.5
Optimal Cycle:       46          Level Of Service:               B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   19   19   19    19   19   19    19   19   19    19   19   19
Lanes:      1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2000 << 4:00 - 6:00 PM
Base Vol:    87  998   24    19  980   67    33    6   84    37    9   16
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 87  998   24    19  980   67    33    6   84    37    9   16
Added Vol:    0  156    0    -1   85    3     0    0    0    -2   -3   -5
Future:      40  150   10     0  150    30   30    0   30     0    0    0
Initial Fut:127 1304   34    18 1215  100    63    6  114    35    6   11
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 127 1304   34    18 1215  100    63    6  114    35    6   11
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:127 1304   34    18 1215  100    63    6  114    35    6   11
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 127 1304   34    18 1215  100    63    6  114    35    6   11
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.19 0.95 0.95  0.18 0.94 0.94  0.81 0.81 0.81  0.76 0.76 0.76
Lanes:      1.00 1.95 0.05  1.00 1.85 0.15  0.34 0.03 0.63  0.67 0.12 0.21
Final Sat.:  359 3504   91   348 3299  272   527   50  954   977  168  307
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.35 0.37 0.37  0.05 0.37 0.37  0.12 0.12 0.12  0.04 0.04 0.04
Crit Moves:      ****                ****
Green/Cycle: 0.64 0.64 0.64  0.64 0.64 0.64  0.25 0.25 0.25  0.25 0.25 0.25
Volume/Cap: 0.55 0.58 0.58  0.08 0.58 0.58  0.47 0.47 0.47  0.14 0.14 0.14
Delay/Veh:  16.8  8.8  8.8   5.8  8.8  8.8  27.8 27.8 27.8  22.5 22.5 22.5
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 16.8  8.8  8.8   5.8  8.8  8.8  27.8 27.8 27.8  22.5 22.5 22.5
DesignQueue:   2   22    1     0   20    2     2    0    4     1    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #32 Stadium Rim Road / Gayley Road
**************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):       1.187
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):   73.5
Optimal Cycle:        0          Level Of Service:               F
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:      0  0  0  1  0   0  1  0  0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  359   19   135  459    0    20    7   15    47    0  232
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  359   19   135  459    0    20    7   15    47    0  232
Added Vol:    0   47   20     4   18    0     0    0    0     3    0    1
Future:       0   99   11    22   55    0     0    0    0    11    0   33
Initial Fut:  0  505   50   161  532    0    20    7   15    61    0  266
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  505   50   161  532    0    20    7   15    61    0  266
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  505   50   161  532    0    20    7   15    61    0  266
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  505   50   161  532    0    20    7   15    61    0  266
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.91 0.09  0.23 0.77 0.00  0.47 0.17 0.36  0.19 0.00 0.81
Final Sat.:   0  533   53   136  448    0   201   70  151   101    0  441
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.95 0.95  1.19 1.19 xxxx  0.10 0.10 0.10  0.60 xxxx 0.60
Crit Moves:      ****            ****             ****             ****
Delay/Veh:   0.0 49.2 49.2 122.5  123  0.0  11.8 11.8 11.8  18.7  0.0 18.7
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 49.2 49.2 122.5  123  0.0  11.8 11.8 11.8  18.7  0.0 18.7
LOS by Move:   *    E    E     F    F    *    B    B    B     C    *    C
ApproachDel:      49.2            122.5            11.8             18.7
Delay Adj:        1.00             1.00            1.00             1.00
ApprAdjDel:       49.2            122.5            11.8             18.7
LOS by Appr:       E                F               B                C
**************************************************************************
```

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-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #33 Allston Way / Oxford Street
********************************************************************************
Average Delay (sec/veh):     2.8      Worst Case Level Of Service:        E
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled      Uncontrolled       Stop Sign        Stop Sign
Rights:           Include           Include           Include          Include
Lanes:        0  1  1  0  0     0  1  0  1  0     1  0  0  0  1     0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      46 1002    0     26 1082   75     23    0  110      0    0    0
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   46 1002    0     26 1082   75     23    0  110      0    0    0
Added Vol:      0  156    0      0   83    0      0    0    0      0    0    0
Future:         0  190    0     10  160   10      0    0   30      0    0    0
Initial Fut:   46 1348    0     36 1325   85     23    0  140      0    0    0
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    46 1348    0     36 1325   85     23    0  140      0    0    0
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:    46 1348    0     36 1325   85     23    0  140      0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1296 xxxx xxxxx  1348 xxxx xxxxx  2147 xxxx   549 xxxx xxxx xxxxx
Potent Cap.:  511 xxxx xxxxx   517 xxxx xxxxx    40 xxxx   457 xxxx xxxx xxxxx
Move Cap.:    511 xxxx xxxxx   517 xxxx xxxxx    35 xxxx   457 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 12.7 xxxx xxxxx  12.5 xxxx xxxxx 219.9 xxxx  16.3 xxxxx xxxx xxxxx
LOS by Move:   B    *    *      B    *    *      F    *    C      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx
Shrd StpDel: 12.7 xxxx xxxxx  12.5 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    B    *    *      B    *    *      *    *    *      *    *    *
ApproachDel:     xxxxxx            xxxxxx            45.0             xxxxxx
ApproachLOS:       *                 *                E                  *
```

```
-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #34 Kittridge Street / Oxford Street / Fulton Street
********************************************************************************
Average Delay (sec/veh): OVERFLOW    Worst Case Level Of Service:        F
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled      Uncontrolled       Stop Sign        Stop Sign
Rights:           Include           Include           Include          Include
Lanes:        0  1  0  1  0     0  1  0  1  0     0  0  1! 0  0     0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      45  995    0      0 1108   96     51    0   69      0    0    0
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   45  995    0      0 1108   96     51    0   69      0    0    0
Added Vol:      0   94    3      9   74    0      0    3    0     18   26   62
Future:        20  180    0      0  150   30     10    0   20      0    0    0
Initial Fut:   65 1269    3      9 1332  126     61    3   89     18   26   62
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    65 1269    3      9 1332  126     61    3   89     18   26   62
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:    65 1269    3      9 1332  126     61    3   89     18   26   62
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5  6.9   7.5  6.5  6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1357 xxxx xxxxx  1272 xxxx xxxxx  2136 2795  588  2026 2860  636
Potent Cap.:  487 xxxx xxxxx   553 xxxx xxxxx    27   18  434    33   16  425
Move Cap.:    487 xxxx xxxxx   553 xxxx xxxxx     0   15  434    20   14  425
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 13.5 xxxx xxxxx  11.6 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   B    *    *      B    *    *      *    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx    0 xxxxx   xxxx   36 xxxxx
Shrd StpDel: 13.5 xxxx xxxxx  11.6 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx 1122 xxxxx
Shared LOS:    B    *    *      B    *    *      *    *    *      *    F    *
ApproachDel:     xxxxxx            xxxxxx            xxxxxx           1122.1
ApproachLOS:       *                 *                F                  F
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #35 Stadium Rim Road / Centennial Drive
**************************************************************************
Cycle (sec):        100        Critical Vol./Cap. (X):        0.552
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):  11.9
Optimal Cycle:        0        Level Of Service:                B
**************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign         Stop Sign        Stop Sign
Rights:         Include          Include           Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0 0  0 1 0     0 1  0 0 0     0 0  0 0 0     0 0  1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0   99  140   102   57    0     0    0    0   204    0  146
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0   99  140   102   57    0     0    0    0   204    0  146
Added Vol:    0    0    0    25    0    0     0    0    0     0    0    4
Future:       0   22   22    22   11    0     0    0    0    11    0   22
Initial Fut:  0  121  162   149   68    0     0    0    0   215    0  172
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0  121  162   149   68    0     0    0    0   215    0  172
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  121  162   149   68    0     0    0    0   215    0  172
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  121  162   149   68    0     0    0    0   215    0  172
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.43 0.57 0.69 0.31 0.00 0.00 0.00 0.00 0.56 0.00 0.44
Final Sat.:   0  302  404   435  199    0     0    0    0   390    0  312
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   xxxx 0.40 0.40 0.34 0.34 xxxx xxxx xxxx xxxx 0.55 xxxx 0.55
Crit Moves:        ****      ****                              ****
Delay/Veh:   0.0 10.8 10.8 10.9 10.9  0.0  0.0  0.0  0.0 13.3  0.0 13.3
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 10.8 10.8 10.9 10.9  0.0  0.0  0.0  0.0 13.3  0.0 13.3
LOS by Move:  *    B    B    B    B    *    *    *    *    B    *    B
ApproachDel:      10.8           10.9          xxxxxx          13.3
Delay Adj:        1.00           1.00          xxxxx           1.00
ApprAdjDel:       10.8           10.9          xxxxxx          13.3
LOS by Appr:       B              B              *              B
**************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #36 Bancroft Way / Shattuck Avenue
**************************************************************************
Cycle (sec):         75        Critical Vol./Cap. (X):        0.824
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):  21.8
Optimal Cycle:       65        Level Of Service:                C
**************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted         Permitted        Permitted
Rights:         Include          Include           Include          Include
Min. Green:  18   18    0     0   18   18     0    0    0    16   16   16
Lanes:        1 0  2 0 0     0 0  1 1 0     0 0  1! 0 0     1 0  0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    30 1186    0     0  949   23     1    0   38   258   97  111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1186    0     0  949   23     1    0   38   258   97  111
Added Vol:    0   43    0     0   95    0     0    0    0   104    0   76
Future:      10  150    0     0  290   10     0    0    0    30   20   20
Initial Fut: 40 1379    0     0 1334   33     1    0   38   392  117  207
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  40 1379    0     0 1334   33     1    0   38   392  117  207
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 40 1379    0     0 1334   33     1    0   38   392  117  207
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  40 1379    0     0 1334   33     1    0   38   392  117  207
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.14 0.86 1.00 1.00 0.85 0.85 0.78 1.00 0.78 0.66 0.81 0.81
Lanes:      1.00 2.00 0.00 0.00 1.95 0.05 0.03 0.00 0.97 1.00 0.36 0.64
Final Sat.: 263 3249    0     0 3158   78    38    0 1438  1259  558  988
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.15 0.42 0.00 0.00 0.42 0.42 0.03 0.00 0.03 0.31 0.21 0.21
Crit Moves:       ****                 ****                     ****
Green/Cycle: 0.52 0.52 0.00 0.00 0.52 0.52 0.38 0.00 0.38 0.38 0.38 0.38
Volume/Cap:  0.29 0.82 0.00 0.00 0.82 0.82 0.07 0.00 0.07 0.82 0.55 0.55
Delay/Veh:  15.8 20.1  0.0  0.0 19.9 19.9 15.1  0.0 15.1 36.0 22.1 22.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 15.8 20.1  0.0  0.0 19.9 19.9 15.1  0.0 15.1 36.0 22.1 22.1
DesignQueue:  1   31    0     0   30    1     0    0    1    11    3    6
**************************************************************************
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #37 Bancroft Way / Fulton Street
*************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):      0.506
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     10.2
Optimal Cycle:      49         Level Of Service:                B
*************************************************************************
Approach:        North Bound     South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Ignore
Min. Green:  17  17    0     0  17   17     0   0    0    24  24   24
Lanes:        0   1   1  0    0  0   2  1  0    0  0   0  0  0    0  1  1  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    18  164    0     0 1066  165     0   0    0    12 287  898
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 18  164    0     0 1066  165     0   0    0    12 287  898
Added Vol:    2    0    0     0   85    7     0   0    0    20 139   97
Future:      10   10    0     0  130   20     0   0    0    10  30  170
Initial Fut: 30  174    0     0 1281  192     0   0    0    42 456 1165
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:  30  174    0     0 1281  192     0   0    0    42 456    0
Reduct Vol:   0    0    0     0    0    0     0   0    0     0   0    0
Reduced Vol: 30  174    0     0 1281  192     0   0    0    42 456    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 0.00
Final Vol.:  30  174    0     0 1281  192     0   0    0    42 456    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900
Adjustment: 0.73 0.73 1.00  1.00 0.89 0.89  1.00 1.00 1.00 0.81 0.81 1.00
Lanes:      0.29 1.71 0.00  0.00 2.61 0.39  0.00 0.00 0.00 0.17 1.83 1.00
Final Sat.:  408 2365    0     0 4425  663     0   0    0   259 2810 1900
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.07 0.00  0.00 0.29 0.29  0.00 0.00 0.00 0.16 0.16 0.00
Crit Moves:              ****                              ****
Green/Cycle: 0.57 0.57 0.00  0.00 0.57 0.57  0.00 0.00 0.00 0.32 0.32 0.00
Volume/Cap: 0.13 0.13 0.00  0.00 0.51 0.51  0.00 0.00 0.00 0.51 0.51 0.00
Delay/Veh:   4.9  4.9  0.0   0.0  6.8  6.8   0.0  0.0  0.0 22.5 22.5  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  4.9  4.9  0.0   0.0  6.8  6.8   0.0  0.0  0.0 22.5 22.5  0.0
DesignQueue:   1    3    0     0   24    4     0   0    0     1  13    0
*************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #38 Bancroft Way / Ellsworth Street
*************************************************************************
Average Delay (sec/veh):     9.9         Worst Case Level Of Service:     E
*************************************************************************
Approach:        North Bound     South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:        1   1   0  0  0    0  0   0  0  1    0  0   0  0  0    0  0   1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    348   11    0     0    0  100     0   0    0     0 877    6
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 348   11    0     0    0  100     0   0    0     0 877    6
Added Vol:    12    0    0     0    0    0     0   0    0     0 153    0
Future:       50    0    0     0    0    0     0   0    0     0 230    0
Initial Fut: 410   11    0     0    0  100     0   0    0     0 1260   6
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  410   11    0     0    0  100     0   0    0     0 1260   6
Reduct Vol:    0    0    0     0    0    0     0   0    0     0   0    0
Final Vol.:  410   11    0     0    0  100     0   0    0     0 1260   6
Critical Gap Module:
Critical Gp: 7.1  6.5 xxxxx xxxxx xxxx      6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5  4.0 xxxxx xxxxx xxxx      3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 630 1266 xxxxx  xxxx xxxx      633 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 397  171 xxxxx  xxxx xxxx      483 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   315  171 xxxxx  xxxx xxxx      483 xxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 35.5 xxxx xxxxx xxxxx xxxx   14.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  E    *    *     *    *        B    *    *    *    *     *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: 302 xxxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 42.0 xxxx xxxxx xxxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:   E    *    *     *    *    *       *    *    *    *     *    *
ApproachDel:     38.8              14.4            xxxxxx           xxxxxx
ApproachLOS:       E                 B                *                *
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                             PM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #39 Bancroft Way / Dana Street
*************************************************************************
Average Delay (sec/veh):      0.0        Worst Case Level Of Service:      A
*************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  0  0      0  0  0  0      0  0  0  0      0  1  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0    0    0    0    0    0    0   282  873    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0    0    0    0    0    0    0   282  873    0
Added Vol:     0    0    0    0    0    0    0    0    0    32  153    0
Future:        0    0    0    0    0    0    0    0    0    50  230    0
Initial Fut:   0    0    0    0    0    0    0    0    0   364 1256    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.40 1.00 1.00 1.00
PHF Volume:    0    0    0    0    0    0    0    0    0   364 1256    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    0    0    0    0    0    0    0    0    0   364 1256    0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
LOS by Move:  *    *    *      *    *    *      *    *    *      A    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shared LOS:   *    *    *      *    *    *      *    *    *      A    *    *
ApproachDel:   xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:      *                *                *                *
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                             PM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #40 Bancroft Way / Telegraph Avenue
*************************************************************************
Cycle (sec):           70        Critical Vol./Cap. (X):        0.413
Loss Time (sec):        8 (Y+R = 22 sec) Average Delay (sec/veh):     19.3
Optimal Cycle:         58        Level Of Service:              B
*************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:   29    0    0      0    0    0      0    0    0      0   21    0
Lanes:         2    0    0    0   0    0    0    0   0    0    0    0   0    0    3    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    495    0    0      0    0    0      0    0    0      0  675    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 495    0    0      0    0    0      0    0    0      0  675    0
Added Vol:     3    0    0      0    0    0      0    0    0      0  152    0
Future:      130    0    0      0    0    0      0    0    0      0  140    0
Initial Fut: 628    0    0      0    0    0      0    0    0      0  967    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  628    0    0      0    0    0      0    0    0      0  967    0
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 628    0    0      0    0    0      0    0    0      0  967    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  628    0    0      0    0    0      0    0    0      0  967    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.91 1.00
Lanes:      2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 3.00 0.00
Final Sat.: 3502    0    0      0    0    0      0    0    0      0 5187    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.19 0.00
Crit Moves: ****                                              ****
Green/Cycle: 0.42 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00
Volume/Cap: 0.43 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.62 0.00
Delay/Veh:  13.6  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 23.0  0.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.6  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 23.0  0.0
DesignQueue:  15    0    0      0    0    0      0    0    0      0   28    0
*************************************************************************
```

```
Cum+UC Proj+25 Inc PM     Fri May 7, 2004 15:08:00        Page 48-1
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #41 Bancroft Way / Bowditch Street
**************************************************************************
Cycle (sec):        100         Critical Vol./Cap. (X):      0.666
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):     16.1
Optimal Cycle:        0         Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0     0    0    0      0    0    0
Lanes:         1 0  0  0  0    0 0  0  0  0   0 0  0  0  0    0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      191   0    0      0    0    0     0    0    0     99  494    0
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   191   0    0      0    0    0     0    0    0     99  494    0
Added Vol:      0    0    0      0    0    0     0    0    0     27  152    0
Future:        30    0    0      0    0    0     0    0    0     20  110    0
Initial Fut:   221   0    0      0    0    0     0    0    0    146  756    0
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    221   0    0      0    0    0     0    0    0    146  756    0
Reduct Vol:     0    0    0      0    0    0     0    0    0      0    0    0
Reduced Vol:   221   0    0      0    0    0     0    0    0    146  756    0
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    221   0    0      0    0    0     0    0    0    146  756    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 0.00 0.00   0.00 0.00 0.00  0.00 0.00 0.00  0.32 1.68 0.00
Final Sat.:    617   0    0      0    0    0     0    0    0    219 1156    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.36 xxxx xxxx   xxxx xxxx xxxx  xxxx xxxx xxxx  0.67 0.65 xxxx
Crit Moves:   ****                                            ****
Delay/Veh:    11.7  0.0  0.0    0.0  0.0  0.0   0.0  0.0  0.0  17.7 17.0  0.0
Delay Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   11.7  0.0  0.0    0.0  0.0  0.0   0.0  0.0  0.0  17.7 17.0  0.0
LOS by Move:   B    *    *      *    *    *     *    *    *     C    C    *
ApproachDel:       11.7           xxxxxx           xxxxxx           17.1
Delay Adj:         1.00           xxxxx            xxxxx            1.00
ApprAdjDel:        11.7           xxxxxx           xxxxxx           17.1
LOS by Appr:        B               *                *               C
**************************************************************************
```

```
Cum+UC Proj+25 Inc PM     Fri May 7, 2004 15:08:00        Page 49-1
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #42 Bancroft Way / College Avenue
**************************************************************************
Cycle (sec):        100         Critical Vol./Cap. (X):      0.709
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):     15.6
Optimal Cycle:        0         Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0     0    0    0      0    0    0
Lanes:         1 0  0  0  0    0 0  0  0  0   0 0  0  0  0    0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      371   0    0      0    0    0     0    0    0     83  226    0
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   371   0    0      0    0    0     0    0    0     83  226    0
Added Vol:      20   0    0      0    0    0     0    0    0      3   37    0
Future:        110   0    0      0    0    0     0    0    0      0   22    0
Initial Fut:   501   0    0      0    0    0     0    0    0     86  285    0
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    501   0    0      0    0    0     0    0    0     86  285    0
Reduct Vol:     0    0    0      0    0    0     0    0    0      0    0    0
Reduced Vol:   501   0    0      0    0    0     0    0    0     86  285    0
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    501   0    0      0    0    0     0    0    0     86  285    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        1.00 0.00 0.00   0.00 0.00 0.00  0.00 0.00 0.00  0.46 1.54 0.00
Final Sat.:    706   0    0      0    0    0     0    0    0    269  914    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.71 xxxx xxxx   xxxx xxxx xxxx  xxxx xxxx xxxx  0.32 0.31 xxxx
Crit Moves:   ****                                            ****
Delay/Veh:    18.8  0.0  0.0    0.0  0.0  0.0   0.0  0.0  0.0  11.3 11.0  0.0
Delay Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   18.8  0.0  0.0    0.0  0.0  0.0   0.0  0.0  0.0  11.3 11.0  0.0
LOS by Move:   C    *    *      *    *    *     *    *    *     B    B    *
ApproachDel:       18.8           xxxxxx           xxxxxx           11.1
Delay Adj:         1.00           xxxxx            xxxxx            1.00
ApprAdjDel:        18.8           xxxxxx           xxxxxx           11.1
LOS by Appr:        C               *                *               B
**************************************************************************
```

```
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Future Volume Alternative)
*************************************************************************
Intersection #43 Bancroft Way / Piedmont Avenue
*************************************************************************
Cycle (sec):         100         Critical Vol./Cap. (X):       0.977
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):  35.7
Optimal Cycle:         0                Level Of Service:           E
*************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  0  0  0   0  0  0  1  0   0  0  0  0  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    152  439    0     0  357  159     0    0    0     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 152  439    0     0  357  159     0    0    0     0    0    0
Added Vol:    13   57    0     0   26   27     0    0    0     0    0    0
Future:       11   99    0     0   44   11     0    0    0     0    0    0
Initial Fut: 176  595    0     0  427  197     0    0    0     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  176  595    0     0  427  197     0    0    0     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 176  595    0     0  427  197     0    0    0     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  176  595    0     0  427  197     0    0    0     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.23 0.77 0.00  0.00 0.68 0.32  0.00 0.00 0.00  0.00 0.00 0.00
Final Sat.:  180  609    0     0  548  253     0    0    0     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.98 0.98 xxxx  xxxx 0.78 0.78  xxxx xxxx xxxx  xxxx xxxx xxxx
Crit Moves: ****              ****
Delay/Veh:  47.4 47.4  0.0   0.0 21.2 21.2   0.0  0.0  0.0   0.0  0.0  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 47.4 47.4  0.0   0.0 21.2 21.2   0.0  0.0  0.0   0.0  0.0  0.0
LOS by Move:  E    E    *     *    C    C     *    *    *     *    *    *
ApproachDel:     47.4            21.2           xxxxxx          xxxxxx
Delay Adj:       1.00            1.00           xxxxx           xxxxx
ApprAdjDel:      47.4            21.2           xxxxxx          xxxxxx
LOS by Appr:      E               C               *               *
*************************************************************************
```

```
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #44 Durant Avenue / Shattuck Avenue
*************************************************************************
Cycle (sec):          75         Critical Vol./Cap. (X):       0.816
Loss Time (sec):      12 (Y+R =  4 sec) Average Delay (sec/veh):  23.4
Optimal Cycle:        72                Level Of Service:           C
*************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Prot+Permit       Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  19   19   19    19   19   19     0    0    0     0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     69 1216  120    88 1099   51     9   72   55     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  69 1216  120    88 1099   51     9   72   55     0    0    0
Added Vol:     0   43   13    15  183    0     0    0    0     0    0    0
Future:       11  187   66    66  286   11     0   44   11     0    0    0
Initial Fut:  80 1446  199   169 1568   62     9  116   66     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   80 1446  199   169 1568   62     9  116   66     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  80 1446  199   169 1568   62     9  116   66     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   80 1446  199   169 1568   62     9  116   66     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.14 0.84 0.84  0.86 0.85 0.85  0.77 0.77 0.77  1.00 1.00 1.00
Lanes:      1.00 1.76 0.24  1.00 1.92 0.08  0.09 1.22 0.69  0.00 0.00 0.00
Final Sat.:  260 2805  386  1625 3107  123   138 1773 1009     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.31 0.52 0.52  0.10 0.50 0.50  0.07 0.07 0.07  0.00 0.00 0.00
Crit Moves:       ****            ****                  ****
Green/Cycle:0.49 0.49 0.49  0.64 0.64 0.64  0.20 0.20 0.20  0.00 0.00 0.00
Volume/Cap: 0.63 1.05 1.05  0.16 0.79 0.79  0.33 0.33 0.33  0.00 0.00 0.00
Delay/Veh:  26.3 44.8 44.8   5.8  3.1  3.1  27.2 27.2 27.2   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 26.3 44.8 44.8   5.8  3.1  3.1  27.2 27.2 27.2   0.0  0.0  0.0
DesignQueue:   2   35    5     3   27    1     0    4    2     0    0    0
*************************************************************************
```

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--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #45 Durant Avenue / Fulton Street
**************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):        0.454
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):      9.9
Optimal Cycle:      51          Level Of Service:                A
**************************************************************************
Approach:     North Bound     South Bound     East Bound     West Bound
Movement:    L  -  T  -  R    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
          ----------|--------------||--------------||--------------||--------------|
Control:      Permitted       Permitted       Permitted       Permitted
Rights:        Include         Include         Include         Include
Min. Green:   0    0    0     21   21    0    22   22   22     0    0    0
Lanes:       0 0  0 0  0     1 1  1 0  0    1 0  1 1  0     0 0  0 0  0
          ----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0    527  760    0   137  219   33     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0    527  760    0   137  219   33     0    0    0
Added Vol:    0    0    0     86   20    0     2   26    0     0    0    0
Future:       0    0    0     70   90    0    20  110   30     0    0    0
Initial Fut:  0    0    0    683  870    0   159  355   63     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0    0    0    683  870    0   159  355   63     0    0    0
Reduct Vol:   0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:  0    0    0    683  870    0   159  355   63     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0    0    0    683  870    0   159  355   63     0    0    0
          ----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  0.95 0.95 1.00  0.98 0.93 0.93  1.00 1.00 1.00
Lanes:      0.00 0.00 0.00  1.32 1.68 0.00  1.00 1.70 0.30  0.00 0.00 0.00
Final Sat.:   0    0    0   2381 3034    0  1856 2995  532     0    0    0
          ----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.29 0.29 0.00  0.09 0.12 0.12  0.00 0.00 0.00
Crit Moves:                  ****                ****
Green/Cycle: 0.00 0.00 0.00  0.60 0.60 0.00  0.29 0.29 0.29  0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00  0.48 0.48 0.00  0.29 0.40 0.40  0.00 0.00 0.00
Delay/Veh:   0.0  0.0  0.0   5.3  5.3  0.0  21.8 22.4 22.4   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0   5.3  5.3  0.0  21.8 22.4 22.4   0.0  0.0  0.0
DesignQueue:  0    0    0     12   16    0     5   11    2     0    0    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #46 Durant Avenue / Telegraph Avenue
**************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):        0.458
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     13.3
Optimal Cycle:      43          Level Of Service:                B
**************************************************************************
Approach:     North Bound     South Bound     East Bound     West Bound
Movement:    L  -  T  -  R    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
          ----------|--------------||--------------||--------------||--------------|
Control:      Permitted       Permitted       Permitted       Permitted
Rights:        Include         Include         Include         Include
Min. Green:   0   18   18      0    0    0    17   17    0     0    0    0
Lanes:       0 0  1 1  0     0 0  0 0  0    0 1  2 0  0     0 0  0 0  0
          ----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  362  119      0    0    0   202  690    0     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  362  119      0    0    0   202  690    0     0    0    0
Added Vol:    0    1    3      0    0    0     2   99    0     0    0    0
Future:       0  110   30      0    0    0    20  160    0     0    0    0
Initial Fut:  0  473  152      0    0    0   224  949    0     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  473  152      0    0    0   224  949    0     0    0    0
Reduct Vol:   0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:  0  473  152      0    0    0   224  949    0     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  473  152      0    0    0   224  949    0     0    0    0
          ----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.92 0.92  1.00 1.00 1.00  0.91 0.91 1.00  1.00 1.00 1.00
Lanes:      0.00 1.51 0.49  0.00 0.00 0.00  0.57 2.43 0.00  0.00 0.00 0.00
Final Sat.:   0 2634  846      0    0    0   991 4196    0     0    0    0
          ----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.18 0.18  0.00 0.00 0.00  0.23 0.23 0.00  0.00 0.00 0.00
Crit Moves:       ****                        ****
Green/Cycle: 0.00 0.39 0.39  0.00 0.00 0.00  0.49 0.49 0.00  0.00 0.00 0.00
Volume/Cap: 0.00 0.46 0.46  0.00 0.00 0.00  0.46 0.46 0.00  0.00 0.00 0.00
Delay/Veh:   0.0 15.3 15.3   0.0  0.0  0.0  12.2 12.2  0.0   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 15.3 15.3   0.0  0.0  0.0  12.2 12.2  0.0   0.0  0.0  0.0
DesignQueue:  0   12    4      0    0    0     5   20    0     0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #47 Durant Avenue / College Avenue
**************************************************************************
Cycle (sec):         70        Critical Vol./Cap. (X):        0.431
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   13.6
Optimal Cycle:       42        Level Of Service:                 B
**************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   18   18     0    0    0    16   16   16     0    0    0
Lanes:        0  0  0  1  0   0  1  0  0  0   1  0  1  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  189   62    16   56    0   127  268  202     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  189   62    16   56    0   127  268  202     0    0    0
Added Vol:    0    4    0     0    3    0    16   95   18     0    0    0
Future:       0   44   22     0    0    0    66   77   44     0    0    0
Initial Fut:  0  237   84    16   59    0   209  440  264     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  237   84    16   59    0   209  440  264     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  237   84    16   59    0   209  440  264     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  237   84    16   59    0   209  440  264     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900 1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.97 0.97  0.92 0.92 1.00 0.94 0.90 0.90  1.00 1.00 1.00
Lanes:      0.00 0.74 0.26  0.21 0.79 0.00 1.00 1.25 0.75  0.00 0.00 0.00
Final Sat.:   0 1354  480   373 1375    0  1794 2130 1278     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.18 0.18  0.04 0.04 0.00 0.12 0.21 0.21  0.00 0.00 0.00
Crit Moves:      ****                      ****
Green/Cycle: 0.00 0.41 0.41  0.41 0.41 0.00 0.48 0.48 0.48  0.00 0.00 0.00
Volume/Cap: 0.00 0.43 0.43  0.11 0.11 0.00 0.24 0.43 0.43  0.00 0.00 0.00
Delay/Veh:  0.0 16.8 16.8  13.2 13.2  0.0 11.4 12.8 12.8   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 0.0 16.8 16.8  13.2 13.2  0.0 11.4 12.8 12.8   0.0  0.0  0.0
DesignQueue:  0    6    2     0    1    0     4    9    6     0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #48 Durant Avenue / Piedmont Avenue
**************************************************************************
Cycle (sec):        100        Critical Vol./Cap. (X):        0.926
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):   34.2
Optimal Cycle:        0        Level Of Service:                 D
**************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  0  0   0  0  1  0  0   1  0  0  0  1   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  398    0     0  427    0   179    0  197     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  398    0     0  427    0   179    0  197     0    0    0
Added Vol:    0   53    0     0   26    0    17    0   79     0    0    0
Future:       0   77    0     0   55    0    44    0   44     0    0    0
Initial Fut:  0  528    0     0  508    0   240    0  320     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  528    0     0  508    0   240    0  320     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  528    0     0  508    0   240    0  320     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  528    0     0  508    0   240    0  320     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 1.00 0.00  0.00 1.00 0.00 1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:   0  570    0     0  566    0   462    0  544     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   xxxx 0.93 xxxx  xxxx 0.90 xxxx 0.52 xxxx 0.59  xxxx xxxx xxxx
Crit Moves:      ****             ****             ****
Delay/Veh:  0.0 45.6  0.0   0.0 40.7  0.0 18.0  0.0 17.5   0.0  0.0  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 0.0 45.6  0.0   0.0 40.7  0.0 18.0  0.0 17.5   0.0  0.0  0.0
LOS by Move:  *    E    *     *    E    *    C    *    C     *    *    *
ApproachDel:      45.6             40.7             17.7           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:       45.6             40.7             17.7           xxxxxx
LOS by Appr:       E                E                C               *
**************************************************************************
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #49 Channing Way / Shattuck Avenue
********************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):       0.799
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   9.2
Optimal Cycle:      60          Level Of Service:               A
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   16   16   16    16   16   16    22   22   22    22   22   22
Lanes:       1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     83 1279   94    19 1089   49    18   76   81   144   97  106
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  83 1279   94    19 1089   49    18   76   81   144   97  106
Added Vol:     0   30    6     0  183    0     0    0    0    24    0   26
Future:       10  180   20    50  110   90    30   80   20    30   20   30
Initial Fut:  93 1489  120    69 1382  139    48  156  101   198  117  162
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   93 1489  120    69 1382  139    48  156  101   198  117  162
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  93 1489  120    69 1382  139    48  156  101   198  117  162
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   93 1489  120    69 1382  139    48  156  101   198  117  162
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.94 0.94  0.09 0.94 0.94  0.96 0.96 0.96  0.95 0.95 0.95
Lanes:      1.00 1.85 0.15  1.00 1.82 0.18  0.16 0.51 0.33  0.41 0.25 0.34
Final Sat.: 1900 3304  266   171 3234  325   286  928  601   752  445  616
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.05 0.45 0.45  0.40 0.43 0.43  0.17 0.17 0.17  0.26 0.26 0.26
Crit Moves:      ****                            ****
Green/Cycle: 0.56 0.56 0.56  0.59 0.59 0.59  0.33 0.33 0.33  0.33 0.33 0.33
Volume/Cap: 0.09 0.80 0.80  0.68 0.72 0.72  0.51 0.51 0.51  0.80 0.80 0.80
Delay/Veh:   1.2  5.2  5.2  31.3  2.5  2.5  23.4 23.4 23.4  33.6 33.6 33.6
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  1.2  5.2  5.2  31.3  2.5  2.5  23.4 23.4 23.4  33.6 33.6 33.6
DesignQueue:   2   30    2     1   26    3     1    5    3     6    3    5
********************************************************************************
```

```
--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #50 Channing Way / Fulton Street
********************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):       0.842
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):  27.6
Optimal Cycle:       0          Level Of Service:               D
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  0  0  0    0  1  0  1  0    0  0  0  1  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0    48  686   61     0  133   38    15  257    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    48  686   61     0  133   38    15  257    0
Added Vol:     0    0    0     4   16    0     0    6    0     0   50    0
Future:        0    0    0    10  100    0     0  110   30    10   70    0
Initial Fut:   0    0    0    62  802   61     0  249   68    25  377    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0    62  802   61     0  249   68    25  377    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0    0    62  802   61     0  249   68    25  377    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0    62  802   61     0  249   68    25  377    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.00 0.00  0.13 1.74 0.13  0.00 0.79 0.21  0.06 0.94 0.00
Final Sat.:    0    0    0    74  964   74     0  439  120    35  528    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx xxxx xxxx  0.84 0.83 0.82  xxxx 0.57 0.57  0.71 0.71 xxxx
Crit Moves:                      ****                ****            ****
Delay/Veh:   0.0  0.0  0.0  34.6 33.2 31.8   0.0 17.0 17.0  23.0 23.0  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0  34.6 33.2 31.8   0.0 17.0 17.0  23.0 23.0  0.0
LOS by Move:   *    *    *     D    D    D     *    C    C     C    C    *
ApproachDel:     xxxxxx           33.2             17.0            23.0
Delay Adj:        xxxxx           1.00             1.00            1.00
ApprAdjDel:      xxxxxx           33.2             17.0            23.0
LOS by Appr:       *                D                C               C
********************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
             Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #51 Channing Way / Telegraph Avenue
*************************************************************************
Cycle (sec):         70      Critical Vol./Cap. (X):      OVERFLOW
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   16.5
Optimal Cycle:      180      Level Of Service:               B
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18  18  18     0   0   0    17  17   0     0  17  17
Lanes:        0   1   0  1  0    0   0   0  0   0    0   1   0  0    0   0   0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Sep 1997 << 4:00 - 6:00 PM
Base Vol:    86 410  41     0   0   0    23 144   0     0 227  46
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 86 410  41     0   0   0    23 144   0     0 227  46
Added Vol:    0   4   9     0   0   0     0  14   0     0  50   0
Future:      10  40  30     0   0   0     0  30  80    40  30   0
Initial Fut: 96 454  80     0   0   0    23 188  80    40 307  46
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  96 454  80     0   0   0    23 188  80    40 307  46
Reduct Vol:   0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol: 96 454  80     0   0   0    23 188  80    40 307  46
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  96 454  80     0   0   0    23 188  80    40 307  46
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91  1.00 1.00 1.00 0.95 0.95 0.96 0.74 0.98 0.98
Lanes:      0.30 1.45 0.25  0.00 0.00 0.00 0.11 0.89 0.00 0.00 0.87 0.13
Final Sat.: 529 2504 441     0   0   0   196 1605   0     0 1626 244
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.18 0.18 0.18  0.00 0.00 0.00 0.12 0.12 xxxx xxxx 0.19 0.19
Crit Moves:      ****                           ****
Green/Cycle: 0.26 0.26 0.26 0.00 0.00 0.00 0.63 0.63 0.63 0.63 0.63 0.63
Volume/Cap: 0.71 0.71 0.71  0.00 0.00 0.00 0.19 0.19 xxxx xxxx 0.30 0.30
Delay/Veh:  28.7 28.7 28.7   0.0  0.0  0.0   5.8  5.8  0.0   0.0  6.6  6.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.7 28.7 28.7   0.0  0.0  0.0   5.8  5.8  0.0   0.0  6.6  6.6
DesignQueue:  3  14   2     0   0   0     0   3   0     0   5   1
*************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
             Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #52 Channing Way / College Avenue
*************************************************************************
Cycle (sec):         65      Critical Vol./Cap. (X):         0.608
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   15.7
Optimal Cycle:       43      Level Of Service:               B
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18  18  18    18  18  18    17  17  17    17  17  17
Lanes:        0   0   1!  0  0   0   0   1!  0  0   0   0   1!  0  0   0   0   1!  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    31 189  41     7 206  24     5  95  58   124 141  47
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 31 189  41     7 206  24     5  95  58   124 141  47
Added Vol:    3   4  -1     0  21   0     0  78  20    -4  10   0
Future:      30  60  30     0  40  10    30  40  40    40  20  30
Initial Fut: 64 253  70     7 267  34    35 213 118   160 171  77
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  64 253  70     7 267  34    35 213 118   160 171  77
Reduct Vol:   0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol: 64 253  70     7 267  34    35 213 118   160 171  77
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  64 253  70     7 267  34    35 213 118   160 171  77
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88  0.98 0.98 0.98 0.90 0.90 0.90 0.71 0.71 0.71
Lanes:      0.17 0.65 0.18  0.02 0.87 0.11 0.10 0.58 0.32 0.39 0.42 0.19
Final Sat.: 276 1090 302    42 1608 205  164 997 552  532 569 256
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.23 0.23 0.23  0.17 0.17 0.17 0.21 0.21 0.21 0.30 0.30 0.30
Crit Moves:      ****                           ****
Green/Cycle: 0.38 0.38 0.38 0.38 0.38 0.38 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 0.61 0.61 0.61  0.43 0.43 0.43 0.43 0.43 0.43 0.61 0.61 0.61
Delay/Veh:  19.0 19.0 19.0  15.5 15.5 15.5 12.1 12.1 12.1 15.9 15.9 15.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 19.0 19.0 19.0  15.5 15.5 15.5 12.1 12.1 12.1 15.9 15.9 15.9
DesignQueue:  2   6   2     0   6   1     1   4   2     3   3   1
*************************************************************************
```

```
                         365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                             PM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #53 Haste Street / Shattuck Avenue
**************************************************************************
Cycle (sec):         75          Critical Vol./Cap. (X):        1.124
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    18.9
Optimal Cycle:      180          Level Of Service:                  B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   22   22    0     0   22   22     0    0    0    27   27   27
Lanes:         1  0  2  0     0  0  1  1  0     0  0  0  0  0     0  1  0  1  0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     104 1277    0     0 1208   88     0    0    0   268  336  152
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  104 1277    0     0 1208   88     0    0    0   268  336  152
Added Vol:      0   35    0     0  162   45     0    0    0    32   72    0
Future:        30  160    0     0  130   20     0    0    0    40   80   40
Initial Fut:  134 1472    0     0 1500  153     0    0    0   340  488  192
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   134 1472    0     0 1500  153     0    0    0   340  488  192
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  134 1472    0     0 1500  153     0    0    0   340  488  192
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   134 1472    0     0 1500  153     0    0    0   340  488  192
            ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.10 0.95 1.00  1.00 0.94 0.94  1.00 1.00 1.00  0.90 0.90 0.90
Lanes:       1.00 2.00 0.00  0.00 1.81 0.19  0.00 0.00 0.00  0.67 0.96 0.37
Final Sat.:   190 3610    0     0 3230  329     0    0    0  1137 1632  642
            ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.71 0.41 0.00  0.00 0.46 0.46  0.00 0.00 0.00  0.30 0.30 0.30
Crit Moves:  ****                 ****                            ****
Green/Cycle: 0.53 0.53 0.00  0.00 0.53 0.53  0.00 0.00 0.00  0.36 0.36 0.36
Volume/Cap:  1.32 0.76 0.00  0.00 0.87 0.87  0.00 0.00 0.00  0.83 0.83 0.83
Delay/Veh:  202.5  6.2  0.0   0.0  9.4  9.4   0.0  0.0  0.0  28.5 28.5 28.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 202.5  6.2  0.0   0.0  9.4  9.4   0.0  0.0  0.0  28.5 28.5 28.5
DesignQueue:    3   32    0     0   33    3     0    0    0    10   14    6
**************************************************************************
```

```
                         365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                             PM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #54 Haste Street / Fulton Street
**************************************************************************
Cycle (sec):         80          Critical Vol./Cap. (X):        0.549
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    22.7
Optimal Cycle:       53          Level Of Service:                  C
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0   25   25     0    0    0    20   20    0
Lanes:         0  0  0  0     0  0  1  1  0     0  0  0  0  0     0  1  1  0  0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       0    0    0     0  580  154     0    0    0    50  604    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0     0  580  154     0    0    0    50  604    0
Added Vol:      0    0    0     0   12    5     0    0    0     0  100    0
Future:         0    0    0     0   70   80     0    0    0    30   60    0
Initial Fut:    0    0    0     0  662  239     0    0    0    80  764    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0     0  662  239     0    0    0    80  764    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0     0  662  239     0    0    0    80  764    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0     0  662  239     0    0    0    80  764    0
            ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 0.91 0.91  1.00 1.00 1.00  0.95 0.95 1.00
Lanes:       0.00 0.00 0.00  0.00 1.47 0.53  0.00 0.00 0.00  0.19 1.81 0.00
Final Sat.:     0    0    0     0 2546  919     0    0    0   342 3268    0
            ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.00 0.26 0.26  0.00 0.00 0.00  0.23 0.23 0.00
Crit Moves:                       ****                            ****
Green/Cycle: 0.00 0.00 0.00  0.00 0.69 0.69  0.00 0.00 0.00  0.26 0.26 0.00
Volume/Cap:  0.00 0.00 0.00  0.00 0.38 0.38  0.00 0.00 0.00  0.89 0.89 0.00
Delay/Veh:   0.0  0.0  0.0   0.0  5.7  5.7   0.0  0.0  0.0  40.8 40.8  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0   0.0  5.7  5.7   0.0  0.0  0.0  40.8 40.8  0.0
DesignQueue:    0    0    0     0   10    4     0    0    0     3   27    0
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Cum+UC Proj+25 Inc PM     Fri May 7, 2004 15:08:00          Page 62-1
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
             Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #55 Haste Street / Telegraph Avenue
**************************************************************************
Cycle (sec):       70        Critical Vol./Cap. (X):        0.483
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):      14.4
Optimal Cycle:     40        Level Of Service:               B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   16   16    0      0    0    0      0    0    0      0   16   16
Lanes:       0  1   1  0 0   0  0   0  0  0   0  0   0  0  0  0   0  1   1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    186  476    0      0    0    0      0    0    0      0  470   57
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 186  476    0      0    0    0      0    0    0      0  470   57
Added Vol:     0   12    0      0    0    0      0    0    0      0  100    0
Future:       50  100    0      0    0    0      0    0    0      0   50   30
Initial Fut: 236  588    0      0    0    0      0    0    0      0  620   87
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  236  588    0      0    0    0      0    0    0      0  620   87
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 236  588    0      0    0    0      0    0    0      0  620   87
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  236  588    0      0    0    0      0    0    0      0  620   87
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.95 0.95 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 0.93 0.93
Lanes:      0.57 1.43 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.00 1.75 0.25
Final Sat.: 1034 2576    0      0    0    0      0    0    0      0 3109  436
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.23 0.23 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.00 0.20 0.20
Crit Moves:      ****                                              ****
Green/Cycle:0.40 0.40 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.00 0.49 0.49
Volume/Cap: 0.57 0.57 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.00 0.41 0.41
Delay/Veh:  16.2 16.2  0.0    0.0  0.0  0.0    0.0  0.0  0.0    0.0 12.3 12.3
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 16.2 16.2  0.0    0.0  0.0  0.0    0.0  0.0  0.0    0.0 12.3 12.3
DesignQueue:   6   15    0      0    0    0      0    0    0      0   13    2
**************************************************************************
```

```
Cum+UC Proj+25 Inc PM     Fri May 7, 2004 15:08:00          Page 63-1
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
             Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #56 Haste Street / College Avenue
**************************************************************************
Cycle (sec):       70        Critical Vol./Cap. (X):        0.490
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):      11.4
Optimal Cycle:     40        Level Of Service:               B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   16   16    0      0   16   16      0    0    0      0   16   16
Lanes:       0  1   0  0 0   0  0   0  1  0   0  0   0  0  0  1   0  1   0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     88  236    0      0  337   56      0    0    0      0  90  244   29
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  88  236    0      0  337   56      0    0    0      0  90  244   29
Added Vol:     2    7    0      0   35    1      0    0    0      0    0    2    0
Future:       30   70    0      0   80   30      0    0    0      0   30   30   40
Initial Fut: 120  313    0      0  452   87      0    0    0      0  120  276   69
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  120  313    0      0  452   87      0    0    0      0  120  276   69
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0    0
Reduced Vol: 120  313    0      0  452   87      0    0    0      0  120  276   69
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  120  313    0      0  452   87      0    0    0      0  120  276   69
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.76 0.76 1.00   1.00 0.98 0.98   1.00 1.00 1.00   0.91 0.91 0.91
Lanes:      0.28 0.72 0.00   0.00 0.84 0.16   0.00 0.00 0.00   0.51 1.19 0.30
Final Sat.:  401 1047    0      0 1558  300      0    0    0      0  891 2049  512
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.30 0.30 0.00   0.00 0.29 0.29   0.00 0.00 0.00   0.13 0.13 0.13
Crit Moves:      ****                ****                           ****
Green/Cycle:0.61 0.61 0.00   0.00 0.61 0.61   0.00 0.00 0.00   0.27 0.27 0.27
Volume/Cap: 0.49 0.49 0.00   0.00 0.47 0.47   0.00 0.00 0.00   0.49 0.49 0.49
Delay/Veh:   6.1  6.1  0.0    0.0  5.5  5.5    0.0  0.0  0.0   23.1 23.1 23.1
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  6.1  6.1  0.0    0.0  5.5  5.5    0.0  0.0  0.0   23.1 23.1 23.1
DesignQueue:   2    5    0      0    7    1      0    0    0      0    3    8    2
**************************************************************************
```

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-------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                         PM Peak Hour
-------------------------------------------------------------------------
               Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #57 Dwight Way / Martin Luther King Way
*************************************************************************
Cycle (sec):       75        Critical Vol./Cap. (X):       0.992
Loss Time (sec):   12 (Y+R =  4 sec) Average Delay (sec/veh):   28.3
Optimal Cycle:     137              Level Of Service:             C
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||--------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         0  1  0  1  0    0  1  0  1  0    0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:      71  821    60   113  860   272    49  444   111     0    0    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:   71  821    60   113  860   272    49  444   111     0    0    0
Added Vol:     17   13     0     0   15    84     0   14     4     0    0    0
Future:        10  220    10    20   90    10    20   50    10     0    0    0
Initial Fut:   98 1054    70   133  965   366    69  508   125     0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:    98 1054    70   133  965   366    69  508   125     0    0    0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0    0
Reduced Vol:   98 1054    70   133  965   366    69  508   125     0    0    0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Final Vol.:    98 1054    70   133  965   366    69  508   125     0    0    0
-----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900 1900
Adjustment:  0.64 0.64  0.64  0.61 0.61  0.61  0.90 0.90  0.90  1.00 1.00 1.00
Lanes:       0.16 1.73  0.11  0.18 1.32  0.50  0.20 1.45  0.35  0.00 0.00 0.00
Final Sat.:   195 2095   139   212 1538   583   336 2473   609     0    0    0
-----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.50 0.50  0.50  0.63 0.63  0.63  0.21 0.21  0.21  0.00 0.00 0.00
Crit Moves:                   ****                ****
Green/Cycle: 0.63 0.63  0.63  0.63 0.63  0.63  0.21 0.21  0.21  0.00 0.00 0.00
Volume/Cap:  0.79 0.79  0.79  0.99 0.99  0.99  0.99 0.99  0.99  0.00 0.00 0.00
Delay/Veh:    9.3  9.3   9.3  28.2 28.2  28.2  61.5 61.5  61.5   0.0  0.0  0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
AdjDel/Veh:   9.3  9.3   9.3  28.2 28.2  28.2  61.5 61.5  61.5   0.0  0.0  0.0
DesignQueue:    2   18     1     2   16     6     2   18     4     0    0    0
*************************************************************************
```

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-------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                         PM Peak Hour
-------------------------------------------------------------------------
               Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #58 Dwight Way / Shattuck Avenue
*************************************************************************
Cycle (sec):       75        Critical Vol./Cap. (X):       0.921
Loss Time (sec):   12 (Y+R =  5 sec) Average Delay (sec/veh):   16.3
Optimal Cycle:     101              Level Of Service:             B
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||--------------|
Control:        Permitted       Prot+Permit       Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         0  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       0 1273   123   133 1390     0    77  426   200     0    0    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:    0 1273   123   133 1390     0    77  426   200     0    0    0
Added Vol:      0   31     0     6  188     0     5   10     0     0    0    0
Future:         0  160    30    10  140     0    10   50    10     0    0    0
Initial Fut:    0 1464   153   149 1718     0    92  486   210     0    0    0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:     0 1464   153   149 1718     0    92  486   210     0    0    0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0    0
Reduced Vol:    0 1464   153   149 1718     0    92  486   210     0    0    0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Final Vol.:     0 1464   153   149 1718     0    92  486   210     0    0    0
-----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900 1900
Adjustment:  1.00 0.94  0.94  0.24 0.95  0.95  0.88 0.88  0.88  1.00 1.00 1.00
Lanes:       0.00 1.81  0.19  1.00 2.00  0.00  0.23 1.24  0.53  0.00 0.00 0.00
Final Sat.:     0 3223   337   451 3610     0   388 2052   887     0    0    0
-----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.45  0.45  0.33 0.48  0.00  0.24 0.24  0.24  0.00 0.00 0.00
Crit Moves:       ****          ****                ****
Green/Cycle: 0.00 0.49  0.49  0.58 0.58  0.00  0.26 0.26  0.26  0.00 0.00 0.00
Volume/Cap:  0.00 0.92  0.92  0.57 0.82  0.00  0.92 0.92  0.92  0.00 0.00 0.00
Delay/Veh:    0.0 15.7  15.7  13.5  4.5   0.0  43.8 43.8  43.8   0.0  0.0  0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 15.7  15.7  13.5  4.5   0.0  43.8 43.8  43.8   0.0  0.0  0.0
DesignQueue:    0   35     4     6   34     0     3   16     7     0    0    0
*************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #59 Dwight Way / Fulton Street
**************************************************************************
Cycle (sec):          75       Critical Vol./Cap. (X):        0.616
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    17.3
Optimal Cycle:        45       Level Of Service:                  B
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    0    0   21    21    0    0     0   16   16     0    0    0
Lanes:       0  0  0  0  1   2  0  0  0  0   0  0  1  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0   62   631    0    0     0  664   15     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0   62   631    0    0     0  664   15     0    0    0
Added Vol:     0    0    0    12    0    0     0   16    0     0    0    0
Future:        0    0   20   100    0    0     0   60   30     0    0    0
Initial Fut:   0    0   82   743    0    0     0  740   45     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0   82   743    0    0     0  740   45     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0   82   743    0    0     0  740   45     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0   82   743    0    0     0  740   45     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 0.87  0.59 1.00 1.00  1.00 0.94 0.94  1.00 1.00 1.00
Lanes:      0.00 0.00 1.00  2.00 0.00 0.00  0.00 1.89 0.11  0.00 0.00 0.00
Final Sat.:    0    0 1644  2245    0    0     0 3372  205     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.05  0.33 0.00 0.00  0.00 0.22 0.22  0.00 0.00 0.00
Crit Moves:                 ****                 ****
Green/Cycle: 0.00 0.00 0.54  0.54 0.00 0.00  0.00 0.36 0.36  0.00 0.00 0.00
Volume/Cap:  0.00 0.00 0.09  0.62 0.00 0.00  0.00 0.62 0.62  0.00 0.00 0.00
Delay/Veh:   0.0  0.0  8.7  14.4  0.0  0.0   0.0 20.9 20.9   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  8.7  14.4  0.0  0.0   0.0 20.9 20.9   0.0  0.0  0.0
DesignQueue:   0    0    2    15    0    0     0   21    1     0    0    0
**************************************************************************
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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #60 Dwight Way / Telegraph Avenue
**************************************************************************
Cycle (sec):          70       Critical Vol./Cap. (X):        0.982
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    34.3
Optimal Cycle:       132       Level Of Service:                  C
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    0   15   15     0    0    0    17   17   17     0    0    0
Lanes:       0  0  1  1  0   0  0  0  0  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  590  149     0    0    0   130  671  813     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  590  149     0    0    0   130  671  813     0    0    0
Added Vol:     0    4    0     0    0    0     9   19   27     0    0    0
Future:        0  132   11     0    0    0    11   66  110     0    0    0
Initial Fut:   0  726  160     0    0    0   150  756  950     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  726  160     0    0    0   150  756  950     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  726  160     0    0    0   150  756  950     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  726  160     0    0    0   150  756  950     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.92 0.92  1.00 1.00 1.00  0.81 0.81 0.81  1.00 1.00 1.00
Lanes:      0.00 1.64 0.36  0.00 0.00 0.00  0.17 0.83 1.00  0.00 0.00 0.00
Final Sat.:    0 2878  634     0    0    0   255 1283 1538     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.25 0.25  0.00 0.00 0.00  0.59 0.59 0.62  0.00 0.00 0.00
Crit Moves:      ****                            ****
Green/Cycle: 0.00 0.26 0.26  0.00 0.00 0.00  0.63 0.63 0.63  0.00 0.00 0.00
Volume/Cap:  0.00 0.98 0.98  0.00 0.00 0.00  0.94 0.94 0.98  0.00 0.00 0.00
Delay/Veh:   0.0 52.3 52.3   0.0  0.0  0.0  21.7 21.7 29.5   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 52.3 52.3   0.0  0.0  0.0  21.7 21.7 29.5   0.0  0.0  0.0
DesignQueue:   0   22    5     0    0    0     2   12   16     0    0    0
**************************************************************************
```

```
Cum+UC Proj+25 Inc PM     Fri May 7, 2004 15:08:00          Page 68-1
-----------------------------------------------------------------------
                   365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                        PM Peak Hour
-----------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
***********************************************************************
Intersection #61 Dwight Way / College Avenue
***********************************************************************
Cycle (sec):       70        Critical Vol./Cap. (X):        0.602
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):  14.4
Optimal Cycle:     39        Level Of Service:                  B
***********************************************************************
Approach:     North Bound     South Bound     East Bound     West Bound
Movement:    L  -  T  -  R    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||--------------|
Control:       Permitted       Permitted       Permitted       Permitted
Rights:         Include         Include         Include         Include
Min. Green:   0   16   16    16   16    0   15   15   15    0    0    0
Lanes:        0  0  0  1  0   0  1  0  0  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  294   52   49  374    0   34  483  129    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0  294   52   49  374    0   34  483  129    0    0    0
Added Vol:    0    8    0    0   35    0    1   14    4    0    0    0
Future:       0   50   60   20   80    0   30    0   10    0    0    0
Initial Fut:  0  352  112   69  489    0   65  497  143    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0  352  112   69  489    0   65  497  143    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0  352  112   69  489    0   65  497  143    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  352  112   69  489    0   65  497  143    0    0    0
-----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.97 0.97 0.90 0.90 1.00 0.89 0.89 0.89 1.00 1.00 1.00
Lanes:      0.00 0.76 0.24 0.12 0.88 0.00 0.18 1.41 0.41 0.00 0.00 0.00
Final Sat.:   0 1394  443  212 1500    0  313 2395  689    0    0    0
-----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.25 0.25 0.33 0.33 0.00 0.21 0.21 0.21 0.00 0.00 0.00
Crit Moves:          ****              ****
Green/Cycle: 0.00 0.54 0.54 0.54 0.54 0.00 0.34 0.34 0.34 0.00 0.00 0.00
Volume/Cap: 0.00 0.47 0.47 0.60 0.60 0.00 0.60 0.60 0.60 0.00 0.00 0.00
Delay/Veh:   0.0  8.5  8.5 10.5 10.5  0.0 21.3 21.3 21.3  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  8.5  8.5 10.5 10.5  0.0 21.3 21.3 21.3  0.0  0.0  0.0
DesignQueue:   0    7    2    1    9    0    2   13    4    0    0    0
***********************************************************************



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Cum+UC Proj+25 Inc PM     Fri May 7, 2004 15:08:00          Page 69-1
-----------------------------------------------------------------------
                   365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                        PM Peak Hour
-----------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
***********************************************************************
Intersection #62 Dwight Way / Piedmont Avenue / Warring Street
***********************************************************************
Cycle (sec):       70        Critical Vol./Cap. (X):        0.463
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):  13.6
Optimal Cycle:     61        Level Of Service:                  B
***********************************************************************
Approach:     North Bound     South Bound     East Bound     West Bound
Movement:    L  -  T  -  R    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-----------|---------------||---------------||---------------||--------------|
Control:       Permitted       Permitted       Permitted       Permitted
Rights:         Include         Include         Include         Include
Min. Green:   0   29   29    29   29    0   24   24   24   24    0   24
Lanes:        0  0  1  1  0   0  1  1  0  0   1  0  1  0  1   0  0  1! 0  0
-----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  527    1    8  353    0  132  162  307   53    0  112
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0  527    1    8  353    0  132  162  307   53    0  112
Added Vol:    0   23    0    0  145    0    0    0   14    0    0    0
Future:       0   88   22   11   33    0   22   11   44   33    0   11
Initial Fut:  0  638   23   19  531    0  154  173  365   86    0  123
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0  638   23   19  531    0  154  173  365   86    0  123
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0  638   23   19  531    0  154  173  365   86    0  123
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  638   23   19  531    0  154  173  365   86    0  123
-----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.95 0.88 0.88 1.00 0.66 1.00 0.85 0.76 1.00 0.76
Lanes:      0.00 1.93 0.07 0.07 1.93 0.00 1.00 1.00 1.00 0.41 0.00 0.59
Final Sat.:   0 3467  125  115 3220    0 1250 1900 1615  594    0  850
-----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.18 0.18 0.16 0.16 0.00 0.12 0.09 0.23 0.14 0.00 0.14
Crit Moves:      ****                              ****
Green/Cycle: 0.00 0.41 0.41 0.41 0.41 0.00 0.47 0.47 0.47 0.47 0.00 0.47
Volume/Cap: 0.00 0.44 0.44 0.40 0.40 0.00 0.26 0.19 0.48 0.31 0.00 0.31
Delay/Veh:   0.0 14.9 14.9 14.6 14.6  0.0 11.4 10.9 13.1 11.7  0.0 11.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 14.9 14.9 14.6 14.6  0.0 11.4 10.9 13.1 11.7  0.0 11.7
DesignQueue:   0   15    1    0   13    0    3    4    8    2    0    3
***********************************************************************



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Cum+UC Proj+25 Inc PM     Fri May 7, 2004 15:08:00        Page 70-1
--------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                         PM Peak Hour
--------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************
Intersection #63 Dwight Avenue / Prospect Street
********************************************************************
Average Delay (sec/veh):     6.0      Worst Case Level Of Service:      B
********************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include         Include         Include          Include
Lanes:       0  0  0  0      0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0     27    0  165    187  128    0     0   93   16
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     27    0  165    187  128    0     0   93   16
Added Vol:     0    0    0      0    0    0      0    0    0     0    0    0
Future:        0    0    0     10    0   20     20   20    0     0   20    0
Initial Fut:   0    0    0     37    0  185    207  148    0     0  113   16
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     37    0  185    207  148    0     0  113   16
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Final Vol.:    0    0    0     37    0  185    207  148    0     0  113   16
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx  6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx  3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx   683 xxxx  121   129 xxxx xxxxx   xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  418 xxxx  936  1469 xxxx xxxxx   xxxx xxxx xxxxx
Move Cap.:  xxxx xxxx xxxxx   367 xxxx  936  1469 xxxx xxxxx   xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx  xxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *      A    *    *      *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  744 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.9 xxxxx   7.9 xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *      A    *    *      *    *    *
ApproachDel:   xxxxxx            11.9            xxxxxx           xxxxxx
ApproachLOS:     *                B                *                *
```

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Cum+UC Proj+25 Inc PM     Fri May 7, 2004 15:08:00        Page 71-1
--------------------------------------------------------------------
                      365330 LBNL LRDP EIR
         Cumulative (2020) + UCB LRDP Project + Increment to '25
                         PM Peak Hour
--------------------------------------------------------------------
                 Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
********************************************************************
Intersection #64 Adeline Street / Ward Avenue / Shattuck Avenue
********************************************************************
Cycle (sec):         90       Critical Vol./Cap. (X):        0.989
Loss Time (sec):      8 (Y+R =  6 sec) Average Delay (sec/veh):     31.6
Optimal Cycle:      173       Level Of Service:              C
********************************************************************
Approach:      North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Permitted       Protected        Permitted
Rights:         Include         Include         Include          Include
Min. Green:   0   25   25     0   25   25     19    0   19     0    0    0
Lanes:        0  0  0  1  0   0  0  2  0  1   2  0  0  0  1   0  0  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  690    5      0  957  825    903    0    2     0    0    0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  690    5      0  957  825    903    0    2     0    0    0
Added Vol:     0   24    0      0  164   40      7    0    0     0    0    0
Future:        0   50    0      0   50  110    130    0    0     0    0    0
Initial Fut:   0  764    5      0 1171  975   1040    0    2     0    0    0
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  764    5      0 1171  975   1040    0    2     0    0    0
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:   0  764    5      0 1171  975   1040    0    2     0    0    0
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  764    5      0 1171  975   1040    0    2     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00   1.00 0.95 0.85   0.92 1.00 0.85  1.00 1.00 1.00
Lanes:      0.00 0.99 0.01   0.00 2.00 1.00   2.00 0.00 1.00  0.00 0.00 1.00
Final Sat.:    0 1886   12      0 3610 1615   3502    0 1615     0    0 1900
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.41 0.41   0.00 0.32 0.60   0.30 0.00 0.00  0.00 0.00 0.00
Crit Moves:                            ****   ****
Green/Cycle:0.00 0.61 0.61   0.00 0.61 0.61   0.30 0.00 0.30  0.00 0.00 0.00
Volume/Cap: 0.00 0.66 0.66   0.00 0.53 0.99   0.99 0.00 0.00  0.00 0.00 0.00
Delay/Veh:   0.0 14.5 14.5    0.0 11.0 43.2   56.5  0.0 22.1   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 14.5 14.5    0.0 11.0 43.2   56.5  0.0 22.1   0.0  0.0  0.0
DesignQueue:   0   17    0      0   25   22     39    0    0     0    0    0
********************************************************************
```

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #65 Derby Street / Warring Street
**************************************************************************
Cycle (sec):        100         Critical Vol./Cap. (X):        1.793
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):  302.3
Optimal Cycle:        0          Level Of Service:                 F
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:        Include          Include          Include          Include
Min. Green:   0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0     0     0  765     0    30    7    62     0    0    75   780
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   0     0     0  765     0    30    7    62     0    0    75   780
Added Vol:     0     0     0  159     0     0    0     0     0    0     0    23
PasserByVol:   0     0     0  110     0    10    0     0     0    0     0   120
Initial Fut:   0     0     0 1034     0    40    7    62     0    0    75   923
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    0     0     0 1034     0    40    7    62     0    0    75   923
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:   0     0     0 1034     0    40    7    62     0    0    75   923
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:    0     0     0 1034     0    40    7    62     0    0    75   923
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:      0.00 0.00  0.00 0.96 0.00  0.04 0.10 0.90  0.00 0.00 0.08  0.92
Final Sat.:    0     0     0  577     0    22   53   471     0    0    51   623
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   xxxx xxxx  xxxx 1.79 xxxx  1.79 0.13 0.13  xxxx xxxx 1.48  1.48
Crit Moves:                     ****       ****                     ****
Delay/Veh:   0.0  0.0   0.0 379.0  0.0 379.0 10.9 10.9   0.0  0.0  240 240.0
Delay Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  0.0  0.0   0.0 379.0  0.0 379.0 10.9 10.9   0.0  0.0  240 240.0
LOS by Move:  *    *     *    F    *     F    B    B     *    *     F    F
ApproachDel: xxxxxx          379.0          10.9            240.0
Delay Adj:    xxxxx           1.00           1.00            1.00
ApprAdjDel:  xxxxxx          379.0          10.9            240.0
LOS by Appr:    *               F              B               F
**************************************************************************
```

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #66 Derby Street / Claremont Blvd.
**************************************************************************
Cycle (sec):         65         Critical Vol./Cap. (X):        0.857
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):   32.6
Optimal Cycle:       69          Level Of Service:                 C
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:   18     0    18    0     0     0    0    35    35   35    35     0
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      4     0   225    0     0     0    0   872    11   31   741     0
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   4     0   225    0     0     0    0   872    11   31   741     0
Added Vol:     0     0     0    0     0     0    0   159     0    0    23     0
PasserByVol:   0     0     0    0     0     0    0   120     0    0   120     0
Initial Fut:   4     0   225    0     0     0    0  1151    11   31   884     0
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    4     0   225    0     0     0    0  1151    11   31   884     0
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:   4     0   225    0     0     0    0  1151    11   31   884     0
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:    4     0   225    0     0     0    0  1151    11   31   884     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment: 0.86 0.86  0.86 1.00 1.00  1.00 1.00 1.00  1.00 0.94 0.94  1.00
Lanes:      0.02 0.00  0.98 0.00 0.00  0.00 0.00 0.99  0.01 0.03 0.97  0.00
Final Sat.:   29     0  1614    0     0     0    0  1880    18   61  1729     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.14 0.00  0.14 0.00 0.00  0.00 0.00 0.61  0.61 0.51 0.51  0.00
Crit Moves: ****                               ****
Green/Cycle:0.28 0.00  0.28 0.00 0.00  0.00 0.00 0.60  0.60 0.60 0.60  0.00
Volume/Cap: 0.50 0.00  0.50 0.00 0.00  0.00 0.00 1.02  1.02 0.85 0.85  0.00
Delay/Veh:  23.7  0.0  23.7  0.0  0.0   0.0  0.0 44.9  44.9 19.2 19.2   0.0
User DelAdj:1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 23.7  0.0  23.7  0.0  0.0   0.0  0.0 44.9  44.9 19.2 19.2   0.0
DesignQueue:   0     0     6    0     0     0    0    20     0    1    15     0
**************************************************************************
```

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```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #67 Ashby Avenue / Seventh Street
**************************************************************************
Cycle (sec):       110          Critical Vol./Cap. (X):       1.127
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):   93.7
Optimal Cycle:     180          Level Of Service:                F
**************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
          ------------|--------------||--------------||--------------||--------------|
Control:        Permitted         Permitted       Split Phase       Split Phase
Rights:          Include           Include           Include           Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:          0  1  0  1  0    0  1  0  1  0    1  0  1  1  0    1  0  1  1  0
          ------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:      134  404   68    107  270  476    263  546  113     98  774   31
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   134  404   68    107  270  476    263  546  113     98  774   31
Added Vol:       0    0    0      0    0    0      0   13    0      0   83    0
Future:         60   60   10     90   30    0     30   60   60     20   60   70
Initial Fut:   194  464   78    197  300  476    293  619  173    118  917  101
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    194  464   78    197  300  476    293  619  173    118  917  101
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   194  464   78    197  300  476    293  619  173    118  917  101
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    194  464   78    197  300  476    293  619  173    118  917  101
          ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.48 0.48 0.48   0.52 0.52 0.52   0.95 0.92 0.92   0.95 0.94 0.94
Lanes:        0.53 1.26 0.21   0.40 0.62 0.98   1.00 1.56 0.44   1.00 1.80 0.20
Final Sat.:    481 1151  194    401  611  969   1805 2728  763   1805 3203  353
          ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.40 0.40 0.40   0.49 0.49 0.49   0.16 0.23 0.23   0.07 0.29 0.29
Crit Moves:        ****             ****             ****             ****
Green/Cycle:  0.44 0.44 0.44   0.44 0.44 0.44   0.20 0.20 0.20   0.25 0.25 0.25
Volume/Cap:   0.93 0.93 0.93   1.13 1.13 1.13   0.81 1.13 1.13   0.26 1.13 1.13
Delay/Veh:    47.5 47.5 47.5  103.0  103 103.0  61.4  121 121.0  34.7  113 113.3
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   47.5 47.5 47.5  103.0  103 103.0  61.4  121 121.0  34.7  113 113.3
DesignQueue:     7   17    3      7   11   18     15   32    9      5   45    5
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
          Cumulative (2020) + UCB LRDP Project + Increment to '25
                         PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #68 Ashby Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):       110          Critical Vol./Cap. (X):       0.889
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   40.8
Optimal Cycle:      98          Level Of Service:                D
**************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
          ------------|--------------||--------------||--------------||--------------|
Control:        Protected        Protected         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:     4   17   17      4   19   19     18   18   18     18   18   18
Lanes:          1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    0  1  0  1  0
          ------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:      162  999   79    185  873  113     86  592  170     20  612  143
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   162  999   79    185  873  113     86  592  170     20  612  143
Added Vol:      13   26   28      0   14   16      0   11    3     58   54    0
Future:         20  190   90     20  320   30     20   90   50     40   90   30
Initial Fut:   195 1215  197    205 1207  159    106  693  223    118  756  173
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    195 1215  197    205 1207  159    106  693  223    118  756  173
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   195 1215  197    205 1207  159    106  693  223    118  756  173
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    195 1215  197    205 1207  159    106  693  223    118  756  173
          ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.95 0.93 0.93   0.95 0.93 0.93   1.00 0.92 0.92   0.88 0.88 0.88
Lanes:        1.00 1.72 0.28   1.00 1.77 0.23   1.00 1.51 0.49   0.23 1.44 0.33
Final Sat.:   1805 3041  493   1805 3136  413   1900 2633  847    379 2427  555
          ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.40 0.40   0.11 0.38 0.38   0.06 0.26 0.26   0.31 0.31 0.31
Crit Moves:        ****             ****                               ****
Green/Cycle:  0.13 0.50 0.50   0.11 0.48 0.48   0.31 0.31 0.31   0.31 0.31 0.31
Volume/Cap:   0.80 0.80 0.80   0.99 0.80 0.80   0.18 0.84 0.84   0.99 0.99 0.99
Delay/Veh:    63.4 25.6 25.6  109.8 27.1 27.1   26.9 40.3 40.3   63.2 63.2 63.2
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   63.4 25.6 25.6  109.8 27.1 27.1   26.9 40.3 40.3   63.2 63.2 63.2
DesignQueue:    11   41    7     11   42    6      5   31   10      5   34    8
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #69 Ashby Avenue / Adeline Street
**************************************************************************
Cycle (sec):        140      Critical Vol./Cap. (X):       0.623
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):     39.4
Optimal Cycle:       86      Level Of Service:                D
**************************************************************************
Approach:    North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   4   32   32    6   38   38    4   22   22    4   32   32
Lanes:      1  0  1  1  0  1  0  2  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     92  693   85   31  700  169  135  491   39   68  547   39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  92  693   85   31  700  169  135  491   39   68  547   39
Added Vol:     1    1    0    0    6   34    5   22    4    0   57    0
Future:       60   70   10   10   10   80   50  160   20   10   50   10
Initial Fut: 153  764   95   41  716  283  190  673   63   78  654   49
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 153  764   95   41  716  283  190  673   63   78  654   49
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 153  764   95   41  716  283  190  673   63   78  654   49
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 153  764   95   41  716  283  190  673   63   78  654   49
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.93 0.93 0.95 0.87 0.87 0.95 0.94 0.94 0.95 0.94 0.94
Lanes:      1.00 1.78 0.22 1.00 2.15 0.85 1.00 1.83 0.17 1.00 1.86 0.14
Final Sat.: 1805 3156  392 1805 3561 1408 1805 3258  305 1805 3325  249
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.08 0.24 0.24 0.02 0.20 0.20 0.11 0.21 0.21 0.04 0.20 0.20
Crit Moves: ****                **** ****              ****
Green/Cycle:0.14 0.42 0.42 0.04 0.32 0.32 0.17 0.40 0.40 0.08 0.32 0.32
Volume/Cap: 0.62 0.58 0.58 0.53 0.62 0.62 0.62 0.52 0.52 0.52 0.62 0.62
Delay/Veh:  62.0 32.1 32.1 72.4 41.0 41.0 61.9 28.7 28.7 71.5 40.8 40.8
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 62.0 32.1 32.1 72.4 41.0 41.0 61.9 28.7 28.7 71.5 40.8 40.8
DesignQueue:  11   37    5    3   40   16   13   33    3    6   37    3
**************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                           PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #70 Ashby Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):         80      Critical Vol./Cap. (X):       0.731
Loss Time (sec):     12 (Y+R =  4 sec) Average Delay (sec/veh):     41.5
Optimal Cycle:       60      Level Of Service:                D
**************************************************************************
Approach:    North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  21   21   21    6   21   21   20   20   20   20   20   20
Lanes:      0  1  0  1  0  0  1  0  1  0  0  1  0  1  0  0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     52  556   30  200  585   56   33  536   40   32  541  176
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  52  556   30  200  585   56   33  536   40   32  541  176
Added Vol:     0   13    0   15   93   56    7   14    0    0    1    3
Future:       10   10   10   20   20   10   10  170   20   10   60   20
Initial Fut:  62  579   40  235  698  122   50  720   60   42  602  199
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   62  579   40  235  698  122   50  720   60   42  602  199
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  62  579   40  235  698  122   50  720   60   42  602  199
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   62  579   40  235  698  122   50  720   60   42  602  199
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.49 0.49 0.49 0.89 0.89 0.89 0.90 0.90 0.90 0.88 0.88 0.88
Lanes:      0.18 1.70 0.12 0.45 1.32 0.23 0.12 1.74 0.14 0.10 1.43 0.47
Final Sat.:  168 1573  109  755 2242  392  205 2958  246  166 2376  785
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.37 0.37 0.37 0.31 0.31 0.31 0.24 0.24 0.24 0.25 0.25 0.25
Crit Moves:      ****             ****                            ****
Green/Cycle:0.33 0.33 0.33 0.32 0.32 0.32 0.52 0.52 0.52 0.52 0.52 0.52
Volume/Cap: 1.13 1.13 1.13 0.96 0.96 0.96 0.46 0.46 0.46 0.48 0.48 0.48
Delay/Veh:  106.1 106 106.1 45.2 45.2 45.2 12.8 12.8 12.8 13.0 13.0 13.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 106.1 106 106.1 45.2 45.2 45.2 12.8 12.8 12.8 13.0 13.0 13.0
DesignQueue:   2   18    1    8   23    4    1   16    1    1   13    4
**************************************************************************
```

```
                      365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #71 Ashby Avenue / Telegraph Avenue
********************************************************************************
Cycle (sec):        80        Critical Vol./Cap. (X):          1.003
Loss Time (sec):    12 (Y+R =  6 sec) Average Delay (sec/veh):    26.9
Optimal Cycle:     105        Level Of Service:                   C
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Prot+Permit      Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:    21  21  21     6  21  21    25  25  25    25  25  25
Lanes:          1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      210  675   75   176  902   63    68  531  184   148  642   99
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   210  675   75   176  902   63    68  531  184   148  642   99
Added Vol:       1    4    0     2   25    0     0   26    3     0    3    0
Future:         30   80   10    10   60   10    30  110   50    20   50   20
Initial Fut:   241  759   85   188  987   73    98  667  237   168  695  119
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    241  759   85   188  987   73    98  667  237   168  695  119
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   241  759   85   188  987   73    98  667  237   168  695  119
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    241  759   85   188  987   73    98  667  237   168  695  119
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.95 0.94 0.94  0.56 0.94 0.94  0.95 0.91 0.91  0.95 0.93 0.93
Lanes:        1.00 1.80 0.20  1.00 1.86 0.14  1.00 1.48 0.52  1.00 1.71 0.29
Final Sat.:   1805 3198  358  1070 3328  246  1805 2560  910  1805 3014  516
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.13 0.24 0.24  0.18 0.30 0.30  0.05 0.26 0.26  0.09 0.23 0.23
Crit Moves:   ****             ****             ****             ****
Green/Cycle:  0.35 0.35 0.35  0.94 0.46 0.46  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap:   0.38 0.68 0.68  0.19 0.65 0.65  0.16 0.74 0.74  0.27 0.66 0.66
Delay/Veh:    25.7 30.2 30.2   3.0 20.1 20.1  23.8 33.9 33.9  25.3 31.3 31.3
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   25.7 30.2 30.2   3.0 20.1 20.1  23.8 33.9 33.9  25.3 31.3 31.3
DesignQueue:     9   30    3     6   33    2     4   27   10     6   28    5
********************************************************************************
```

```
                      365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #72 Ashby Avenue / College Avenue
********************************************************************************
Cycle (sec):        80        Critical Vol./Cap. (X):          0.965
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    37.8
Optimal Cycle:     131        Level Of Service:                   D
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    18  18  18    18  18  18    30  30  30    30  30  30
Lanes:          0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       75  293   68   159  279   58    15  683   87    10  466  151
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    75  293   68   159  279   58    15  683   87    10  466  151
Added Vol:       0    2    0    25   16   -2     2   25    0     0    5    4
Future:         10   60   10    20   60   10    10  120   20    10   60   30
Initial Fut:    85  355   78   204  355   66    27  828  107    20  531  185
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     85  355   78   204  355   66    27  828  107    20  531  185
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    85  355   78   204  355   66    27  828  107    20  531  185
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     85  355   78   204  355   66    27  828  107    20  531  185
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.77 0.77 0.77  0.99 0.99 0.99  0.99 0.99 0.99  0.97 0.97 0.97
Lanes:        0.16 0.69 0.15  0.33 0.57 0.10  0.03 0.86 0.11  0.03 0.72 0.25
Final Sat.:    240 1002  220   611 1064  198    53 1611  208    50 1324  461
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.35 0.35 0.35  0.33 0.33 0.33  0.51 0.51 0.51  0.40 0.40 0.40
Crit Moves:        ****                             ****
Green/Cycle:  0.38 0.38 0.38  0.38 0.38 0.38  0.53 0.53 0.53  0.53 0.53 0.53
Volume/Cap:   0.95 0.95 0.95  0.89 0.89 0.89  0.98 0.98 0.98  0.76 0.76 0.76
Delay/Veh:    51.2 51.2 51.2  39.1 39.1 39.1  42.7 42.7 42.7  20.8 20.8 20.8
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   51.2 51.2 51.2  39.1 39.1 39.1  42.7 42.7 42.7  20.8 20.8 20.8
DesignQueue:     3   11    2     6   11    2     1   20    3     0   12    4
********************************************************************************
```

```
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #73 Ashby Avenue / Claremont Avenue
*************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):        0.773
Loss Time (sec):    12 (Y+R = 12 sec) Average Delay (sec/veh):   26.3
Optimal Cycle:      72          Level Of Service:                  C
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase       Split Phase        Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   16   16   16    16   16   16    28   28   28    28   28   28
Lanes:         0    1    0  1  0    1    1  0  1  0    0    1    0  1  0    0    1    0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      45  373  189   432  285   49    47  592    5    66  504  232
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   45  373  189   432  285   49    47  592    5    66  504  232
Added Vol:      0    0    0   159    0    0     0   50    0     0    9   23
Future:        10   60   20    60   50   20    40  130   10    10   60   20
Initial Fut:   55  433  209   651  335   69    87  772   15    76  573  275
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    55  433  209   651  335   69    87  772   15    76  573  275
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   55  433  209   651  335   69    87  772   15    76  573  275
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    55  433  209   651  335   69    87  772   15    76  573  275
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:       0.16 1.24 0.60  1.85 0.95 0.20  0.20 1.77 0.03  0.16 1.24 0.60
Final Sat.:   285 2243 1082  3341 1719  354   359 3189   62   297 2239 1074
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19 0.19  0.19 0.19 0.19  0.24 0.24 0.24  0.26 0.26 0.26
Crit Moves:  ****              ****                            ****
Green/Cycle: 0.22 0.22 0.22  0.22 0.22 0.22  0.39 0.39 0.39  0.39 0.39 0.39
Volume/Cap:  0.87 0.87 0.87  0.88 0.88 0.88  0.62 0.62 0.62  0.66 0.66 0.66
Delay/Veh:   37.0 37.0 37.0  34.6 34.6 34.6  16.9 16.9 16.9  17.5 17.5 17.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  37.0 37.0 37.0  34.6 34.6 34.6  16.9 16.9 16.9  17.5 17.5 17.5
DesignQueue:    2   14    7    21   11    2     2   20    0     2   15    7
*************************************************************************
```

```
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
           Cumulative (2020) + UCB LRDP Project + Increment to '25
                          PM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #74 Tunnel Road / SR 13
*************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        0.882
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   15.9
Optimal Cycle:      76          Level Of Service:                  B
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected         Protected         Split Phase       Split Phase
Rights:          Include           Include           Include            Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0    0    2  0  1  2    0    1  0  0    0    0    0  0  0  1    0    0    0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       0 1130  256   534 1095    0     0    0    0   128    0  155
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0 1130  256   534 1095    0     0    0    0   128    0  155
Added Vol:      0   31    0   110   99    0     0    0    0     0    0    0
Future:         0   80    0    70  140    0     0    0    0     0    0   10
Initial Fut:    0 1241  256   714 1334    0     0    0    0   128    0  165
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1241  256   714 1334    0     0    0    0   128    0  165
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0 1241  256   714 1334    0     0    0    0   128    0  165
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0 1241  256   714 1334    0     0    0    0   128    0  165
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.95 0.85  0.92 1.00 1.00  1.00 1.00 1.00  0.95 1.00 0.75
Lanes:       0.00 2.00 1.00  2.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:     0 3610 1615  3502 1900    0     0    0    0  1805    0 2842
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34 0.16  0.20 0.70 0.00  0.00 0.00 0.00  0.07 0.00 0.06
Crit Moves:  ****              ****                            ****
Green/Cycle: 0.00 0.50 0.50  0.30 0.80 0.00  0.00 0.00 0.00  0.08 0.00 0.38
Volume/Cap:  0.00 0.69 0.32  0.69 0.88 0.00  0.00 0.00 0.00  0.88 0.00 0.15
Delay/Veh:    0.0 13.5  9.9  22.2 10.9  0.0   0.0  0.0  0.0  71.4  0.0 13.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 13.5  9.9  22.2 10.9  0.0   0.0  0.0  0.0  71.4  0.0 13.5
DesignQueue:    0   25    5    19   12    0     0    0    0     4    0    4
*************************************************************************
```

```
                         365330 LBNL LRDP EIR
              Cumulative (2020) + UCB LRDP Project + Increment to '25
                              PM Peak Hour
```

```
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #167 Piedmont Avenue / Channing Way
**************************************************************************
Average Delay (sec/veh): OVERFLOW        Worst Case Level Of Service:       F
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:      0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     85  311   45    43  406   85    42   59   87    36  109   15
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  85  311   45    43  406   85    42   59   87    36  109   15
Added Vol:     4   17    0     0  104    1    36    0   41     0    0    0
Future:       14   53    8     7   69   14     7   10   15     6   19    3
Initial Fut: 103  381   53    50  579  100    85   69  143    42  128   18
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 103  381   53    50  579  100    85   69  143    42  128   18
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.: 103  381   53    50  579  100    85   69  143    42  128   18
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5  6.2   7.1  6.5  6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 679 xxxx xxxxx   434 xxxx xxxxx  1416 1369  629  1449 1393  408
Potent Cap.: 923 xxxx xxxxx  1136 xxxx xxxxx   116  148  486   110  143  648
Move Cap.:   923 xxxx xxxxx  1136 xxxx xxxxx     0  124  486    39  120  648
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 9.4 xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  A    *    *     A    *    *     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx  xxxx xxxx xxxx   xxxx    0 xxxxx   xxxx   87 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  641 xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     *    F    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx         641.3
ApproachLOS:      *               *               F               F
```

```
                         365330 LBNL LRDP EIR
              Cumulative (2020) + UCB LRDP Project + Increment to '25
                              PM Peak Hour
```

```
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #1121 Highland Place / Heart Avenue / Cyclotron Road
**************************************************************************
Average Delay (sec/veh):      0.8        Worst Case Level Of Service:       C
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:      1  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      2    0    0     5    2   13    11   56    0     0  342   43
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   2    0    0     5    2   13    11   56    0     0  342   43
Added Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Future:        1    0    0     2    1    6     5   26    0     0  161   20
Initial Fut:   3    0    0     7    3   19    16   82    0     0  503   63
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    3    0    0     7    3   19    16   82    0     0  503   63
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    3    0    0     7    3   19    16   82    0     0  503   63
Critical Gap Module:
Critical Gp: 7.1 xxxx xxxxx   7.1  6.5  6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 xxxx xxxxx   3.5  4.0  3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 660 xxxx xxxxx   649  649  535   566 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 379 xxxx xxxxx   386  392  550  1016 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   360 xxxx xxxxx   381  385  550  1016 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:15.1 xxxx xxxxx xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  C    *    *     *    *    *     A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx   xxxx  478 xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 13.0 xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *     A    *    *     *    *    *
ApproachDel:    15.1            13.0            xxxxxx          xxxxxx
ApproachLOS:      C               B               *               *
```

```
Cum+UC Proj+25 Inc PM      Fri May 7, 2004 15:08:01          Page 84-1
--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
            Cumulative (2020) + UCB LRDP Project + Increment to '25
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #1122 Stadium Rim Road / Canyon Road
********************************************************************************
Average Delay (sec/veh):      0.2        Worst Case Level Of Service:       B
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:          Include           Include            Include           Include
Lanes:       0  0  0  1  0     0  0  1  0  0     0  0  0  0  0     0  0  1! 0  0
            ------------|---------------||---------------||---------------|
Volume Module:
Base Vol:      0  265    3      0  251    0      0    0    0      6    0    1
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0  265    3      0  251    0      0    0    0      6    0    1
Added Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Future:        0   44    1      0   43    0      0    0    0      1    0    0
Initial Fut:   0  309    4      0  294    0      0    0    0      7    0    1
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    0  309    4      0  294    0      0    0    0      7    0    1
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:    0  309    4      0  294    0      0    0    0      7    0    1
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx    6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx    3.5 xxxx   3.3
            ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    605 xxxx   311
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    464 xxxx   734
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    464 xxxx   734
            ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *      *    *    *      *    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   xxxx  486 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.5 xxxxx
Shared LOS:    *    *    *      *    *    *      *    *    *      *    B    *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx            12.5
ApproachLOS:      *                 *                 *                B



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```

Project Scenario—A.M. Peak Hour

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #1 Marin Avenue / San Pablo Avenue
*************************************************************************
Cycle (sec):        100      Critical Vol./Cap. (X):         1.021
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):  94.0
Optimal Cycle:      180      Level Of Service:                   F
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:   102  363   59   106  891   15    38  672  235   147  768   90
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:102  363   59   106  891   15    38  672  235   147  768   90
Added Vol:    1   14    1     7  148    0     0   20    8     4    2    2
Future:     120  120   64    20  131   14    14   67   30    34  267   10
Initial Fut:223  497  124   133 1170   29    52  759  273   185 1037  102
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 223  497  124   133 1170   29    52  759  273   185 1037  102
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:223  497  124   133 1170   29    52  759  273   185 1037  102
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 223  497  124   133 1170   29    52  759  273   185 1037  102
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:0.95 0.92 0.92  0.95 0.95 0.95  0.95 0.91 0.91  0.95 0.94 0.94
Lanes:     1.00 1.60 0.40  1.00 1.95 0.05  1.00 1.47 0.53  1.00 1.82 0.18
Final Sat.:1805 2802  699  1805 3509   87  1805 2549  917  1805 3244  319
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.12 0.18 0.18  0.07 0.33 0.33  0.03 0.30 0.30  0.10 0.32 0.32
Crit Moves: ****             ****             ****             ****
Green/Cycle:0.12 0.36 0.36  0.12 0.36 0.36  0.17 0.21 0.21  0.15 0.31 0.31
Volume/Cap:1.03 0.49 0.49  0.61 0.93 0.93  0.17 1.42 1.42  0.68 1.03 1.03
Delay/Veh: 113.1 25.2 25.2  47.0 42.2 42.2  35.7 236 235.7  47.3 69.9 69.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:113.1 25.2 25.2  47.0 42.2 42.2  35.7 236 235.7  47.3 69.9 69.9
DesignQueue: 11   18    5     7   45    1     2   36   13     9   43    4
*************************************************************************
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #2 Marin Avenue / The Alameda
*************************************************************************
Cycle (sec):         65      Critical Vol./Cap. (X):         0.666
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):  15.4
Optimal Cycle:       56      Level Of Service:                   B
*************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  25   25   25    25   25   25    23   23   23    23   23   23
Lanes:        0  1  0  1  0    0  1  0  1  0    0  1  0  1  0    0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:   173  189    7    38  279   23    33  494  291    20  420   48
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:173  189    7    38  279   23    33  494  291    20  420   48
Added Vol:    3    1    1     0    5    0     0   18    9     5    5    0
Future:     110    0   10    10  190   20     0   70   50    10  170   10
Initial Fut:286  190   18    48  474   43    33  582  350    35  595   58
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 286  190   18    48  474   43    33  582  350    35  595   58
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:286  190   18    48  474   43    33  582  350    35  595   58
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 286  190   18    48  474   43    33  582  350    35  595   58
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:0.55 0.55 0.55  0.83 0.83 0.83  0.82 0.82 0.82  0.83 0.83 0.83
Lanes:     1.00 0.91 0.09  0.17 1.68 0.15  0.07 1.21 0.72  0.10 1.73 0.17
Final Sat.:1036  947   90   267 2639  239   107 1889 1136   160 2712  264
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.28 0.20 0.20  0.18 0.18 0.18  0.31 0.31 0.31  0.22 0.22 0.22
Crit Moves: ****                              ****
Green/Cycle:0.41 0.41 0.41  0.41 0.41 0.41  0.46 0.46 0.46  0.46 0.46 0.46
Volume/Cap:0.67 0.48 0.48  0.43 0.43 0.43  0.67 0.67 0.67  0.47 0.47 0.47
Delay/Veh: 20.1 15.6 15.6  14.6 14.6 14.6  16.0 16.0 16.0  13.1 13.1 13.1
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:20.1 15.6 15.6  14.6 14.6 14.6  16.0 16.0 16.0  13.1 13.1 13.1
DesignQueue:  6    4    0     1   10    1     1   12    7     1   12    1
*************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #3 Gilman Street / Sixth Street
**************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):        0.688
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    16.5
Optimal Cycle:        46        Level Of Service:                  B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   19   19   19     19   19   19     19   19   19     19   19   19
Lanes:         0  0  1! 0  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    122   24   56    11   45   28    21  416  114    47  430   20
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 122   24   56    11   45   28    21  416  114    47  430   20
Added Vol:     1    0    0     0    0    0     0    1   10     0    0    0
Future:       70    0   28     0   30    0     0   37   10    48   67    0
Initial Fut: 193   24   84    11   75   28    21  454  134    95  497   20
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  193   24   84    11   75   28    21  454  134    95  497   20
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 193   24   84    11   75   28    21  454  134    95  497   20
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  193   24   84    11   75   28    21  454  134    95  497   20
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.70 0.70 0.70  0.84 0.84 0.84  0.95 0.95 0.95  0.85 0.85 0.85
Lanes:      0.64 0.08 0.28  0.19 1.32 0.49  0.03 0.75 0.22  0.16 0.81 0.03
Final Sat.:  858  107  373   310 2111  788    62 1341  396   251 1314   53
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22  0.04 0.04 0.04  0.34 0.34 0.34  0.38 0.38 0.38
Crit Moves:      ****                             ****
Green/Cycle:0.33 0.33 0.33  0.33 0.33 0.33  0.55 0.55 0.55  0.55 0.55 0.55
Volume/Cap: 0.69 0.69 0.69  0.11 0.11 0.11  0.62 0.62 0.62  0.69 0.69 0.69
Delay/Veh:  27.5 27.5 27.5  15.5 15.5 15.5  12.8 12.8 12.8  14.9 14.9 14.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 27.5 27.5 27.5  15.5 15.5 15.5  12.8 12.8 12.8  14.9 14.9 14.9
DesignQueue:   5    1    2     0    2    1     0    8    2     2    9    0
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #4 Gilman Street / San Pablo Avenue
**************************************************************************
Cycle (sec):         100        Critical Vol./Cap. (X):        0.895
Loss Time (sec):      12 (Y+R =  5 sec) Average Delay (sec/veh):    46.5
Optimal Cycle:       108        Level Of Service:                  D
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    4   35   35     4   35   35    31   31   31    31   31   31
Lanes:         1  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    113  401   25    74 1055  125    75  189   96    62  318   42
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 113  401   25    74 1055  125    75  189   96    62  318   42
Added Vol:     0   16    0     0  159    0     0    0    0     1    0    0
Future:       30  305   60    60   70   20    35   20   10    10   40   32
Initial Fut: 143  722   85   134 1284  145   110  209  107    72  358   74
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  143  722   85   134 1284  145   110  209  107    72  358   74
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 143  722   85   134 1284  145   110  209  107    72  358   74
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  143  722   85   134 1284  145   110  209  107    72  358   74
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.94 0.94  0.56 0.56 0.56  0.86 0.86 0.86
Lanes:      1.00 1.79 0.21  1.00 1.80 0.20  0.52 0.98 0.50  0.14 0.71 0.15
Final Sat.: 1805 3178  374  1805 3195  361   549 1043  534   235 1167  241
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.08 0.23 0.23  0.07 0.40 0.40  0.20 0.20 0.20  0.31 0.31 0.31
Crit Moves: ****             ****             ****                ****
Green/Cycle:0.00 0.37 0.00  0.00 0.37 0.00  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap: xxxx 0.61 xxxx  xxxx 1.09 xxxx  0.55 0.55 0.55  0.84 0.84 0.84
Delay/Veh:   0.0 27.8  0.0   0.0 83.2  0.0  28.0 28.0 28.0  42.5 42.5 42.5
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 27.8  0.0   0.0 83.2  0.0  28.0 28.0 28.0  42.5 42.5 42.5
DesignQueue:   8   27    5     8   50    9     4    8    4     3   14    3
**************************************************************************
```

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--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #5 Rose Street / Shattuck Avenue
**************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):       0.574
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):     9.9
Optimal Cycle:      52          Level Of Service:              A
**************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   17  17   17    17  17   17    27  27   27    27  27   27
Lanes:         1  0  1  1  0   1  0  1  1  0   0  1  0  0  1   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      55  191   11   174  961   28    28  174   40    32  185   40
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   55  191   11   174  961   28    28  174   40    32  185   40
Added Vol:      0    1    0     4   11    0     0    0    0     0    0    0
Future:        40  140   20    10  170   10    10   10   20    20   10   10
Initial Fut:   95  332   31   188 1142   38    38  184   60    52  195   50
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    95  332   31   188 1142   38    38  184   60    52  195   50
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   95  332   31   188 1142   38    38  184   60    52  195   50
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    95  332   31   188 1142   38    38  184   60    52  195   50
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.17 0.94 0.94  0.53 0.95 0.95  0.91 0.91 0.85  0.89 0.89 0.89
Lanes:       1.00 1.83 0.17  1.00 1.94 0.06  0.17 0.83 1.00  0.17 0.66 0.17
Final Sat.:   331 3259  304  1015 3476  116   297 1438 1615   297 1114  286
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.10 0.10  0.19 0.33 0.33  0.13 0.13 0.04  0.18 0.18 0.18
Crit Moves:              ****                          ****
Green/Cycle: 0.46 0.46 0.46  0.46 0.46 0.46  0.42 0.42 0.42  0.42 0.42 0.42
Volume/Cap:  0.62 0.22 0.22  0.40 0.71 0.71  0.31 0.31 0.09  0.42 0.42 0.42
Delay/Veh:   23.3  4.8  4.8   7.5  8.6  8.6  13.8 13.8 11.8  15.3 15.3 15.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  23.3  4.8  4.8   7.5  8.6  8.6  13.8 13.8 11.8  15.3 15.3 15.3
DesignQueue:    2    7    1     4   24    1     1    4    1     1    4    1
**************************************************************************
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--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #6 Cedar Street / Martin Luther King Way
**************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):       0.984
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):    33.7
Optimal Cycle:     126          Level Of Service:              C
**************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   20  20   20    20  20   20    20  20   20    20  20   20
Lanes:         0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      33  292   44    35  617   26    14  276   62    58  248   30
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   33  292   44    35  617   26    14  276   62    58  248   30
Added Vol:      0    3    1     0   16    0     0   14    1     4    2    0
Future:        10   40   20    20  220   10    10   50   30    30   90   20
Initial Fut:   43  335   65    55  853   36    24  340   93    92  340   50
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    43  335   65    55  853   36    24  340   93    92  340   50
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   43  335   65    55  853   36    24  340   93    92  340   50
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    43  335   65    55  853   36    24  340   93    92  340   50
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.85 0.85 0.85  0.95 0.95 0.95  0.94 0.94 0.94  0.75 0.75 0.75
Lanes:       0.10 0.75 0.15  0.06 0.90 0.04  0.05 0.75 0.20  0.19 0.71 0.10
Final Sat.:   158 1228  238   105 1631   69    94 1329  363   270  999  147
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.27 0.27  0.52 0.52 0.52  0.26 0.26 0.26  0.34 0.34 0.34
Crit Moves:              ****                          ****
Green/Cycle: 0.53 0.53 0.53  0.53 0.53 0.53  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap:  0.51 0.51 0.51  0.98 0.98 0.98  0.74 0.74 0.74  0.98 0.98 0.98
Delay/Veh:    9.2  9.2  9.2  36.2 36.2 36.2  26.5 26.5 26.5  58.1 58.1 58.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   9.2  9.2  9.2  36.2 36.2 36.2  26.5 26.5 26.5  58.1 58.1 58.1
DesignQueue:    1    6    1     1   17    1     1    9    2     2    9    1
**************************************************************************
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Cum+UC Proj+25 Inc+LBNL AM Thu May 6, 2004 16:18:02          Page 15-1
--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Cedar Street / Shattuck Avenue
********************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):       0.627
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):   10.5
Optimal Cycle:      50          Level Of Service:                B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   20  20  20      20  20  20       22  22  22       22  22  22
Lanes:       1  0  1  1  0   1  0  1  1  0    1  0  0  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     48  256  41    127  933  52     44  257  86      94  268  56
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  48  256  41    127  933  52     44  257  86      94  268  56
Added Vol:     0    1   0      2   10   0      0   14   0       4    6   0
Future:       20  140  20     10  150  10     10   30  10      40   70  20
Initial Fut:  68  397  61    139 1093  62     54  301  96     138  344  76
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   68  397  61    139 1093  62     54  301  96     138  344  76
Reduct Vol:    0    0   0      0    0   0      0    0   0       0    0   0
Reduced Vol:  68  397  61    139 1093  62     54  301  96     138  344  76
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   68  397  61    139 1093  62     54  301  96     138  344  76
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment: 0.22 0.93 0.93  0.48 0.94 0.94  0.33 0.96 0.96   0.35 0.97 0.97
Lanes:      1.00 1.73 0.27  1.00 1.89 0.11  1.00 0.76 0.24   1.00 0.82 0.18
Final Sat.:  422 3067  471   920 3389  192   621 1389  443    673 1514  335
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.13 0.13  0.15 0.32 0.32  0.09 0.22 0.22   0.21 0.23 0.23
Crit Moves:              ****                             ****
Green/Cycle:0.51 0.51 0.51  0.51 0.51 0.51  0.36 0.36 0.36   0.36 0.36 0.36
Volume/Cap: 0.31 0.25 0.25  0.29 0.63 0.63  0.24 0.60 0.60   0.57 0.63 0.63
Delay/Veh:   6.4  2.9  2.9   4.2  4.9  4.9  17.0 20.8 20.8   25.8 21.5 21.5
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  6.4  2.9  2.9   4.2  4.9  4.9  17.0 20.8 20.8   25.8 21.5 21.5
DesignQueue:   1    7   1      2   21   1      1    7   2       3    8   2
********************************************************************************




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```
Cum+UC Proj+25 Inc+LBNL AM Thu May 6, 2004 16:18:02          Page 16-1
--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Cedar Street / Oxford Street
********************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):       1.030
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   58.2
Optimal Cycle:     178          Level Of Service:                E
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   16  16  16      16  16  16       16  16  16       16  16  16
Lanes:       0  0  1! 0  0   0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     45  186  56     34  531  19     18  314  75     144  343  19
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  45  186  56     34  531  19     18  314  75     144  343  19
Added Vol:     2   13   0      0  115   9      1    0  16       0    0   0
Future:       30   20  10     10   10   0     10   40  30      10  120   0
Initial Fut:  77  219  66     44  656  28     29  354 121     154  463  19
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   77  219  66     44  656  28     29  354 121     154  463  19
Reduct Vol:    0    0   0      0    0   0      0    0   0       0    0   0
Reduced Vol:  77  219  66     44  656  28     29  354 121     154  463  19
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   77  219  66     44  656  28     29  354 121     154  463  19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment: 0.76 0.76 0.76  0.96 0.96 0.96  0.92 0.92 0.92   0.67 0.67 0.67
Lanes:      0.21 0.61 0.18  0.06 0.90 0.04  0.06 0.70 0.24   0.24 0.73 0.03
Final Sat.:  306  871  262   110 1639  70    101 1234  422    306  920  38
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.25 0.25 0.25  0.40 0.40 0.40  0.29 0.29 0.29   0.50 0.50 0.50
Crit Moves:              ****                             ****
Green/Cycle:0.50 0.49 0.49  0.50 0.50 0.50  0.40 0.39 0.39   0.40 0.40 0.40
Volume/Cap: 0.50 0.51 0.51  0.80 0.80 0.80  0.73 0.75 0.75   1.27 1.27 1.27
Delay/Veh:  10.8 11.5 11.5  17.7 17.7 17.7  23.2 24.6 24.6  157.8  158 157.8
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 10.8 11.5 11.5  17.7 17.7 17.7  23.2 24.6 24.6  157.8  158 157.8
DesignQueue:   1    4   1      1   13   1      1    8   3       4   11   0
********************************************************************************




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```

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--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #9 Cedar Street / Euclid Avenue
**************************************************************************
Cycle (sec):        60        Critical Vol./Cap. (X):        0.599
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):     13.8
Optimal Cycle:      42        Level Of Service:                  B
**************************************************************************
Approach:     North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  17   17   17    17   17   17    17   17   17    17   17   17
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     30   85   29    23  295  141    50  143  117    28  209    8
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  30   85   29    23  295  141    50  143  117    28  209    8
Added Vol:     0    0    0     0   11    3     3   -2    0     0    0    0
Future:       20    0    0     0   10   40    10   30   20    20   80    0
Initial Fut:  50   85   29    23  316  184    60  171  137    48  289    8
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   50   85   29    23  316  184    60  171  137    48  289    8
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  50   85   29    23  316  184    60  171  137    48  289    8
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   50   85   29    23  316  184    60  171  137    48  289    8
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.78 0.78 0.78  0.94 0.94 0.94  0.86 0.86 0.86  0.92 0.92 0.92
Lanes:      0.30 0.52 0.18  0.04 0.61 0.35  0.16 0.47 0.37  0.14 0.84 0.02
Final Sat.:  452  769  262    78 1076  627   266  759  608   242 1457   40
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.11 0.11  0.29 0.29 0.29  0.23 0.23 0.23  0.20 0.20 0.20
Crit Moves:            ****                 ****
Green/Cycle: 0.49 0.49 0.49  0.49 0.49 0.49  0.38 0.38 0.38  0.38 0.38 0.38
Volume/Cap:  0.23 0.23 0.23  0.60 0.60 0.60  0.60 0.60 0.60  0.53 0.53 0.53
Delay/Veh:   8.9  8.9  8.9  12.2 12.2 12.2  16.7 16.7 16.7  15.4 15.4 15.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  8.9  8.9  8.9  12.2 12.2 12.2  16.7 16.7 16.7  15.4 15.4 15.4
DesignQueue:   1    1    1     0    6    3     1    4    3     1    6    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #10 Grizzly Peak Blvd / Centennial Drive
**************************************************************************
Cycle (sec):       100        Critical Vol./Cap. (X):        0.495
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):     11.4
Optimal Cycle:       0        Level Of Service:                  B
**************************************************************************
Approach:     North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 7:00-9:00 AM
Base Vol:     31   13   13    25   52    4     6  165  143   169   90   16
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  31   13   13    25   52    4     6  165  143   169   90   16
Added Vol:     1    0    4     0    0    0     0    0    7    43    0    0
Future:       33    0   11     0    0    0     0   22   11    22   11    0
Initial Fut:  65   13   28    25   52    4     6  187  161   234  101   16
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   65   13   28    25   52    4     6  187  161   234  101   16
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  65   13   28    25   52    4     6  187  161   234  101   16
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   65   13   28    25   52    4     6  187  161   234  101   16
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.62 0.12 0.26  0.31 0.64 0.05  0.02 0.53 0.45  0.67 0.29 0.04
Final Sat.:  354   71  152   173  360   28    13  401  345   472  204   32
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.18 0.18 0.18  0.14 0.14 0.14  0.47 0.47 0.47  0.50 0.50 0.50
Crit Moves: ****                 ****              ****              ****
Delay/Veh:   9.7  9.7  9.7   9.5  9.5  9.5  11.3 11.3 11.3  12.4 12.4 12.4
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  9.7  9.7  9.7   9.5  9.5  9.5  11.3 11.3 11.3  12.4 12.4 12.4
LOS by Move:   A    A    A     A    A    A     B    B    B     B    B    B
ApproachDel:        9.7               9.5              11.3              12.4
Delay Adj:         1.00              1.00              1.00              1.00
ApprAdjDel:         9.7               9.5              11.3              12.4
LOS by Appr:         A                 A                 B                 B
**************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #11 Hearst Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):       0.533
Loss Time (sec):     8 (Y+R =  6 sec) Average Delay (sec/veh):    8.3
Optimal Cycle:      52        Level Of Service:               A
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            -----------|--------------||--------------||--------------||--------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   22  22   22    22  22   22    22  22   22    22  22   22
Lanes:         1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  1  0  1  0
            -----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      19  291   43   199  810   57    31  278   24    11  225   51
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   19  291   43   199  810   57    31  278   24    11  225   51
Added Vol:      3    1  -13     3   11    0     0   38   25     7    4    0
Future:        11   99   22    55  176   22    33   33   33    11   22   77
Initial Fut:   33  391   52   257  997   79    64  349   82    29  251  128
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    33  391   52   257  997   79    64  349   82    29  251  128
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   33  391   52   257  997   79    64  349   82    29  251  128
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    33  391   52   257  997   79    64  349   82    29  251  128
            -----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.26 0.93 0.93  0.49 0.94 0.94  0.78 0.78 0.78  0.81 0.81 0.81
Lanes:       1.00 1.77 0.23  1.00 1.85 0.15  0.26 1.41 0.33  0.14 1.23 0.63
Final Sat.:   500 3129  416   935 3308  262   385 2102  494   219 1898  968
            -----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.12 0.12  0.27 0.30 0.30  0.17 0.17 0.17  0.13 0.13 0.13
Crit Moves:                  ****                  ****
Green/Cycle: 0.54 0.54 0.54  0.54 0.54 0.54  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap:  0.12 0.23 0.23  0.51 0.56 0.56  0.49 0.49 0.49  0.39 0.39 0.39
Delay/Veh:    2.6  2.0  2.0   5.8  3.4  3.4  18.8 18.8 18.8  17.5 17.5 17.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   2.6  2.0  2.0   5.8  3.4  3.4  18.8 18.8 18.8  17.5 17.5 17.5
DesignQueue:    1    7    1     4   18    1     2    9    2     1    6    3
**************************************************************************
```

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```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #12 Hearst Avenue / Oxford Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):       0.560
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   11.8
Optimal Cycle:      49        Level Of Service:               B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            -----------|--------------||--------------||--------------||--------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   19  19   19    19  19   19    22  22   22    22  22   22
Lanes:         1  0  1  1  0   0  1  0  1  0   0  1  0  1  0   1  1  0  1  0
            -----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      46  328  374    48  841   38    10  399  114   207  281   27
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   46  328  374    48  841   38    10  399  114   207  281   27
Added Vol:      0   59   72     4   99    3    19   12   -1     9    9   19
Future:        22   55   44    11   33   22     0   88   33    33   77   11
Initial Fut:   68  442  490    63  973   63    29  499  146   249  367   57
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    68  442  490    63  973   63    29  499  146   249  367   57
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   68  442  490    63  973   63    29  499  146   249  367   57
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    68  442  490    63  973   63    29  499  146   249  367   57
            -----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:       1.00 1.00 1.00  0.11 1.78 0.11  0.09 1.48 0.43  1.11 1.64 0.25
Final Sat.:  1900 1805 1805   207 3196  207   155 2673  782  2003 2953  459
            -----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.24 0.27  0.30 0.30 0.30  0.19 0.19 0.19  0.12 0.12 0.12
Crit Moves:                  ****                  ****
Green/Cycle: 0.54 0.54 0.54  0.54 0.54 0.54  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap:  0.07 0.45 0.50  0.57 0.57 0.57  0.55 0.55 0.55  0.37 0.37 0.37
Delay/Veh:    5.2  7.2  7.7   8.2  8.2  8.2  19.3 19.3 19.3  16.8 16.8 16.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   5.2  7.2  7.7   8.2  8.2  8.2  19.3 19.3 19.3  16.8 16.8 16.8
DesignQueue:    1    8    9     1   18    1     1   13    4     6    9    1
**************************************************************************
```

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365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
****
Intersection #13 Hearst Avenue / Spruce Street
****
Average Delay (sec/veh):   0.8   Worst Case Level Of Service: B
****

```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:      0  0  0  0    0  0  1! 0  0    0  1  1  0  0    0  0  1  1  0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0    0    9    0   63   11  843    0    0  430    7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0    9    0   63   11  843    0    0  430    7
Added Vol:    0    0    0    5    0    0    0   87    0    0   38    1
Future:       0    0    0    0    0   20    0  130    0    0  110    0
Initial Fut:  0    0    0   14    0   83   11 1060    0    0  578    8
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0   14    0   83   11 1060    0    0  578    8
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   0    0    0   14    0   83   11 1060    0    0  578    8
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
            ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1134 xxxx  293  586 xxxx xxxxx  xxxx xxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  199 xxxx  709  999 xxxx xxxxx  xxxx xxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  198 xxxx  709  999 xxxx xxxxx  xxxx xxx xxxxx
            ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *    *    *    *    A    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  516 xxxxx  xxxx xxxx xxxxx  xxxx xxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 13.6 xxxxx  8.6 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *    *    B    *    A    *    *    *    *    *
ApproachDel:    xxxxxx           13.6           xxxxxx           xxxxxx
ApproachLOS:       *              B                *                *
```

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
****
Intersection #14 Hearst Avenue / Arch Street / Le Conte Avenue
****
Average Delay (sec/veh):   3.0   Worst Case Level Of Service: B
****

```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:      0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0    0    2    0  130  276  566    0    0  307    4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0    2    0  130  276  566    0    0  307    4
Added Vol:    0    0    0    0    0    0   24   69    0    0   39    0
Future:       0    0    0    0    0   40   30  100    0    0   90    0
Initial Fut:  0    0    0    2    0  170  330  735    0    0  436    4
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0    2    0  170  330  735    0    0  436    4
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   0    0    0    2    0  170  330  735    0    0  436    4
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
            ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1466 xxxx  220  440 xxxx xxxxx  xxxx xxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  121 xxxx  790 1131 xxxx xxxxx  xxxx xxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   94 xxxx  790 1131 xxxx xxxxx  xxxx xxx xxxxx
            ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  9.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *    *    *    *    A    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  727 xxxxx  xxxx xxxx xxxxx  xxxx xxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *    *    B    *    *    *    *    *    *    *
ApproachDel:    xxxxxx           11.5           xxxxxx           xxxxxx
ApproachLOS:       *              B                *                *
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #15 Hearst Avenue / Scenic Avenue
**************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service:      B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  0  0  1    0  0  2  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:       0    0    0    0    0   37    0  531    0    0  290   55
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    0    0    0   37    0  531    0    0  290   55
Added Vol:      0    0    0    0    0    1    0    0    0    0   37    2
Future:         0    0    0    0    0   20    0  100    0    0   90   10
Initial Fut:    0    0    0    0    0   58    0  631    0    0  417   67
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0    0    0    0    0   58    0  631    0    0  417   67
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     0    0    0    0    0   58    0  631    0    0  417   67
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   242 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   765 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   765 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx  10.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *     B     *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:    xxxxxx           10.1            xxxxxx           xxxxxx
ApproachLOS:      *                B               *                *
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #16 Hearst Avenue / Euclid Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):       0.607
Loss Time (sec):    12 (Y+R =  3 sec) Average Delay (sec/veh):       18.5
Optimal Cycle:      53        Level Of Service:             B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0   25   25   25    5   16   16   16   16   16
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  0  1  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00-9:00 AM
Base Vol:       2    0    2   47    1  151   75  448    1    1  276   10
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    2    0    2   47    1  151   75  448    1    1  276   10
Added Vol:      0    0    0    3    0    3    0   69    0    0   45    0
Future:         0    0    0   11    0   55   11   99    0    0   77    0
Initial Fut:    2    0    2   61    1  209   86  616    1    1  398   10
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     2    0    2   61    1  209   86  616    1    1  398   10
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    2    0    2   61    1  209   86  616    1    1  398   10
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     2    0    2   61    1  209   86  616    1    1  398   10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.87 1.00 0.87 0.84 0.84 0.84 0.63 1.00 1.00 1.00 1.00 1.00
Lanes:       0.50 0.00 0.50 0.22 0.01 0.77 1.00 0.99 0.01 0.01 0.97 0.02
Final Sat.:   825    0  825  358    6 1226 1201 1897    3    5 1843   46
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.17 0.17 0.17 0.07 0.32 0.32 0.22 0.22 0.22
Crit Moves:                      ****             ****
Green/Cycle: 0.38 0.00 0.38 0.38 0.38 0.38 0.43 0.43 0.43 0.43 0.43 0.43
Volume/Cap:  0.01 0.00 0.01 0.44 0.44 0.44 0.17 0.75 0.75 0.50 0.50 0.50
Delay/Veh:   12.4  0.0 12.4 17.2 17.2 17.2 12.0 22.0 22.0 15.6 15.6 15.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  12.4  0.0 12.4 17.2 17.2 17.2 12.0 22.0 22.0 15.6 15.6 15.6
DesignQueue:    0    0    0    1    0    5    2   14    0    0    9    0
**************************************************************************
```

```
Cum+UC Proj+25 Inc+LBNL AM Thu May 6, 2004 16:18:02        Page 25-1
--------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
--------------------------------------------------------------------------
              Level Of Service Computation Report
         2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #17 Hearst Avenue / Le Roy Avenue
**************************************************************************
Average Delay (sec/veh):     1.6      Worst Case Level Of Service:     B
**************************************************************************
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R   L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign      Uncontrolled    Uncontrolled
Rights:         Include          Include         Include          Include
Lanes:     0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    0    0    0    19    0   60    59  436    0     0  230    3
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 0    0    0    19    0   60    59  436    0     0  230    3
Added Vol:   0    0    0     0    0    0     0   72    0     0   45    0
Future:      0    0    0     0    0   10    10   90    0     0   70    0
Initial Fut: 0    0    0    19    0   70    69  598    0     0  345    3
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  0    0    0    19    0   70    69  598    0     0  345    3
Reduct Vol:  0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  0    0    0    19    0   70    69  598    0     0  345    3
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  806 xxxx  347   348 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  255 xxxx  701  1222 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  244 xxxx  701  1222 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.1 xxxx xxxxx  xxxx xxxx xxxxx
LOS by Move:   *    *     *     *     *     *    A    *     *    *     *    *
Movement:    LT  -  LTR  -  RT   LT  -  LTR  -  RT   LT  -  LTR  -  RT   LT  -  LTR  -  RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  500 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 13.7 xxxxx   8.1 xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:    *    *     *     *    B     *     A    *     *    *     *    *
ApproachDel:    xxxxxx             13.7            xxxxxx           xxxxxx
ApproachLOS:      *                  B                *                *
```
```
Cum+UC Proj+25 Inc+LBNL AM Thu May 6, 2004 16:18:02        Page 26-1
--------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
--------------------------------------------------------------------------
              Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #18 Hearst Avenue / Gayley Road / LaLoma Avenue
**************************************************************************
Cycle (sec):       65        Critical Vol./Cap. (X):       1.237
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):   68.0
Optimal Cycle:    180         Level Of Service:              E
**************************************************************************
Approach:      North Bound     South Bound     East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R   L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted       Permitted        Permitted
Rights:         Include          Include         Include          Include
Min. Green:  18   18   18    18   18   18    17   17   17    17   17   17
Lanes:     0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00-9:00 AM
Base Vol:   274  212   95    12  274   21    28  161  304    21   33    5
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:274  212   95    12  274   21    28  161  304    21   33    5
Added Vol:   33    3   42     0   38    0     0   43   29     2   12    0
Future:      77   11   22     0  132    0     0   88    0    22   22    0
Initial Fut:384  226  159    12  444   21    28  292  333    45   67    5
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 384  226  159    12  444   21    28  292  333    45   67    5
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:384  226  159    12  444   21    28  292  333    45   67    5
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 384  226  159    12  444   21    28  292  333    45   67    5
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.57 0.57 0.57  0.98 0.98 0.98  0.92 0.92 0.92  0.76 0.76 0.85
Lanes:      0.50 0.29 0.21  0.03 0.93 0.04  0.04 0.45 0.51  0.40 0.60 1.00
Final Sat.: 540  318  224    47 1725   82    75  781  890   578  860 1615
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.71 0.71 0.71  0.26 0.26 0.26  0.37 0.37 0.37  0.08 0.08 0.00
Crit Moves:      ****                           ****
Green/Cycle:0.55 0.55 0.55  0.55 0.55 0.55  0.40 0.40 0.00  0.40 0.40 0.40
Volume/Cap: 1.28 1.28 1.28  0.46 0.46 0.46  0.94 0.94 xxxx  0.19 0.19 0.01
Delay/Veh: 154.3 154 154.3 10.2 10.2 10.2  38.1 38.1  0.0  12.1 12.1 10.5
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:154.3 154 154.3 10.2 10.2 10.2  38.1 38.1  0.0  12.1 12.1 10.5
DesignQueue:   7    4    3     0    8    0     1    7   13     1    1    0
**************************************************************************
```

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #19 Berkeley Way / Oxford Street
****************************************************************************
Cycle (sec):        70         Critical Vol./Cap. (X):        0.518
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    7.1
Optimal Cycle:      46         Level Of Service:                 A
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            -----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18  18   18    18  18   18    20  20   20    20  20   20
Lanes:         1  0   1  1  0   1  0   1  1  0   0  0  1! 0  0   1  0  0  1  0
            -----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39  717   40    30 1132   11    20  18   72    10   2   12
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   39  717   40    30 1132   11    20  18   72    10   2   12
Added Vol:     38  128    0     0   81   26     3   0    4     0   0    0
PasserByVol:   10  110   10     0  100    0     0   0   20     0   0    0
Initial Fut:   87  955   50    30 1313   37    23  18   96    10   2   12
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    87  955   50    30 1313   37    23  18   96    10   2   12
Reduct Vol:     0   0    0     0   0    0     0   0    0     0   0    0
Reduced Vol:   87  955   50    30 1313   37    23  18   96    10   2   12
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    87  955   50    30 1313   37    23  18   96    10   2   12
            -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.17 0.94 0.94  0.27 0.95 0.95  0.87 0.87 0.87  0.85 0.87 0.87
Lanes:       1.00 1.90 0.10  1.00 1.95 0.05  0.17 0.13 0.70  1.00 0.14 0.86
Final Sat.:   314 3406  178   507 3497   99   277  217 1157  1621  236 1418
            -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28 0.28  0.06 0.38 0.38  0.08 0.08 0.08  0.01 0.01 0.01
Crit Moves:                       ****              ****
Green/Cycle: 0.60 0.60 0.60  0.60 0.60 0.60  0.29 0.29 0.29  0.29 0.29 0.29
Volume/Cap:  0.46 0.47 0.47  0.10 0.63 0.63  0.29 0.29 0.29  0.02 0.03 0.03
Delay/Veh:   12.4  5.2  5.2   4.1  6.5  6.5  21.0 21.0 21.0  18.1 18.1 18.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  12.4  5.2  5.2   4.1  6.5  6.5  21.0 21.0 21.0  18.1 18.1 18.1
DesignQueue:    1   16    1     0   23    1     1   1    3     0   0    0
****************************************************************************
```

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #20 University Avenue / Sixth Street
****************************************************************************
Cycle (sec):       114         Critical Vol./Cap. (X):        1.000
Loss Time (sec):    16 (Y+R =  5 sec) Average Delay (sec/veh):  100.8
Optimal Cycle:     180         Level Of Service:                 F
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            -----------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit       Permitted        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    6  23   23     0  23   23     6  15   15     6  15   15
Lanes:         1  0   1  0  1   1  0   1  0  1   1  0   1  1  0   1  0  1  1  0
            -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     211  111   19    73  290  325    89  932  333    40  931   21
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  211  111   19    73  290  325    89  932  333    40  931   21
Added Vol:      0   17   12     0   4    1     6  296    0     1   32    0
Future:       150   60   10    10  10   80    10   60   40    10  150   10
Initial Fut:  361  188   41    83  304  406   105 1288  373    51 1113   31
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   361  188   41    83  304  406   105 1288  373    51 1113   31
Reduct Vol:     0   0    0     0   0    0     0   0    0     0   0    0
Reduced Vol:  361  188   41    83  304  406   105 1288  373    51 1113   31
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   361  188   41    83  304  406   105 1288  373    51 1113   31
            -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.98 1.00 0.85  1.00 1.00 0.85  0.95 0.92 0.92  0.95 0.95 0.95
Lanes:       1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.55 0.45  1.00 1.95 0.05
Final Sat.:  1858 1900 1615  1900 1900 1615  1805 2704  783  1805 3498   97
            -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.10 0.03  0.04 0.16 0.25  0.06 0.48 0.48  0.03 0.32 0.32
Crit Moves:  ****                   ****             ****             ****
Green/Cycle: 0.44 0.44 0.44  0.25 0.25 0.25  0.06 0.37 0.37  0.05 0.35 0.35
Volume/Cap:  0.44 0.22 0.06  0.18 0.65 1.02  0.90 1.30 1.30  0.54 0.90 0.90
Delay/Veh:   47.8 20.4 18.5  34.8 45.6 94.7 112.1  177 176.8 72.7 45.0 45.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  47.8 20.4 18.5  34.8 45.6 94.7 112.1  177 176.8 72.7 45.0 45.0
DesignQueue:   19   7    1     4   15   21     6   58   17     3   49    1
****************************************************************************
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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #21 University Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):         114          Critical Vol./Cap. (X):      0.966
Loss Time (sec):      16 (Y+R =  5 sec) Average Delay (sec/veh):  130.9
Optimal Cycle:       167          Level Of Service:               F
**************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           ------------|--------------||--------------||--------------||--------------|
Control:        Protected          Protected         Protected         Protected
Rights:          Include            Include           Include           Include
Min. Green:     5   21   21      5   21   21      5   22   22      5   22   22
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
           ------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:      100  457   75    190  837   83     56  957   49     63  644   93
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   100  457   75    190  837   83     56  957   49     63  644   93
Added Vol:       0    3    7     78   50    0      0  308    1      1   32   10
Future:         50  200   40     60   30   20     10   60   10     10  120  100
Initial Fut:   150  660  122    328  917  103     66 1325   60     74  796  203
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    150  660  122    328  917  103     66 1325   60     74  796  203
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   150  660  122    328  917  103     66 1325   60     74  796  203
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    150  660  122    328  917  103     66 1325   60     74  796  203
           ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.95 0.93 0.93   0.95 0.94 0.94   0.95 0.94 0.94   0.95 0.92 0.92
Lanes:        1.00 1.69 0.31   1.00 1.80 0.20   1.00 1.91 0.09   1.00 1.59 0.41
Final Sat.:   1805 2977  550   1805 3197  359   1805 3433  155   1805 2790  712
           ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.08 0.22 0.22   0.18 0.29 0.29   0.04 0.39 0.39   0.04 0.29 0.29
Crit Moves:         ****            ****             ****             ****
Green/Cycle:  0.13 0.28 0.28   0.29 0.44 0.44   0.04 0.25 0.25   0.04 0.25 0.25
Volume/Cap:   0.65 0.79 0.79   0.64 0.65 0.65   0.83 1.54 1.54   0.93 1.14 1.14
Delay/Veh:    61.0 44.5 44.5   41.4 27.3 27.3  116.3  293 293.1  138.5  120 119.9
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   61.0 44.5 44.5   41.4 27.3 27.3  116.3  293 293.1  138.5  120 119.9
DesignQueue:     8   32    6     16   35    4      4   70    3      5   41   10
**************************************************************************
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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #22 University Avenue / Martin Luther King Way
**************************************************************************
Cycle (sec):          65          Critical Vol./Cap. (X):      1.021
Loss Time (sec):      12 (Y+R =  5 sec) Average Delay (sec/veh):   41.0
Optimal Cycle:       180          Level Of Service:               D
**************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           ------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit        Permitted          Permitted         Permitted
Rights:          Include            Include           Include           Include
Min. Green:     5   23   23     23   23   23     17   17   17     17   17   17
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
           ------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      178  568   80     57  833   87     81  703  185     41  477   47
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   178  568   80     57  833   87     81  703  185     41  477   47
Added Vol:       1    3    3      0   14    0      2  396   -2      0   41    0
Future:         70    0    0      0  230   30     10  130   20     20  160   80
Initial Fut:   249  571   83     57 1077  117     93 1229  203     61  678  127
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    249  571   83     57 1077  117     93 1229  203     61  678  127
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   249  571   83     57 1077  117     93 1229  203     61  678  127
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    249  571   83     57 1077  117     93 1229  203     61  678  127
           ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.99 0.93 0.93   1.00 0.94 0.94   0.17 0.93 0.93   1.00 0.93 0.93
Lanes:        1.00 1.75 0.25   1.00 1.80 0.20   1.00 1.72 0.28   1.00 1.68 0.32
Final Sat.:   1880 3092  449   1900 3207  348    315 3033  501   1900 2968  556
           ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.13 0.18 0.18   0.03 0.34 0.34   0.29 0.41 0.41   0.03 0.23 0.23
Crit Moves:   ****                 ****             ****
Green/Cycle:  0.45 0.45 0.45   0.35 0.35 0.35   0.37 0.37 0.37   0.37 0.37 0.37
Volume/Cap:   0.30 0.41 0.41   0.08 0.95 0.95   0.80 1.10 1.10   0.09 0.62 0.62
Delay/Veh:    26.1 11.1 11.1   13.4 35.0 35.0   59.9 75.6 75.6   13.6 18.9 18.9
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   26.1 11.1 11.1   13.4 35.0 35.0   59.9 75.6 75.6   13.6 18.9 18.9
DesignQueue:     8   12    2      1   27    3      2   31    5      1   16    3
**************************************************************************
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Cum+UC Proj+25 Inc+LBNL AM Thu May 6, 2004 16:18:02          Page 31-1
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
************************************************************************
Intersection #23 University Avenue / Milvia Street
************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):      0.678
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):     14.2
Optimal Cycle:       49        Level Of Service:               B
************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted        Permitted        Permitted
Rights:         Include           Include          Include          Include
Min. Green:   21   21   21    21   21   21    20   20   20    20   20   20
Lanes:         1  0  0  1  0   0  0  1! 0  0   0  1  0  1  0   0  1  0  1  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     100   98   21     6  203   63    37  656  137    18  406   15
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  100   98   21     6  203   63    37  656  137    18  406   15
Added Vol:      0    0    0     0    0    0     0  399    0     0   41    0
Future:        10   10   10    10   10   10    20   80   20    20  240   20
Initial Fut:  110  108   31    16  213   73    57 1135  157    38  687   35
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   110  108   31    16  213   73    57 1135  157    38  687   35
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  110  108   31    16  213   73    57 1135  157    38  687   35
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   110  108   31    16  213   73    57 1135  157    38  687   35
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.73 0.97 0.97  0.95 0.95 0.95  0.83 0.83 0.83  0.79 0.79 0.79
Lanes:       1.00 0.78 0.22  0.05 0.71 0.24  0.08 1.69 0.23  0.10 1.81 0.09
Final Sat.:  1391 1428  410    96 1276  437   133 2654  367   150 2719  139
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08 0.08  0.17 0.17 0.17  0.43 0.43 0.43  0.25 0.25 0.25
Crit Moves:                     ****             ****
Green/Cycle: 0.32 0.32 0.32  0.32 0.32 0.32  0.55 0.55 0.55  0.55 0.55 0.55
Volume/Cap:  0.24 0.23 0.23  0.52 0.52 0.52  0.77 0.77 0.77  0.46 0.46 0.46
Delay/Veh:   17.5 17.0 17.0  21.1 21.1 21.1  14.7 14.7 14.7   9.6  9.6  9.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  17.5 17.0 17.0  21.1 21.1 21.1  14.7 14.7 14.7   9.6  9.6  9.6
DesignQueue:    3    3    1     0    5    2     1   20    3     1   12    1
************************************************************************
```

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Cum+UC Proj+25 Inc+LBNL AM Thu May 6, 2004 16:18:02          Page 32-1
-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
************************************************************************
Intersection #24 University Avenue / SB Shattuck Avenue
************************************************************************
Cycle (sec):         75        Critical Vol./Cap. (X):      0.679
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):     39.5
Optimal Cycle:       44        Level Of Service:               D
************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted        Permitted        Permitted
Rights:         Include           Include          Include          Include
Min. Green:    0    0    0    16   16   16    16   16   16    16   16   16
Lanes:         0  0  0  0  0   0  1  1  1  0   1  0  1  1  0   0  1  0  1  1
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0    49  767  105   115  401  162    26  356  314
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    49  767  105   115  401  162    26  356  314
Added Vol:      0    0    0     0   16    6    55  220  124     0   36   36
Future:         0    0    0    11  132   66    22   55   11    11  220   99
Initial Fut:    0    0    0    60  915  177   192  676  297    37  612  449
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0    60  915  177   192  676  297    37  612  449
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0    60  915  177   192  676  297    37  612  449
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0    60  915  177   192  676  297    37  612  449
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  0.78 0.78 0.78  0.29 0.82 0.82  0.70 0.70 0.70
Lanes:       0.00 0.00 0.00  0.16 2.38 0.46  1.00 1.39 0.61  0.10 1.67 1.23
Final Sat.:     0    0    0   232 3539  685   552 2153  946   134 2222 1630
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.26 0.26 0.26  0.35 0.31 0.31  0.28 0.28 0.28
Crit Moves:                     ****             ****
Green/Cycle: 0.00 0.00 0.00  0.36 0.36 0.36  0.30 0.30 0.30  0.00 0.53 0.53
Volume/Cap:  0.00 0.00 0.00  0.72 0.72 0.72  1.16 1.05 1.05  xxxx 0.52 0.52
Delay/Veh:    0.0  0.0  0.0  23.5 23.5 23.5 145.3 68.6 68.6   0.0 12.4 12.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0  23.5 23.5 23.5 145.3 68.6 68.6   0.0 12.4 12.4
DesignQueue:    0    0    0     2   26    5     6   21    9     2   13    9
************************************************************************
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                     365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                        AM Peak Hour

                 Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #25 University Avenue / NB Shattuck Avenue
****
Cycle (sec):   75   Critical Vol./Cap. (X):   0.475
Loss Time (sec):   15 (Y+R = 4 sec) Average Delay (sec/veh):   17.0
Optimal Cycle: 47   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
          ------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 19   0   19   0   0   0   0   13   0   0   13   0
Lanes: 2 0 1! 0 1   0 0 0 0 0   0 0 2 0 0   0 0 2 0 0
          ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 458   0 168   0   0   0   0 444   0   0 235   0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 458   0 168   0   0   0   0 444   0   0 235   0
Added Vol: 53   0   33   0   0   0   0 220   0   0   19   0
Future: 220   0   20   0   0   0   0   0   0   0   80   0
Initial Fut: 731   0 221   0   0   0   0 664   0   0 334   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume: 731   0 221   0   0   0   0 664   0   0 334   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 731   0 221   0   0   0   0 664   0   0 334   0
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   731   0 221   0   0   0   0 664   0   0 334   0
          ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.81 1.00 0.84   1.00 1.00 1.00   1.00 0.86 1.00   1.00 0.86 1.00
Lanes: 2.69 0.00 1.31   0.00 0.00 0.00   0.00 2.00 0.00   0.00 2.00 0.00
Final Sat.:   4153   0 2075   0   0   0   0 3249   0   0 3249   0
          ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.18 0.00 0.11   0.00 0.00 0.00   0.00 0.20 0.00   0.00 0.10 0.00
Crit Moves: ****   ****   ****
Green/Cycle: 0.37 0.00 0.37   0.00 0.00 0.00   0.00 0.43 0.00   0.00 0.43 0.00
Volume/Cap: 0.48 0.00 0.29   0.00 0.00 0.00   0.00 0.48 0.00   0.00 0.24 0.00
Delay/Veh: 18.9 0.0 16.9   0.0 0.0 0.0   0.0 16.5 0.0   0.0 14.0 0.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 18.9 0.0 16.9   0.0 0.0 0.0   0.0 16.5 0.0   0.0 14.0 0.0
DesignQueue: 20   0   6   0   0   0   0   17   0   0   8   0
****

                     365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                        AM Peak Hour

                 Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #26 University Avenue / Oxford Street
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.932
Loss Time (sec):   12 (Y+R = 4 sec) Average Delay (sec/veh):   40.2
Optimal Cycle: 133   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
          ------------|---------------||---------------||---------------||---------------|
Control: Prot+Permit   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 5   18   18   5   18   18   18   18   18   18   18   18
Lanes: 1 0 1 1 0   1 0 1 1 0   1 1 0 0 1   0 0 1! 0 0
          ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 147 487   4   41 1101   77   300   38 217   6   12   23
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 147 487   4   41 1101   77   300   38 217   6   12   23
Added Vol: 10   54   -2   -3   79   9   113   -6 147   0   -1   0
Future: 55   99   0   11   88   33   22   11   22   0   11   11
Initial Fut: 212 640   2   49 1268 119   435   43 386   6   22   34
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume: 212 640   2   49 1268 119   435   43 386   6   22   34
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 212 640   2   49 1268 119   435   43 386   6   22   34
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   212 640   2   49 1268 119   435   43 386   6   22   34
          ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.86 0.86 0.86   0.32 0.84 0.84   0.64 0.64 0.77   0.82 0.82 0.82
Lanes: 1.00 1.99 0.01   1.00 1.83 0.17   1.82 0.18 1.00   0.10 0.35 0.55
Final Sat.:   1625 3239   10   599 2932 275   2213 219 1454   150 552 853
          ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.13 0.20 0.20   0.08 0.43 0.43   0.20 0.20 0.27   0.04 0.04 0.04
Crit Moves: ****   ****   ****
Green/Cycle: 0.41 0.41 0.41   0.41 0.41 0.41   0.30 0.30 0.30   0.30 0.30 0.30
Volume/Cap: 0.32 0.48 0.48   0.20 1.06 1.06   0.66 0.66 0.89   0.13 0.13 0.13
Delay/Veh: 14.4 15.5 15.5   14.3 62.0 62.0   24.4 24.4 43.9   17.2 17.2 17.2
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 14.4 15.5 15.5   14.3 62.0 62.0   24.4 24.4 43.9   17.2 17.2 17.2
DesignQueue: 5   14   0   1   30   3   11   1   10   0   1   1
****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
****
Intersection #27 Univeristy Drive (East Gate) / Gayley Road
****
Average Delay (sec/veh):   3.8   Worst Case Level Of Service: E
****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 1 0 0	0 0 0 1 0	1 0 0 0 1	0 0 1! 0 0

Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM

	NB			SB			EB			WB		
Base Vol:	69	476	0	0	543	75	53	0	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	476	0	0	543	75	53	0	73	0	0	0
Added Vol:	-13	80	0	0	91	-21	-2	0	-1	0	0	0
Future:	20	70	0	0	110	10	10	0	20	0	0	0
Initial Fut:	76	626	0	0	744	64	61	0	92	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	626	0	0	744	64	61	0	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	76	626	0	0	744	64	61	0	92	0	0	0

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx   3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflict Vol: 808 xxxx xxxxx xxxx xxxx xxxxx 1554 xxxx   776 xxxx xxxx xxxxx
Potent Cap.: 826 xxxx xxxxx xxxx xxxx xxxxx 126 xxxx   401 xxxx xxxx xxxxx
Move Cap.:   826 xxxx xxxxx xxxx xxxx xxxxx 117 xxxx   401 xxxx xxxx xxxxx

Level Of Service Module:
Stopped Del: 9.8 xxxx xxxxx xxxxx xxxx xxxxx 65.2 xxxx 16.6 xxxxx xxxx xxxxx
LOS by Move: A   *   *   *   *   *   F   *   C   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxx   0 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   36.0   xxxxxx
ApproachLOS: *   *   E   *

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
****
Intersection #28 Addison Street / Oxford Street
****
Average Delay (sec/veh):   1.3   Worst Case Level Of Service: E
****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM

	NB			SB			EB			WB		
Base Vol:	54	647	0	0	1165	61	4	0	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	647	0	0	1165	61	4	0	31	0	0	0
Added Vol:	20	60	0	0	207	18	2	0	2	0	0	0
PasserByVol:	20	140	0	0	90	10	0	0	10	0	0	0
Initial Fut:	94	847	0	0	1462	89	6	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	103	931	0	0	1607	98	7	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	103	931	0	0	1607	98	7	0	47	0	0	0

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx   3.3 xxxxx xxxx xxxxx

Capacity Module:
Cnflict Vol: 1281 xxxx xxxxx xxxx xxxx xxxxx 2105 xxxx   135 xxxx xxxx xxxxx
Potent Cap.: 408 xxxx xxxxx xxxx xxxx xxxxx   34 xxxx   666 xxxx xxxx xxxxx
Move Cap.:   408 xxxx xxxxx xxxx xxxx xxxxx   27 xxxx   666 xxxx xxxx xxxxx

Level Of Service Module:
Stopped Del: 16.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: C   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxx 172 xxxxx xxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 35.3 xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   E   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   35.3   xxxxxx
ApproachLOS: *   *   E   *

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #29 Center Street / SB Shattuck Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.449
Loss Time (sec):   12 (Y+R = 9 sec) Average Delay (sec/veh):   16.9
Optimal Cycle: 65   Level Of Service: B
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	20	20	0	22	22	33	33	0
Lanes:	0 0	0	0 0	0 1	1	1 0	0 0	0	1 0	0 1	0	0 0

Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM

Base Vol:	0	0	0	15	779	71	0	69	51	17	102	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	779	71	0	69	51	17	102	0
Added Vol:	0	0	0	0	85	0	0	2	0	0	0	0
Future:	0	0	0	0	130	20	0	50	30	30	40	0
Initial Fut:	0	0	0	15	994	91	0	121	81	47	142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	994	91	0	121	81	47	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	994	91	0	121	81	47	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	15	994	91	0	121	81	47	142	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.80	0.80	0.80	1.00	0.85	0.85	0.80	0.80	1.00
Lanes:	0.00	0.00	0.00	0.04	2.71	0.25	0.00	0.60	0.40	0.25	0.75	0.00
Final Sat.:	0	0	0	62	4118	377	0	969	649	377	1138	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.12	0.12	0.12	0.12	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.34	0.34	0.51	0.51	0.00
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.78	0.00	0.37	0.37	0.25	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	18.9	18.9	18.9	0.0	18.2	18.2	3.6	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.9	18.9	18.9	0.0	18.2	18.2	3.6	3.6	0.0
DesignQueue:	0	0	0	0	26	2	0	3	2	1	3	0

****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #30 Center Street / NB Shattuck Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.397
Loss Time (sec):   8 (Y+R = 9 sec) Average Delay (sec/veh):   5.3
Optimal Cycle: 60   Level Of Service: A
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	0	0	0	22	22	0	0	22	22
Lanes:	0 1	1	1 0	0 0	0	0 0	0 1	0	0 0	0 0	0	1 0

Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM

Base Vol:	42	616	51	0	0	0	26	56	0	0	77	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	616	51	0	0	0	26	56	0	0	77	26
Added Vol:	0	102	-2	0	0	0	0	2	0	0	0	0
Future:	30	200	60	0	0	0	10	40	0	0	40	30
Initial Fut:	72	918	109	0	0	0	36	98	0	0	117	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	918	109	0	0	0	36	98	0	0	117	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	918	109	0	0	0	36	98	0	0	117	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	918	109	0	0	0	36	98	0	0	117	56

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	1.00	1.00	1.00	0.79	0.79	1.00	1.00	0.86	0.86
Lanes:	0.20	2.50	0.30	0.00	0.00	0.00	0.27	0.73	0.00	0.00	0.68	0.32
Final Sat.:	297	3783	449	0	0	0	405	1103	0	0	1106	529

Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.24	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.11	0.11
Crit Moves:	****										****	
Green/Cycle:	0.54	0.54	0.54	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34	0.34
Volume/Cap:	0.45	0.45	0.45	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.31	0.31
Delay/Veh:	2.6	2.6	2.6	0.0	0.0	0.0	11.5	11.5	0.0	0.0	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	2.6	2.6	0.0	0.0	0.0	11.5	11.5	0.0	0.0	17.4	17.4
DesignQueue:	1	16	2	0	0	0	1	2	0	0	3	1

****

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                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
```

```
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #31 Center Street / Oxford Street
********************************************************************************
Cycle (sec):         65          Critical Vol./Cap. (X):          0.674
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):     13.3
Optimal Cycle:       46          Level Of Service:                  B
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   19   19   19     19   19   19     19   19   19     19   19   19
Lanes:      1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     50  663   42     11 1145   39     26   10   43     19    6    8
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  50  663   42     11 1145   39     26   10   43     19    6    8
Added Vol:     0   77   -2     -5  214    0      4   -4    0      0    0    0
Future:       30   90   10      0   70   30     60    0   30      0    0    0
Initial Fut:  80  830   50      6 1429   69     90    6   73     19    6    8
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   80  830   50      6 1429   69     90    6   73     19    6    8
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  80  830   50      6 1429   69     90    6   73     19    6    8
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   80  830   50      6 1429   69     90    6   73     19    6    8
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.11 0.85 0.85   0.28 0.85 0.85   0.70 0.70 0.70   0.74 0.74 0.74
Lanes:      1.00 1.89 0.11   1.00 1.91 0.09   0.53 0.04 0.43   0.58 0.18 0.24
Final Sat.:  210 3037  183    525 3078  149    709   47  575    804  254  339
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.38 0.27 0.27   0.01 0.46 0.46   0.13 0.13 0.13   0.02 0.02 0.02
Crit Moves:           ****              ****
Green/Cycle: 0.58 0.58 0.58   0.58 0.58 0.58   0.29 0.29 0.29   0.29 0.29 0.29
Volume/Cap: 0.65 0.47 0.47   0.02 0.79 0.79   0.43 0.43 0.43   0.08 0.08 0.08
Delay/Veh:  32.7  8.6  8.6    5.8 14.0 14.0   22.2 22.2 22.2   17.1 17.1 17.1
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 32.7  8.6  8.6    5.8 14.0 14.0   22.2 22.2 22.2   17.1 17.1 17.1
DesignQueue:   1   13    1      0   24    1      2    0    2      0    0    0
********************************************************************************
```

```
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
```

```
                    Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #32 Stadium Rim Road / Gayley Road
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):          1.262
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):     89.2
Optimal Cycle:        0          Level Of Service:                  F
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:      0  0  0  1  0    0  1  0  0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  386   19    128  471    0     12    5   14     18    1  118
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0  386   19    128  471    0     12    5   14     18    1  118
Added Vol:     0   60   23     25   64    0      0    0    0     25    0    8
Future:        0   66   11     22  110    0      0    0    0     11    0   22
Initial Fut:   0  512   53    175  645    0     12    5   14     54    1  148
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    0  512   53    175  645    0     12    5   14     54    1  148
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   0  512   53    175  645    0     12    5   14     54    1  148
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    0  512   53    175  645    0     12    5   14     54    1  148
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:      0.00 0.91 0.09   0.21 0.79 0.00   0.39 0.16 0.45   0.26 0.01 0.73
Final Sat.:    0  585   61    139  511    0    179   75  209    144    3  395
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.88 0.88   1.26 1.26 xxxx   0.07 0.07 0.07   0.37 0.37 0.37
Crit Moves:      ****              ****              ****                 ****
Delay/Veh:   0.0 34.7 34.7  148.5  148  0.0   10.8 10.8 10.8   13.1 13.1 13.1
Delay Adj:  0.0 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0 34.7 34.7  148.5  148  0.0   10.8 10.8 10.8   13.1 13.1 13.1
LOS by Move:  *    D    D      F    F    *      B    B    B      B    B    B
ApproachDel:      34.7             148.5            10.8             13.1
Delay Adj:        1.00              1.00             1.00             1.00
ApprAdjDel:       34.7             148.5            10.8             13.1
LOS by Appr:       D                 F                B                B
********************************************************************************
```

```
-------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              AM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #33 Allston Way / Oxford Street
*************************************************************************
Average Delay (sec/veh):     1.9        Worst Case Level Of Service:      E
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          -------------|---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:      0  1  1  0  0    0  1  0  1  0    1  0  0  0  1    0  0  0  0  0
          -------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     17  798    0   59 1111   34   16    0   33    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  17  798    0   59 1111   34   16    0   33    0    0    0
Added Vol:     0   75    0    0  214    0    0    0    0    0    0    0
Future:       10  130    0   10   80   10    0    0   30    0    0    0
Initial Fut:  27 1003    0   69 1405   44   16    0   63    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume:   29 1078    0   74 1511   47   17    0   68    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   29 1078    0   74 1511   47   17    0   68    0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  4.1 xxxx xxxxx  6.8 xxxx  6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5 xxxx  3.3 xxxxx xxxx xxxxx
          -----------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1050 xxxx xxxxx 1078 xxxx xxxxx 2042 xxxx   10 xxxx xxxx xxxxx
Potent Cap.:  503 xxxx xxxxx  654 xxxx xxxxx   37 xxxx  805 xxxx xxxx xxxxx
Move Cap.:    503 xxxx xxxxx  654 xxxx xxxxx   32 xxxx  805 xxxx xxxx xxxxx
          -----------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 12.6 xxxx xxxxx 11.2 xxxx xxxxx 204.1 xxxx  9.9 xxxxx xxxx xxxxx
LOS by Move:   B    *    *     B    *    *     F    *    A    *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx
Shrd StpDel: 12.6 xxxx xxxxx 11.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    B    *    *     B    *    *     *    *    *    *    *    *
ApproachDel:    xxxxxx           xxxxxx           49.2            xxxxxx
ApproachLOS:       *                *              E                *
```

```
-------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              AM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #34 Kittridge Street / Oxford Street / Fulton Street
*************************************************************************
Average Delay (sec/veh): OVERFLOW     Worst Case Level Of Service:      F
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          -------------|---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:      0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
          -------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     13  801    0    0 1122   18    6    0   23    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  13  801    0    0 1122   18    6    0   23    0    0    0
Added Vol:     0   68   23   69  145    0    0   27    0    2    3    7
Future:        0  120    0    0   70   30   10    0   10    0    0    0
Initial Fut:  13  989   23   69 1337   48   16   27   33    2    3    7
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   13  989   23   69 1337   48   16   27   33    2    3    7
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   13  989   23   69 1337   48   16   27   33    2    3    7
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  4.1 xxxx xxxxx  7.5  6.5  6.9  7.5  6.5  6.9
FollowUpTim:  2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5  4.0  3.3  3.5  4.0  3.3
          -----------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  513 xxxx xxxxx 1012 xxxx xxxxx 1521 2303    0 1257 2322  506
Potent Cap.:  701 xxxx xxxxx  693 xxxx xxxxx   55   26    0   86   25  517
Move Cap.:    701 xxxx xxxxx  693 xxxx xxxxx   44   23    0    0   22  517
          -----------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 10.2 xxxx xxxxx 10.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   B    *    *     B    *    *     *    *    *    *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx   49 xxxxx xxxx    0 xxxxx
Shrd StpDel: 10.2 xxxx xxxxx 10.8 xxxx xxxxx xxxxx  466 xxxxx xxxxx xxxx xxxxx
Shared LOS:    B    *    *     B    *    *     *    F    *    *    *    *
ApproachDel:    xxxxxx           xxxxxx           466.0           xxxxxx
ApproachLOS:       *                *              F                F
```

```
                       365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #35 Stadium Rim Road / Centennial Drive
**************************************************************************
Cycle (sec):          100         Critical Vol./Cap. (X):        0.351
Loss Time (sec):        0 (Y+R =  4 sec) Average Delay (sec/veh):   9.8
Optimal Cycle:          0         Level Of Service:                  A
**************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign         Stop Sign        Stop Sign
Rights:          Include          Include           Include          Include
Min. Green:    0    0    0      0    0    0       0    0    0      0    0    0
Lanes:         0  0  0  1  0    0  1  0  0  0     0  0  0  0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0   70  160     94   22    0       0    0    0    114    0   71
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0   70  160     94   22    0       0    0    0    114    0   71
Added Vol:     0    0    0     48    0    0       0    0    0      0    0   33
Future:        0   22   22     22   11    0       0    0    0     22    0   11
Initial Fut:   0   92  182    164   33    0       0    0    0    136    0  115
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    0   92  182    164   33    0       0    0    0    136    0  115
Reduct Vol:    0    0    0      0    0    0       0    0    0      0    0    0
Reduced Vol:   0   92  182    164   33    0       0    0    0    136    0  115
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    0   92  182    164   33    0       0    0    0    136    0  115
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
Lanes:      0.00 0.34 0.66   0.83 0.17 0.00    0.00 0.00 0.00   0.54 0.00 0.46
Final Sat.:    0  266  526    577  116    0       0    0    0    387    0  327
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.35 0.35   0.28 0.28 xxxx    xxxx xxxx xxxx   0.35 xxxx 0.35
Crit Moves:       ****          ****                              ****
Delay/Veh:   0.0  9.5  9.5    9.8  9.8  0.0     0.0  0.0  0.0   10.1  0.0 10.1
Delay Adj:  1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0  9.5  9.5    9.8  9.8  0.0     0.0  0.0  0.0   10.1  0.0 10.1
LOS by Move:   *    A    A      A    A    *       *    *    *      B    *    B
ApproachDel:      9.5             9.8               xxxxxx           10.1
Delay Adj:        1.00            1.00              xxxxx            1.00
ApprAdjDel:       9.5             9.8               xxxxxx           10.1
LOS by Appr:       A               A                 *                B
**************************************************************************
```

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                       365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #36 Bancroft Way / Shattuck Avenue
**************************************************************************
Cycle (sec):           65         Critical Vol./Cap. (X):        0.619
Loss Time (sec):        8 (Y+R =  4 sec) Average Delay (sec/veh):  10.6
Optimal Cycle:         42         Level Of Service:                  B
**************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted        Permitted
Rights:          Include          Include           Include          Include
Min. Green:   18   18    0      0   18   18       0    0    0     16   16   16
Lanes:         1  0  2  0  0    0  0  1  1  0     0  0  1! 0  0    1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     29  912    0      0  788   12       1    0   62    116   51   71
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  29  912    0      0  788   12       1    0   62    116   51   71
Added Vol:     0  118    0      0   87    0       0    0    0     12    0    9
Future:       11  308    0      0  209   11       0    0    0     33   11   11
Initial Fut:  40 1338    0      0 1084   23       1    0   62    161   62   91
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   40 1338    0      0 1084   23       1    0   62    161   62   91
Reduct Vol:    0    0    0      0    0    0       0    0    0      0    0    0
Reduced Vol:  40 1338    0      0 1084   23       1    0   62    161   62   91
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   40 1338    0      0 1084   23       1    0   62    161   62   91
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900    1900 1900 1900   1900 1900 1900
Adjustment: 0.23 0.86 1.00   1.00 0.85 0.85    0.78 1.00 0.78   0.65 0.82 0.82
Lanes:      1.00 2.00 0.00   0.00 1.96 0.04    0.02 0.00 0.98   1.00 0.41 0.59
Final Sat.:  441 3249    0      0 3172   67      23    0 1453   1228  631  927
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.09 0.41 0.00   0.00 0.34 0.34    0.04 0.00 0.04   0.13 0.10 0.10
Crit Moves:       ****                ****                         ****
Green/Cycle: 0.63 0.63 0.00   0.00 0.63 0.63    0.25 0.00 0.25   0.25 0.25 0.25
Volume/Cap: 0.14 0.65 0.00   0.00 0.54 0.54    0.17 0.00 0.17   0.53 0.40 0.40
Delay/Veh:   6.0  9.2  0.0    0.0  7.8  7.8    20.3  0.0 20.3   27.8 23.6 23.6
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  6.0  9.2  0.0    0.0  7.8  7.8    20.3  0.0 20.3   27.8 23.6 23.6
DesignQueue:   1   20    0      0   16    0       0    0    0      2    4    3
**************************************************************************
```

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #37 Bancroft Way / Fulton Street
****************************************************************************
Cycle (sec):       65        Critical Vol./Cap. (X):        0.421
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):      9.7
Optimal Cycle:     49        Level Of Service:                A
****************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Ignore
Min. Green:  17   17    0     0   17   17     0    0    0    24   24   24
Lanes:        0    1    1  0  0    0    2    1  0  0    0    0  0  0    1    1  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    13  146    0     0 1071   79     0    0    0    84  173  650
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 13  146    0     0 1071   79     0    0    0    84  173  650
Added Vol:   13    0    0     0  127   20     0    0    0     2   24   91
Future:      10   10    0     0   60   10     0    0    0    10   20  110
Initial Fut: 36  156    0     0 1258  109     0    0    0    96  217  851
User Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:  36  156    0     0 1258  109     0    0    0    96  217    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 36  156    0     0 1258  109     0    0    0    96  217    0
PCE Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
Final Vol.:  36  156    0     0 1258  109     0    0    0    96  217    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.71 0.71 1.00  1.00 0.90 0.90  1.00 1.00 1.00  0.81 0.81 1.00
Lanes:      0.37 1.63 0.00  0.00 2.76 0.24  0.00 0.00 0.00  0.61 1.39 1.00
Final Sat.:  506 2194    0     0 4716  409     0    0    0   941 2127 1900
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.07 0.00  0.00 0.27 0.27  0.00 0.00 0.00  0.10 0.10 0.00
Crit Moves:                 ****                               ****
Green/Cycle: 0.51 0.51 0.00  0.00 0.51 0.51  0.00 0.00 0.00  0.37 0.37 0.00
Volume/Cap: 0.14 0.14 0.00  0.00 0.53 0.53  0.00 0.00 0.00  0.28 0.28 0.00
Delay/Veh:   6.6  6.6  0.0   0.0  8.9  8.9   0.0  0.0  0.0  15.0 15.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  6.6  6.6  0.0   0.0  8.9  8.9   0.0  0.0  0.0  15.0 15.0  0.0
DesignQueue:   1    3    0     0   24    2     0    0    0     2    5    0
****************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Unsignalized Method (Future Volume Alternative)
****************************************************************************
Intersection #38 Bancroft Way / Ellsworth Street
****************************************************************************
Average Delay (sec/veh):       6.4        Worst Case Level Of Service:       C
****************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:         Include           Include           Include           Include
Lanes:        1    1  0  0  0    0    0  0  0  1    0    0  0  0  0    0    0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    241   60    0     0    0   11     0    0    0     0  674   39
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 241   60    0     0    0   11     0    0    0     0  674   39
Added Vol:    96    0    0     0    0    0     0    0    0     0  128    0
Future:       10    0    0     0    0    0     0    0    0     0  130    0
Initial Fut: 347   60    0     0    0   11     0    0    0     0  932   39
User Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  347   60    0     0    0   11     0    0    0     0  932   39
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  347   60    0     0    0   11     0    0    0     0  932   39
Critical Gap Module:
Critical Gp: 7.1  6.5 xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5  4.0 xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 466  971 xxxxx  xxxx xxxx   486 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 510  255 xxxxx  xxxx xxxx   586 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   501  255 xxxxx  xxxx xxxx   586 xxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 16.0 xxxx xxxxx xxxxx xxxx  11.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  C    *    *     *    *    B    *    *    *    *    *    *
Movement:    LT  - LTR - RT    LT  - LTR - RT    LT  - LTR - RT    LT  - LTR - RT
Shared Cap.: 401 xxxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 25.7 xxxx xxxxx xxxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:   D    *    *     *    *    *    *    *    *    *    *    *
ApproachDel:      21.6             11.3           xxxxxx           xxxxxx
ApproachLOS:       C                B                *                *
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #39 Bancroft Way / Dana Street
**************************************************************************
Average Delay (sec/veh):      0.0        Worst Case Level Of Service:      A
**************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:           Include           Include          Include           Include
Lanes:        0  0  0  0  0     0  0  0  0  0     0  0  0  0  0     0  1  2  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0    0    0    0    0    0    0  145  721    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0    0    0    0    0    0    0  145  721    0
Added Vol:     0    0    0    0    0    0    0    0    0    4  128    0
Future:        0    0    0    0    0    0    0    0    0   50  130    0
Initial Fut:   0    0    0    0    0    0    0    0    0  199  979    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0    0    0    0    0    0    0  199  979    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    0    0    0    0    0    0    0    0    0  199  979    0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     *    *    *      A    *    *
Movement:      LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *    *      A    *    *
ApproachDel:     xxxxxx            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:       *                 *                 *                 *
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #40 Bancroft Way / Telegraph Avenue
**************************************************************************
Cycle (sec):           65        Critical Vol./Cap. (X):          0.328
Loss Time (sec):        8 (Y+R = 23 sec) Average Delay (sec/veh):   21.6
Optimal Cycle:         46        Level Of Service:                   C
**************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected         Protected         Protected         Protected
Rights:           Include           Include           Include           Include
Min. Green:    15    0    0    0    0    0    0    0    0    0   23    0
Lanes:         2  0  0  0  0     0  0  0  0  0     0  0  0  0  0     0  0  3  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    427    0    0    0    0    0    0    0    0    0  460    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 427    0    0    0    0    0    0    0    0    0  460    0
Added Vol:    24    0    0    0    0    0    0    0    0    0  144    0
Future:      100    0    0    0    0    0    0    0    0    0   70    0
Initial Fut: 551    0    0    0    0    0    0    0    0    0  674    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  551    0    0    0    0    0    0    0    0    0  674    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 551    0    0    0    0    0    0    0    0    0  674    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  551    0    0    0    0    0    0    0    0    0  674    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.91 1.00
Lanes:      2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 3.00 0.00
Final Sat.: 3502    0    0    0    0    0    0    0    0    0 5187    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.13 0.00
Crit Moves: ****                                                ****
Green/Cycle: 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.35 0.00
Volume/Cap: 0.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00
Delay/Veh:  28.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 16.2  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 16.2  0.0
DesignQueue:  16    0    0    0    0    0    0    0    0    0   16    0
**************************************************************************
```

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-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #41 Bancroft Way / Bowditch Street
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):       0.597
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):  14.1
Optimal Cycle:        0          Level Of Service:               B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1 0  0  0  0    0 0  0  0  0    0 0  0  0  0    0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    191    0    0    0    0    0    0    0    0   99  494    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 191    0    0    0    0    0    0    0    0   99  494    0
Added Vol:     0    0    0    0    0    0    0    0    0    3  144    0
Future:       10    0    0    0    0    0    0    0    0   20   60    0
Initial Fut: 201    0    0    0    0    0    0    0    0  122  698    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  201    0    0    0    0    0    0    0    0  122  698    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 201    0    0    0    0    0    0    0    0  122  698    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  201    0    0    0    0    0    0    0    0  122  698    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 1.70 0.00
Final Sat.:  625    0    0    0    0    0    0    0    0  204 1189    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.32 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.60 0.59 xxxx
Crit Moves: ****                                         ****
Delay/Veh:  11.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 15.2 14.7  0.0
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.1  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 15.2 14.7  0.0
LOS by Move:  B    *    *    *    *    *    *    *    *    C    B    *
ApproachDel:      11.1         xxxxxx           xxxxxx           14.8
Delay Adj:        1.00          xxxxx            xxxxx           1.00
ApprAdjDel:       11.1         xxxxxx           xxxxxx           14.8
LOS by Appr:       B             *                *               B
********************************************************************************
```

```
-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #42 Bancroft Way / College Avenue
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):       0.747
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):  17.0
Optimal Cycle:        0          Level Of Service:               C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1 0  0  0  0    0 0  0  0  0    0 0  0  0  0    0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    343    0    0    0    0    0    0    0    0   34  203    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 343    0    0    0    0    0    0    0    0   34  203    0
Added Vol:   157    0    0    0    0    0    0    0    0    2  132    0
Future:       11    0    0    0    0    0    0    0    0   22   66    0
Initial Fut: 511    0    0    0    0    0    0    0    0   58  401    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  511    0    0    0    0    0    0    0    0   58  401    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 511    0    0    0    0    0    0    0    0   58  401    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  511    0    0    0    0    0    0    0    0   58  401    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.25 1.75 0.00
Final Sat.:  684    0    0    0    0    0    0    0    0  148 1039    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.75 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.39 0.39 xxxx
Crit Moves: ****                                         ****
Delay/Veh:  21.4  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 12.2 12.1  0.0
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 21.4  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 12.2 12.1  0.0
LOS by Move:  C    *    *    *    *    *    *    *    *    B    B    *
ApproachDel:      21.4         xxxxxx           xxxxxx           12.1
Delay Adj:        1.00          xxxxx            xxxxx           1.00
ApprAdjDel:       21.4         xxxxxx           xxxxxx           12.1
LOS by Appr:       C             *                *               B
********************************************************************************
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Future Volume Alternative)
*************************************************************************
Intersection #43 Bancroft Way / Piedmont Avenue
*************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):        1.256
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      95.0
Optimal Cycle:        0          Level Of Service:                 F
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
          ------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Min. Green:    0    0    0       0    0    0       0    0    0       0    0    0
Lanes:         0  1  0  0  0     0  0  0  1  0     0  0  0  0  0     0  0  0  0  0
          ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     131  553    0       0  344  123       0    0    0       0    0    0
Growth Adj:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:  131  553    0       0  344  123       0    0    0       0    0    0
Added Vol:    104  119    0       0   46   30       0    0    0       0    0    0
Future:        11   66    0       0   44   66       0    0    0       0    0    0
Initial Fut:  246  738    0       0  434  219       0    0    0       0    0    0
User Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:   246  738    0       0  434  219       0    0    0       0    0    0
Reduct Vol:     0    0    0       0    0    0       0    0    0       0    0    0
Reduced Vol:  246  738    0       0  434  219       0    0    0       0    0    0
PCE Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:   246  738    0       0  434  219       0    0    0       0    0    0
          ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:       0.25 0.75 0.00    0.00 0.66 0.34    0.00 0.00 0.00    0.00 0.00 0.00
Final Sat.:   196  588    0       0  533  269       0    0    0       0    0    0
          ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     1.26 1.26 xxxx    xxxx 0.81 0.81    xxxx xxxx xxxx    xxxx xxxx xxxx
Crit Moves:       ****              ****
Delay/Veh:  142.1  142  0.0     0.0 24.0 24.0     0.0  0.0  0.0     0.0  0.0  0.0
Delay Adj:   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh: 142.1  142  0.0     0.0 24.0 24.0     0.0  0.0  0.0     0.0  0.0  0.0
LOS by Move:    F    F    *       *    C    C       *    *    *       *    *    *
ApproachDel:      142.1             24.0           xxxxxx           xxxxxx
Delay Adj:         1.00             1.00           xxxxx            xxxxx
ApprAdjDel:       142.1             24.0           xxxxxx           xxxxxx
LOS by Appr:        F                 C               *                *
*************************************************************************
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #44 Durant Avenue / Shattuck Avenue
*************************************************************************
Cycle (sec):         65          Critical Vol./Cap. (X):        0.750
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):      14.2
Optimal Cycle:       59          Level Of Service:                 B
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
          ------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Prot+Permit        Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    19   19   19       5   19   19      17   17   17       0    0    0
Lanes:         1  0  1  1  0     1  0  1  1  0     0  1  0  1  0     0  0  0  0  0
          ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      55  943  136      67  886    8       9   70   35       0    0    0
Growth Adj:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   55  943  136      67  886    8       9   70   35       0    0    0
Added Vol:      0  118  105      66   33    0       0    0    0       0    0    0
Future:        10   90   70      40  180   10     200   40    0       0    0    0
Initial Fut:   65 1151  311     173 1099   18     209  110   35       0    0    0
User Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:    65 1151  311     173 1099   18     209  110   35       0    0    0
Reduct Vol:     0    0    0       0    0    0       0    0    0       0    0    0
Reduced Vol:   65 1151  311     173 1099   18     209  110   35       0    0    0
PCE Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:    65 1151  311     173 1099   18     209  110   35       0    0    0
          ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900    1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:  1.00 0.95 0.95    1.00 0.95 0.95    0.95 0.95 0.95    1.00 1.00 1.00
Lanes:       1.00 1.57 0.43    1.00 1.97 0.03    1.00 0.76 0.24    0.00 0.00 0.00
Final Sat.:  1900 2842  768    1900 3552   58    1805 1369  436       0    0    0
          ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.40 0.40    0.09 0.31 0.31    0.12 0.08 0.08    0.00 0.00 0.00
Crit Moves:       ****              ****              ****
Green/Cycle: 0.45 0.45 0.45    0.10 0.55 0.55    0.26 0.28 0.28    0.00 0.00 0.00
Volume/Cap:  0.08 0.90 0.90    0.90 0.56 0.56    0.44 0.29 0.29    0.00 0.00 0.00
Delay/Veh:    4.7 15.4 15.4    68.8  2.7  2.7    21.8 18.9 18.9     0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh:   4.7 15.4 15.4    68.8  2.7  2.7    21.8 18.9 18.9     0.0  0.0  0.0
DesignQueue:    1   25    7       6   19    0       6    3    1       0    0    0
*************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #45 Durant Avenue / Fulton Street
**************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):          0.459
Loss Time (sec):       8 (Y+R =  3 sec) Average Delay (sec/veh):   10.9
Optimal Cycle:        51        Level Of Service:                  B
**************************************************************************
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted          Permitted          Permitted
Rights:          Include            Include            Include            Include
Min. Green:    0    0    0     21   21    0     22   22   22      0    0    0
Lanes:       0  0  0  0  0    1  1  1  0  0   1  0  1  1  0    0  0  0  0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0    459  656    0    123  262   27     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    459  656    0    123  262   27     0    0    0
Added Vol:     0    0    0     96   34    0     13  159    0     0    0    0
Future:        0    0    0     30   40    0     20   90   30     0    0    0
Initial Fut:   0    0    0    585  730    0    156  511   57     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0    585  730    0    156  511   57     0    0    0
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:   0    0    0    585  730    0    156  511   57     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0    585  730    0    156  511   57     0    0    0
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  0.95 0.95 1.00  0.99 0.94 0.94  1.00 1.00 1.00
Lanes:      0.00 0.00 0.00  1.33 1.67 0.00  1.00 1.80 0.20  0.00 0.00 0.00
Final Sat.:    0    0    0   2409 3006    0   1872 3199  357     0    0    0
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.24 0.24 0.00  0.08 0.16 0.16  0.00 0.00 0.00
Crit Moves:                 ****                ****
Green/Cycle: 0.00 0.00 0.00 0.53 0.53 0.00  0.35 0.35 0.35  0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00  0.46 0.46 0.00  0.24 0.46 0.46  0.00 0.00 0.00
Delay/Veh:   0.0  0.0  0.0   7.4  7.4  0.0  15.9 17.7 17.7   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0   7.4  7.4  0.0  15.9 17.7 17.7   0.0  0.0  0.0
DesignQueue:   0    0    0     11   13    0      4   13    1     0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #46 Durant Avenue / Telegraph Avenue
**************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):          0.371
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):   12.0
Optimal Cycle:        43        Level Of Service:                  B
**************************************************************************
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted          Permitted          Permitted
Rights:          Include            Include            Include            Include
Min. Green:    0   18   18      0    0    0     17   17    0     0    0    0
Lanes:       0  0  1  1  0    0  0  0  0  0   0  1  2  0  0    0  0  0  0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  362   86      0    0    0     73  387    0     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  362   86      0    0    0     73  387    0     0    0    0
Added Vol:     0    7   24      0    0    0     17  141    0     0    0    0
Future:        0  110   40      0    0    0      0  130    0     0    0    0
Initial Fut:   0  479  150      0    0    0     90  658    0     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  479  150      0    0    0     90  658    0     0    0    0
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:   0  479  150      0    0    0     90  658    0     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  479  150      0    0    0     90  658    0     0    0    0
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.92 0.92  1.00 1.00 1.00  0.91 0.91 1.00  1.00 1.00 1.00
Lanes:      0.00 1.52 0.48  0.00 0.00 0.00  0.36 2.64 0.00  0.00 0.00 0.00
Final Sat.:    0 2650  830      0    0    0    624 4563    0     0    0    0
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.18 0.18  0.00 0.00 0.00  0.14 0.14 0.00  0.00 0.00 0.00
Crit Moves:      ****                            ****
Green/Cycle: 0.00 0.49 0.49 0.00 0.00 0.00  0.39 0.39 0.00  0.00 0.00 0.00
Volume/Cap: 0.00 0.37 0.37  0.00 0.00 0.00  0.37 0.37 0.00  0.00 0.00 0.00
Delay/Veh:   0.0  8.8  8.8   0.0  0.0  0.0  14.7 14.7  0.0   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  8.8  8.8   0.0  0.0  0.0  14.7 14.7  0.0   0.0  0.0  0.0
DesignQueue:   0    9    3      0    0    0      2   15    0     0    0    0
**************************************************************************
```

```
                          365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              AM Peak Hour
```

```
                      Level Of Service Computation Report
               2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #47 Durant Avenue / College Avenue
********************************************************************************
Cycle (sec):            65        Critical Vol./Cap. (X):          0.457
Loss Time (sec):         8 (Y+R =  4 sec) Average Delay (sec/veh):    13.8
Optimal Cycle:          42        Level Of Service:                  B
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   18   18     0    0    0    16   16   16     0    0    0
Lanes:         0  0  0  1  0   0  1  0  0  0   1  0  1  1  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  213   66    13   23    0    64  228   87     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  213   66    13   23    0    64  228   87     0    0    0
Added Vol:     0   29   40     0    2    0   128   40    2     0    0    0
Future:        0   11   99     0   22    0    22   99   44     0    0    0
Initial Fut:   0  253  205    13   47    0   214  367  133     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  253  205    13   47    0   214  367  133     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  253  205    13   47    0   214  367  133     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  253  205    13   47    0   214  367  133     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.94 0.94  0.92 0.92 1.00  0.96 0.91 0.91  1.00 1.00 1.00
Lanes:      0.00 0.55 0.45  0.22 0.78 0.00  1.00 1.47 0.53  0.00 0.00 0.00
Final Sat.:    0  987  799   377 1363    0  1824 2544  922     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.26 0.26  0.03 0.03 0.00  0.12 0.14 0.14  0.00 0.00 0.00
Crit Moves:      ****                            ****
Green/Cycle: 0.00 0.56 0.56  0.56 0.56 0.00  0.32 0.32 0.32  0.00 0.00 0.00
Volume/Cap: 0.00 0.46 0.46  0.06 0.06 0.00  0.37 0.46 0.46  0.00 0.00 0.00
Delay/Veh:   0.0  7.1  7.1   6.6  6.6  0.0  18.6 18.7 18.7   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  7.1  7.1   6.6  6.6  0.0  18.6 18.7 18.7   0.0  0.0  0.0
DesignQueue:   0    4    3     0    1    0     5    9    3     0    0    0
********************************************************************************
```

```
                          365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              AM Peak Hour
```

```
                      Level Of Service Computation Report
                2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #48 Durant Avenue / Piedmont Avenue
********************************************************************************
Cycle (sec):           100        Critical Vol./Cap. (X):          1.128
Loss Time (sec):         0 (Y+R =  4 sec) Average Delay (sec/veh):    55.9
Optimal Cycle:           0        Level Of Service:                  F
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0  0  1  0  0   0  0  1  0  0   1  0  0  0  1   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  489    0     0  345    0   158    0   86     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  489    0     0  345    0   158    0   86     0    0    0
Added Vol:     0  153    0     0   46    0    71    0    9     0    0    0
Future:        0   50    0     0   40    0    30    0   60     0    0    0
Initial Fut:   0  692    0     0  431    0   259    0  155     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  692    0     0  431    0   259    0  155     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  692    0     0  431    0   259    0  155     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  692    0     0  431    0   259    0  155     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 1.00 0.00  0.00 1.00 0.00  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:    0  613    0     0  583    0   471    0  557     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 1.13 xxxx  xxxx 0.74 xxxx  0.55 xxxx 0.28  xxxx xxxx xxxx
Crit Moves:      ****             ****             ****
Delay/Veh:   0.0 99.5  0.0   0.0 24.2  0.0  18.9  0.0 11.5   0.0  0.0  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 99.5  0.0   0.0 24.2  0.0  18.9  0.0 11.5   0.0  0.0  0.0
LOS by Move:   *    F    *     *    C    *     C    *    B     *    *    *
ApproachDel:      99.5             24.2             16.1           xxxxxx
Delay Adj:        1.00             1.00             1.00           xxxxx
ApprAdjDel:       99.5             24.2             16.1           xxxxxx
LOS by Appr:       F                C                C               *
********************************************************************************
```

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                          365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                                AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #49 Channing Way / Shattuck Avenue
********************************************************************************
Cycle (sec):          65      Critical Vol./Cap. (X):        0.653
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):    7.3
Optimal Cycle:        46      Level Of Service:                  A
********************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:  16   16   16   16   16   16   22   22   22   22   22   22
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    42 1070   96   19  868   19   12   59   42   62   28   39
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 42 1070   96   19  868   19   12   59   42   62   28   39
Added Vol:    0  221   44    0   33    0    0    0    0    3    9    3
Future:      20  130   20   40   90   70   30   40   20   30   10   10
Initial Fut: 62 1421  160   59  991   89   42   99   62   95   38   52
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  62 1421  160   59  991   89   42   99   62   95   38   52
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 62 1421  160   59  991   89   42   99   62   95   38   52
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  62 1421  160   59  991   89   42   99   62   95   38   52
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.26 0.94 0.94 0.12 0.94 0.94 0.88 0.88 0.88 0.76 0.76 0.76
Lanes:      1.00 1.80 0.20 1.00 1.84 0.16 0.21 0.49 0.30 0.51 0.21 0.28
Final Sat:  496 3196  360  222 3273  294  345  812  509  741  296  405
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.13 0.44 0.44 0.27 0.30 0.30 0.12 0.12 0.12 0.13 0.13 0.13
Crit Moves:       ****                              ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.54 0.34 0.34 0.34 0.34 0.34 0.34
Volume/Cap: 0.23 0.83 0.83 0.49 0.56 0.56 0.36 0.36 0.36 0.38 0.38 0.38
Delay/Veh:   3.8  7.0  7.0 15.9  3.4  3.4 18.0 18.0 18.0 18.5 18.5 18.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  3.8  7.0  7.0 15.9  3.4  3.4 18.0 18.0 18.0 18.5 18.5 18.5
DesignQueue:  1   27    3    1   18    2    1    2    2    2    1    1
********************************************************************************
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```
                          365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                                AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #50 Channing Way / Fulton Street
********************************************************************************
Cycle (sec):         100      Critical Vol./Cap. (X):        0.604
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):   14.7
Optimal Cycle:         0      Level Of Service:                  B
********************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  0  0  0  0    0  1  0  1  0    0  0  0  1  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0    0   86  543   51    0  132   20    7   72    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0   86  543   51    0  132   20    7   72    0
Added Vol:    0    0    0   32    2    0    0   44    0    0    6    0
Future:       0    0    0    0   30    0    0   90    0   10   40    0
Initial Fut:  0    0    0  118  575   51    0  266   20   17  118    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0  118  575   51    0  266   20   17  118    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0    0    0  118  575   51    0  266   20   17  118    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0    0    0  118  575   51    0  266   20   17  118    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.00 0.00 0.32 1.54 0.14 0.00 0.93 0.07 0.13 0.87 0.00
Final Sat.:   0    0    0  195  975   88    0  579   44   73  509    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   xxxx xxxx xxxx 0.60 0.59 0.58 xxxx 0.46 0.46 0.23 0.23 xxxx
Crit Moves:                ****             ****       ****
Delay/Veh:   0.0  0.0  0.0 16.7 15.9 15.3  0.0 13.1 13.1 10.6 10.6  0.0
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0 16.7 15.9 15.3  0.0 13.1 13.1 10.6 10.6  0.0
LOS by Move:  *    *    *    C    C    C    *    B    B    B    B    *
ApproachDel:     xxxxxx           16.0             13.1          10.6
Delay Adj:       xxxxx            1.00             1.00          1.00
ApprAdjDel:      xxxxxx           16.0             13.1          10.6
LOS by Appr:      *                C                B             B
********************************************************************************
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #51 Channing Way / Telegraph Avenue
********************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        0.491
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    11.9
Optimal Cycle:      43          Level Of Service:                 B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18   18   18     0    0    0    17   17    0     0   17   17
Lanes:        0    1    0    1    0    0    0    0    0    1    0    0    0    1    0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00-9:00 AM (WB thru adjusted due
Base Vol:    56  423   79     0    0    0    16  179    0     0   98    9
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 56  423   79     0    0    0    16  179    0     0   98    9
Added Vol:    0   30   68     0    0    0     0   76    0     0    6    0
Future:      10   40   30     0    0    0    60   30    0     0   30   50
Initial Fut: 66  493  177     0    0    0    76  285    0     0  134   59
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  66  493  177     0    0    0    76  285    0     0  134   59
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 66  493  177     0    0    0    76  285    0     0  134   59
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  66  493  177     0    0    0    76  285    0     0  134   59
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.88 0.88 0.88  1.00 1.00 1.00  0.90 0.90 1.00  1.00 0.96 0.96
Lanes:      0.18 1.34 0.48  0.00 0.00 0.00  0.21 0.79 0.00  0.00 0.69 0.31
Final Sat.: 301 2247  807     0    0    0   360 1349    0     0 1265  557
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22  0.00 0.00 0.00  0.21 0.21 0.00  0.00 0.11 0.11
Crit Moves:       ****                           ****
Green/Cycle: 0.45 0.45 0.45  0.00 0.00 0.00  0.43 0.43 0.00  0.00 0.43 0.43
Volume/Cap: 0.49 0.49 0.49  0.00 0.00 0.00  0.49 0.49 0.00  0.00 0.25 0.25
Delay/Veh:  11.0 11.0 11.0   0.0  0.0  0.0  13.9 13.9  0.0   0.0 12.0 12.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 11.0 11.0 11.0   0.0  0.0  0.0  13.9 13.9  0.0   0.0 12.0 12.0
DesignQueue:  1   10    4     0    0    0     2    6    0     0    3    1
********************************************************************************
```

```
--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #52 Channing Way / College Avenue
********************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        0.619
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    21.4
Optimal Cycle:      43          Level Of Service:                 C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18   18   18    18   18   18     0    0    0    17   17   17
Lanes:        0    0    1!   0    0    0    0    1!   0    0    0    0    1!   0    0    0    0    1!   0    0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM (WB thru, NB righ
Base Vol:    26  256   22     6   92    2    21   76   31    88  150   43
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 26  256   22     6   92    2    21   76   31    88  150   43
Added Vol:   25   68   -4     0    4    0     0    9    2     2   77    0
Future:      20   50   20     0   60   10    10   40   30    70   40   30
Initial Fut: 71  374   38     6  156   12    31  125   63   158  267   73
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  71  374   38     6  156   12    31  125   63   158  267   73
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 71  374   38     6  156   12    31  125   63   158  267   73
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  71  374   38     6  156   12    31  125   63   158  267   73
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.92 0.92 0.92  0.99 0.99 0.99  0.96 0.96 0.96  0.98 0.98 0.98
Lanes:      0.15 0.77 0.08  0.03 0.90 0.07  0.14 0.57 0.29  0.32 0.53 0.15
Final Sat.: 258 1359  138    65 1688  130   258 1042  525   591  998  273
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.28 0.28 0.28  0.09 0.09 0.09  0.12 0.12 0.12  0.27 0.27 0.27
Crit Moves:       ****                                           ****
Green/Cycle: 0.58 0.58 0.58  0.58 0.58 0.58  0.30 0.30 0.30  0.30 0.30 0.30
Volume/Cap: 0.47 0.47 0.47  0.16 0.16 0.16  0.40 0.40 0.40  0.90 0.90 0.90
Delay/Veh:   6.5  6.5  6.5   4.2  4.2  4.2  20.5 20.5 20.5  42.2 42.2 42.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  6.5  6.5  6.5   4.2  4.2  4.2  20.5 20.5 20.5  42.2 42.2 42.2
DesignQueue:  1    6    1     0    2    0     1    3    2     4    7    2
********************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #53 Haste Street / Shattuck Avenue
*************************************************************************
Cycle (sec):         65      Critical Vol./Cap. (X):      0.710
Loss Time (sec):      8 (Y+R =  6 sec) Average Delay (sec/veh):   45.0
Optimal Cycle:       47      Level Of Service:               D
*************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   21   21    0     0   21   21     0    0    0    18   18   18
Lanes:       1  0  2  0  0   0  0  1  1  0   0  0  0  0  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     66 1117    0     0  903   46     0    0    0   185  276   75
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  66 1117    0     0  903   46     0    0    0   185  276   75
Added Vol:     0  264    0     0   31    5     0    0    0     4    8    0
Future:       10  130    0     0  110   20     0    0    0    30  110   20
Initial Fut:  76 1511    0     0 1044   71     0    0    0   219  394   95
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   76 1511    0     0 1044   71     0    0    0   219  394   95
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  76 1511    0     0 1044   71     0    0    0   219  394   95
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   76 1511    0     0 1044   71     0    0    0   219  394   95
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.17 0.95 1.00  1.00 0.94 0.94  1.00 1.00 1.00  0.91 0.91 0.91
Lanes:      1.00 2.00 0.00  0.00 1.87 0.13  0.00 0.00 0.00  0.62 1.11 0.27
Final Sat.:  315 3610    0     0 3346  228     0    0    0  1072 1929  465
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.24 0.42 0.00  0.00 0.31 0.31  0.00 0.00 0.00  0.20 0.20 0.20
Crit Moves:      ****                  ****                        ****
Green/Cycle: 0.37 0.37 0.00  0.00 0.37 0.37  0.00 0.00 0.00  0.51 0.51 0.51
Volume/Cap: 0.65 1.13 0.00  0.00 0.84 0.84  0.00 0.00 0.00  0.40 0.40 0.40
Delay/Veh:  35.2 81.5  0.0   0.0 18.1 18.1   0.0  0.0  0.0  10.6 10.6 10.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 35.2 81.5  0.0   0.0 18.1 18.1   0.0  0.0  0.0  10.6 10.6 10.6
DesignQueue:   2   38    0     0   26    2     0    0    0     4    7    2
*************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #54 Haste Street / Fulton Street
*************************************************************************
Cycle (sec):         80      Critical Vol./Cap. (X):      0.379
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   15.2
Optimal Cycle:       53      Level Of Service:               B
*************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0     0   25   25     0    0    0    20   20    0
Lanes:       0  0  0  0  0   0  0  1  1  0   0  0  0  0  0   0  1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0     0  433  145     0    0    0    23  380    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     0  433  145     0    0    0    23  380    0
Added Vol:     0    0    0     0    1    1     0    0    0     0   12    0
Future:        0    0    0     0   50   20     0    0    0     0  140    0
Initial Fut:   0    0    0     0  484  166     0    0    0    23  532    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     0  484  166     0    0    0    23  532    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0    0     0  484  166     0    0    0    23  532    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0     0  484  166     0    0    0    23  532    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  1.00 0.91 0.91  1.00 1.00 1.00  0.95 0.95 1.00
Lanes:      0.00 0.00 0.00  0.00 1.49 0.51  0.00 0.00 0.00  0.08 1.92 0.00
Final Sat.:    0    0    0     0 2586  887     0    0    0   150 3460    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.00 0.19 0.19  0.00 0.00 0.00  0.15 0.15 0.00
Crit Moves:                       ****                        ****
Green/Cycle: 0.00 0.00 0.00  0.00 0.49 0.49  0.00 0.00 0.00  0.41 0.41 0.00
Volume/Cap: 0.00 0.00 0.00  0.00 0.38 0.38  0.00 0.00 0.00  0.38 0.38 0.00
Delay/Veh:   0.0  0.0  0.0   0.0 13.2 13.2   0.0  0.0  0.0  17.4 17.4  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0   0.0 13.2 13.2   0.0  0.0  0.0  17.4 17.4  0.0
DesignQueue:   0    0    0     0   11    4     0    0    0     1   15    0
*************************************************************************
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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #55 Haste Street / Telegraph Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.447
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   16.9
Optimal Cycle:      40        Level Of Service:                B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          -----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:   16  16   0     0   0   0     0   0   0     0  16  16
Lanes:         0  1   1  0  0  0   0   0  0  0   0   0  0  0   0  0  1  1  0
          -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     216 520   0     0   0   0     0   0   0     0 334  34
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  216 520   0     0   0   0     0   0   0     0 334  34
Added Vol:      0  98   0     0   0   0     0   0   0     0  12   0
Future:        20  50   0     0   0   0     0   0   0     0  90  30
Initial Fut:  236 668   0     0   0   0     0   0   0     0 436  64
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   236 668   0     0   0   0     0   0   0     0 436  64
Reduct Vol:     0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:  236 668   0     0   0   0     0   0   0     0 436  64
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   236 668   0     0   0   0     0   0   0     0 436  64
          -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.95 0.95 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.93 0.93
Lanes:       0.52 1.48 0.00  0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.74 0.26
Final Sat.:   942 2668   0     0   0   0     0   0   0     0 3088 453
          -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.25 0.00  0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.14 0.14
Crit Moves:       ****                                           ****
Green/Cycle: 0.34 0.34 0.34  0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.53 0.53
Volume/Cap:  0.73 0.73 0.00  0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.26 0.26
Delay/Veh:   21.6 21.6  0.0   0.0  0.0  0.0  0.0  0.0  0.0  0.0  8.6  8.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  21.6 21.6  0.0   0.0  0.0  0.0  0.0  0.0  0.0  0.0  8.6  8.6
DesignQueue:    6  17   0     0   0   0     0   0   0     0   8   1
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #56 Haste Street / College Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.622
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   11.2
Optimal Cycle:      40        Level Of Service:                B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          -----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:   16  16   0     0  16  16     0   0   0     0  16  16
Lanes:         0  1   0  0  0  0   0   0  1  0   0   0  0  0  0  1  0  1  0
          -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     167 267   0     0 115  69     0   0   0    48 223  21
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  167 267   0     0 115  69     0   0   0    48 223  21
Added Vol:     19  89   0     0   6   0     0   0   0     0  12   0
Future:        30  40   0     0  90  60     0   0   0    30  30  40
Initial Fut:  216 396   0     0 211 129     0   0   0    78 265  61
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   216 396   0     0 211 129     0   0   0    78 265  61
Reduct Vol:     0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:  216 396   0     0 211 129     0   0   0    78 265  61
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   216 396   0     0 211 129     0   0   0    78 265  61
          -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.75 0.75 1.00  1.00 0.95 0.95 1.00 1.00 1.00 0.91 0.91 0.91
Lanes:       0.35 0.65 0.00  0.00 0.62 0.38 0.00 0.00 0.00 0.39 1.31 0.30
Final Sat.:   504 925   0     0 1119 684     0   0   0   665 2260 520
          -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.43 0.43 0.00  0.00 0.19 0.19 0.00 0.00 0.00 0.12 0.12 0.12
Crit Moves:       ****                                           ****
Green/Cycle: 0.63 0.63 0.00  0.00 0.63 0.63 0.00 0.00 0.00 0.25 0.25 0.25
Volume/Cap:  0.68 0.68 0.00  0.00 0.30 0.30 0.00 0.00 0.00 0.48 0.48 0.48
Delay/Veh:    7.9  7.9  0.0   0.0  3.4  3.4  0.0  0.0  0.0 22.8 22.8 22.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   7.9  7.9  0.0   0.0  3.4  3.4  0.0  0.0  0.0 22.8 22.8 22.8
DesignQueue:    3   6   0     0   3   2     0   0   0     2   7   2
**************************************************************************
```

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-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #57 Dwight Way / Martin Luther King Way
*******************************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):        0.876
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):    22.2
Optimal Cycle:      83        Level Of Service:                 C
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18   18    18   18   18    21   21   21     0    0    0
Lanes:         0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     62  690   66    88  868  163    68  419   83     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  62  690   66    88  868  163    68  419   83     0    0    0
Added Vol:     3    9    0     0   15   10     0  115   19     0    0    0
Future:       20   30   10    10  200   50    10   50   10     0    0    0
Initial Fut:  85  729   76    98 1083  223    78  584  112     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   85  729   76    98 1083  223    78  584  112     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  85  729   76    98 1083  223    78  584  112     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   85  729   76    98 1083  223    78  584  112     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.60 0.60 0.60  0.74 0.74 0.74  0.91 0.91 0.91  1.00 1.00 1.00
Lanes:      0.19 1.64 0.17  0.14 1.54 0.32  0.20 1.51 0.29  0.00 0.00 0.00
Final Sat.:  218 1874  195   195 2158  444   348 2605  500     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.39 0.39 0.39  0.50 0.50 0.50  0.22 0.22 0.22  0.00 0.00 0.00
Crit Moves:                 ****             ****
Green/Cycle: 0.53 0.53 0.53  0.53 0.53 0.53  0.30 0.30 0.30  0.00 0.00 0.00
Volume/Cap: 0.74 0.74 0.74  0.95 0.95 0.95  0.75 0.75 0.75  0.00 0.00 0.00
Delay/Veh:  13.2 13.2 13.2  25.4 25.4 25.4  27.0 27.0 27.0   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 13.2 13.2 13.2  25.4 25.4 25.4  27.0 27.0 27.0   0.0  0.0  0.0
DesignQueue:   2   14    1     2   22    5     2   17    3     0    0    0
*******************************************************************************
```

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-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #58 Dwight Way / Shattuck Avenue
*******************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.921
Loss Time (sec):    12 (Y+R =  5 sec) Average Delay (sec/veh):    16.8
Optimal Cycle:      92        Level Of Service:                 B
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted       Prot+Permit       Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0 1094  113    95  989    0    66  420  151     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0 1094  113    95  989    0    66  420  151     0    0    0
Added Vol:     0  226    0     2   32    0    39   77    0     0    0    0
Future:        0  130   30    10  110    0    20   50   10     0    0    0
Initial Fut:   0 1450  143   107 1131    0   125  547  161     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0 1450  143   107 1131    0   125  547  161     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0 1450  143   107 1131    0   125  547  161     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0 1450  143   107 1131    0   125  547  161     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.94 0.94  0.22 0.95 0.95  0.90 0.90 0.90  1.00 1.00 1.00
Lanes:      0.00 1.82 0.18  1.00 2.00 0.00  0.30 1.31 0.39  0.00 0.00 0.00
Final Sat.:    0 3243  320   424 3610    0   511 2235  658     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.45 0.45  0.25 0.31 0.00  0.24 0.24 0.24  0.00 0.00 0.00
Crit Moves:      ****             ****                 ****
Green/Cycle: 0.00 0.49 0.49  0.55 0.55 0.00  0.27 0.27 0.27  0.00 0.00 0.00
Volume/Cap: 0.00 0.92 0.92  0.46 0.57 0.00  0.92 0.92 0.92  0.00 0.00 0.00
Delay/Veh:   0.0 15.4 15.4  10.6  3.0  0.0  39.2 39.2 39.2   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 15.4 15.4  10.6  3.0  0.0  39.2 39.2 39.2   0.0  0.0  0.0
DesignQueue:   0   30    3     4   20    0     4   15    5     0    0    0
*******************************************************************************
```

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--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #59 Dwight Way / Fulton Street
**************************************************************************
Cycle (sec):      70         Critical Vol./Cap. (X):       0.493
Loss Time (sec):   8 (Y+R =  4 sec) Average Delay (sec/veh):    13.7
Optimal Cycle:    45         Level Of Service:                B
**************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  0    0   21   21   21    0    0   16   16    0    0    0
Lanes:       0  0  0  0  1    2  0  0  0  0    0  0  1  1  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0   12   449    0    0    0   620    6    0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0   12   449    0    0    0   620    6    0    0    0
Added Vol:     0    0    0     1    0    0    0    79    0    0    0    0
Future:        0    0   10    30    0    0    0    70   30    0    0    0
Initial Fut:   0    0   22   480    0    0    0   769   36    0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0   22   480    0    0    0   769   36    0    0    0
Reduct Vol:    0    0    0     0    0    0    0     0    0    0    0    0
Reduced Vol:   0    0   22   480    0    0    0   769   36    0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0   22   480    0    0    0   769   36    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 0.87  0.59 1.00 1.00  1.00 0.94 0.94  1.00 1.00 1.00
Lanes:       0.00 0.00 1.00  2.00 0.00 0.00  0.00 1.91 0.09  0.00 0.00 0.00
Final Sat.:    0    0 1644  2260    0    0    0 3424  160    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.01  0.21 0.00 0.00  0.00 0.22 0.22  0.00 0.00 0.00
Crit Moves:                  ****                  ****
Green/Cycle: 0.00 0.00 0.43  0.43 0.00 0.00  0.00 0.46 0.46  0.00 0.00 0.00
Volume/Cap:  0.00 0.00 0.03  0.49 0.00 0.00  0.00 0.49 0.49  0.00 0.00 0.00
Delay/Veh:    0.0  0.0 11.6  16.2  0.0  0.0   0.0 12.2 12.2   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0 11.6  16.2  0.0  0.0   0.0 12.2 12.2   0.0  0.0  0.0
DesignQueue:    0    0    0    11    0    0    0   17    1    0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #60 Dwight Way / Telegraph Avenue
**************************************************************************
Cycle (sec):      65         Critical Vol./Cap. (X):       0.763
Loss Time (sec):   8 (Y+R =  4 sec) Average Delay (sec/veh):    18.3
Optimal Cycle:    52         Level Of Service:                B
**************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  0   15   15    0    0    0    0   17   17   17    0    0    0
Lanes:       0  0  1  1  0    0  0  0  0  0    0  1  0  1  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  697   78    0    0    0   66  479  565    0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  697   78    0    0    0   66  479  565    0    0    0
Added Vol:     0   30    0    0    0    0   68   12    3    0    0    0
Future:        0   66   11    0    0    0   11   66   44    0    0    0
Initial Fut:   0  793   89    0    0    0  145  557  612    0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  793   89    0    0    0  145  557  612    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  793   89    0    0    0  145  557  612    0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  793   89    0    0    0  145  557  612    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.94 0.94  1.00 1.00 1.00  0.82 0.82 0.82  1.00 1.00 1.00
Lanes:       0.00 1.80 0.20  0.00 0.00 0.00  0.22 0.85 0.93  0.00 0.00 0.00
Final Sat.:    0 3197  359    0    0    0  345 1324 1454    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.25 0.25  0.00 0.00 0.00  0.42 0.42 0.42  0.00 0.00 0.00
Crit Moves:       ****                       ****
Green/Cycle: 0.00 0.33 0.33  0.00 0.00 0.00  0.55 0.55 0.55  0.00 0.00 0.00
Volume/Cap:  0.00 0.76 0.76  0.00 0.00 0.00  0.76 0.76 0.76  0.00 0.00 0.00
Delay/Veh:    0.0 23.8 23.8   0.0  0.0  0.0  14.5 14.5 14.5   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 23.8 23.8   0.0  0.0  0.0  14.5 14.5 14.5   0.0  0.0  0.0
DesignQueue:    0   21    2    0    0    0    3   10   11    0    0    0
**************************************************************************
```

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-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #61 Dwight Way / College Avenue
*******************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):          0.561
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   12.5
Optimal Cycle:      39         Level Of Service:                   B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   16   16    16   16    0    15   15   15     0    0    0
Lanes:        0   0   0  1  0   0  1  0  0  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     0  365   51    10  150    0    68  352   85     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  365   51    10  150    0    68  352   85     0    0    0
Added Vol:    0  100    0     0    6    0     7    4    0     0    0    0
Future:       0   50   10    20   90    0    20   20   10     0    0    0
Initial Fut:  0  515   61    30  246    0    95  376   95     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:   0  536   64    31  256    0    99  392   99     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  536   64    31  256    0    99  392   99     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  536   64    31  256    0    99  392   99     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.99 0.99  0.92 0.92 1.00  0.90 0.90 0.90  1.00 1.00 1.00
Lanes:      0.00 0.89 0.11  0.11 0.89 0.00  0.34 1.33 0.33  0.00 0.00 0.00
Final Sat.:   0 1675  198   190 1560    0   576 2280  576     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.32 0.32  0.16 0.16 0.00  0.17 0.17 0.17  0.00 0.00 0.00
Crit Moves:      ****                            ****
Green/Cycle: 0.00 0.57 0.57  0.57 0.57 0.00  0.31 0.31 0.31  0.00 0.00 0.00
Volume/Cap: 0.00 0.56 0.56  0.29 0.29 0.00  0.56 0.56 0.56  0.00 0.00 0.00
Delay/Veh:   0.0  7.8  7.8   5.3  5.3  0.0  20.7 20.7 20.7   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  7.8  7.8   5.3  5.3  0.0  20.7 20.7 20.7   0.0  0.0  0.0
DesignQueue:   0    9    1     1    4    0     3   10    3     0    0    0
*******************************************************************************
```

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-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #62 Dwight Way / Piedmont Avenue / Warring Street
*******************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):          0.469
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   10.9
Optimal Cycle:      61         Level Of Service:                   B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   22    0    29   29    0    24   24   24    24    0   24
Lanes:        0   0   1  1  0   0  1  1  0  0   1  0  1  0  1   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: 7:00 AM - 9:00 AM
Base Vol:     0  583    0     8  324    0    91  143  238    42    0   48
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  583    0     8  324    0    91  143  238    42    0   48
Added Vol:    0  198    0     0   18    0     1    0    3     0    0    0
Future:       0   77   11    11   44    0    11   11   33    11    0   11
Initial Fut:  0  858   11    19  386    0   103  154  274    53    0   59
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  858   11    19  386    0   103  154  274    53    0   59
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  858   11    19  386    0   103  154  274    53    0   59
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  858   11    19  386    0   103  154  274    53    0   59
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.95  0.86 0.86 1.00  0.71 1.00 0.85  0.77 1.00 0.77
Lanes:      0.00 1.97 0.03  0.09 1.91 0.00  1.00 1.00 1.00  0.47 0.00 0.53
Final Sat.:   0 3557   46   154 3121    0  1347 1900 1615   695    0  774
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.24 0.24  0.12 0.12 0.00  0.08 0.08 0.17  0.08 0.00 0.08
Crit Moves:      ****                            ****
Green/Cycle: 0.00 0.51 0.51  0.51 0.51 0.00  0.37 0.37 0.37  0.37 0.00 0.37
Volume/Cap: 0.00 0.48 0.48  0.24 0.24 0.00  0.21 0.22 0.46  0.21 0.00 0.21
Delay/Veh:   0.0  8.7  8.7   7.1  7.1  0.0  14.9 14.8 18.1  14.9  0.0 14.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  8.7  8.7   7.1  7.1  0.0  14.9 14.8 18.1  14.9  0.0 14.9
DesignQueue:   0   16    0     0    7    0     2    4    6     1    0    1
*******************************************************************************
```

```
-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #63 Dwight Avenue / Prospect Street
*******************************************************************************
Average Delay (sec/veh):      6.3     Worst Case Level Of Service:       B
*******************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0   14    0  109  246   72    0    0   53   15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0   14    0  109  246   72    0    0   53   15
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Future:        0    0    0    0    0   20   30    0    0    0   20    0
Initial Fut:   0    0    0   14    0  129  276   72    0    0   73   15
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0   14    0  129  276   72    0    0   73   15
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    0    0    0   14    0  129  276   72    0    0   73   15
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  705 xxxx    81   88 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  406 xxxx   985 1520 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  339 xxxx   985 1520 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *    *    *    *    A    *    *    *    *    *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  830 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.2 xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *    *    B    *    A    *    *    *    *    *
ApproachDel:     xxxxxx           10.2            xxxxxx           xxxxxx
ApproachLOS:       *                B               *                *
```

```
-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #64 Adeline Street / Ward Avenue / Shattuck Avenue
*******************************************************************************
Cycle (sec):         65      Critical Vol./Cap. (X):           0.901
Loss Time (sec):      8 (Y+R =  6 sec) Average Delay (sec/veh):   20.4
Optimal Cycle:       82      Level Of Service:                     C
*******************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Protected        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   25   25    0   25   25   19    0   19    0    0    0
Lanes:       0  0  0  1  0    0  0  2  0  1    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  784    3    0  736  546  723    0    4    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  784    3    0  736  546  723    0    4    0    0    0
Added Vol:     0  186    0    0   23    7   58    0    0    0    0    0
Future:        0   50    0    0   40   70  100    0    0    0    0    0
Initial Fut:   0 1020    3    0  799  623  881    0    4    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 1020    3    0  799  623  881    0    4    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0 1020    3    0  799  623  881    0    4    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0 1020    3    0  799  623  881    0    4    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 0.95 0.85 0.92 1.00 0.85 1.00 1.00 1.00
Lanes:      0.00 0.99 0.01 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:    0 1894    6    0 3610 1615 3502    0 1615    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.54 0.54 0.00 0.22 0.39 0.25 0.00 0.00 0.00 0.00 0.00
Crit Moves:      ****                 ****
Green/Cycle: 0.00 0.58 0.58 0.00 0.58 0.58 0.29 0.00 0.29 0.00 0.00 0.00
Volume/Cap: 0.00 0.92 0.92 0.00 0.38 0.66 0.86 0.00 0.01 0.00 0.00 0.00
Delay/Veh:   0.0 25.8 25.8  0.0  7.7 12.7 31.2  0.0 16.4  0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 25.8 25.8  0.0  7.7 12.7 31.2  0.0 16.4  0.0  0.0  0.0
DesignQueue:   0   18    0    0   13   10   24    0    0    0    0    0
*******************************************************************************
```

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-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
-------------------------------------------------------------------------
                Level Of Service Computation Report
        2000 HCM 4-Way Stop Method (Future Volume Alternative)
*************************************************************************
Intersection #65 Derby Street / Warring Street
*************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        1.609
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):  240.2
Optimal Cycle:       0           Level Of Service:                 F
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0 0  0 0 0     0 0  1! 0 0     0 1  0 0 0     0 0  0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0    650    0   31    14   20    0     0   34  779
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    650    0   31    14   20    0     0   34  779
Added Vol:     0    0    0     21    0    0     0    0    0     0    0  198
Future:        0    0    0     90    0   10     0   10    0     0    0   90
Initial Fut:   0    0    0    761    0   41    14   30    0     0   34 1067
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0    761    0   41    14   30    0     0   34 1067
Reduct Vol:    0    0    0      0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0    0    761    0   41    14   30    0     0   34 1067
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0    761    0   41    14   30    0     0   34 1067
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.00 0.00  0.95 0.00 0.05  0.32 0.68 0.00  0.00 0.03 0.97
Final Sat.:    0    0    0    574    0   31   166  355    0     0   21  663
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx xxxx xxxx  1.33 xxxx 1.33  0.08 0.08 xxxx  xxxx 1.61 1.61
Crit Moves:                 ****            ****                 ****
Delay/Veh:   0.0  0.0  0.0 176.6  0.0 176.6 10.5 10.5  0.0   0.0  296 295.7
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0 176.6  0.0 176.6 10.5 10.5  0.0   0.0  296 295.7
LOS by Move:   *    *    *     F    *    F     B    B    *     *    F    F
ApproachDel:  xxxxxx          176.6            10.5            295.7
Delay Adj:    xxxxx            1.00             1.00            1.00
ApprAdjDel:   xxxxxx          176.6            10.5            295.7
LOS by Appr:      *               F               B               F
*************************************************************************
```

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-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         AM Peak Hour
-------------------------------------------------------------------------
                Level Of Service Computation Report
        2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #66 Derby Street / Claremont Blvd.
*************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        0.740
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   30.8
Optimal Cycle:      61           Level Of Service:                 C
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase      Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18    0   18     0    0    0     0   35   35    35   35    0
Lanes:         0 0  1! 0 0     0 0  0 0 0     0 0  0 1 0     0 1  0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      5    0   64     0    0    0     0  665   12    52  813    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   5    0   64     0    0    0     0  665   12    52  813    0
Added Vol:     0    0    0     0    0    0     0   21    0     0  198    0
Future:        0    0    0     0    0    0     0  100    0     0   90    0
Initial Fut:   5    0   64     0    0    0     0  786   12    52 1101    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    5    0   64     0    0    0     0  786   12    52 1101    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   5    0   64     0    0    0     0  786   12    52 1101    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    5    0   64     0    0    0     0  786   12    52 1101    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.87 1.00 0.87  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.07 0.00 0.93  0.00 0.00 0.00  0.00 0.98 0.02  0.05 0.95 0.00
Final Sat.:  120    0 1536     0    0    0     0 1868   29    86 1814    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.04 0.00 0.04  0.00 0.00 0.00  0.00 0.42 0.42  0.61 0.61 0.00
Crit Moves: ****                                                 ****
Green/Cycle: 0.28 0.00 0.28 0.00 0.00 0.00  0.00 0.60 0.60  0.60 0.60 0.00
Volume/Cap: 0.15 0.00 0.15  0.00 0.00 0.00  0.00 0.71 0.71  1.02 1.02 0.00
Delay/Veh:  18.3  0.0 18.3   0.0  0.0  0.0   0.0 12.8 12.8  44.0 44.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 18.3  0.0 18.3   0.0  0.0  0.0   0.0 12.8 12.8  44.0 44.0  0.0
DesignQueue:   0    0    2     0    0    0     0   13    0     1   19    0
*************************************************************************
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #67 Ashby Avenue / Seventh Street
*************************************************************************
Cycle (sec):         95        Critical Vol./Cap. (X):        0.976
Loss Time (sec):     12 (Y+R =  4 sec) Average Delay (sec/veh):    53.9
Optimal Cycle:      155        Level Of Service:                 D
*************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:         Permitted        Permitted       Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:    4   19   19     4   19   19     4   22   22     4   20   20
Lanes:         0   1  0  1  0   0   1  0  1  0   1  0  1  1  0   1  0  1  1  0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     62  162   54    54  193  224   433  915  306   111  663   25
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  62  162   54    54  193  224   433  915  306   111  663   25
Added Vol:     0    0    0     0    0    0     0   95    0     0   12    0
Future:      100   70   20    60   20   30    50   60   40    50   60   30
Initial Fut: 162  232   74   114  213  254   483 1070  346   161  735   55
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  162  232   74   114  213  254   483 1070  346   161  735   55
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 162  232   74   114  213  254   483 1070  346   161  735   55
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  162  232   74   114  213  254   483 1070  346   161  735   55
            ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.55 0.55 0.55  0.85 0.85 0.85  0.95 0.91 0.91  0.95 0.94 0.94
Lanes:      0.69 0.99 0.32  0.39 0.73 0.88  1.00 1.51 0.49  1.00 1.86 0.14
Final Sat.:  721 1032  329   632 1180 1408  1805 2627  849  1805 3325  249
            ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22  0.18 0.18 0.18  0.27 0.41 0.41  0.09 0.22 0.22
Crit Moves:      ****                ****                ****
Green/Cycle: 0.26 0.26 0.26  0.26 0.26 0.26  0.40 0.40 0.40  0.22 0.21 0.21
Volume/Cap: 0.86 0.86 0.86  0.69 0.69 0.69  0.67 1.02 1.02  0.41 1.07 1.07
Delay/Veh:  47.1 47.1 47.1  34.3 34.3 34.3  23.6 54.3 54.3  34.2 94.3 94.3
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 47.1 47.1 47.1  34.3 34.3 34.3  23.6 54.3 54.3  34.2 94.3 94.3
DesignQueue:   7    9    3     5    9   10    16   38   12     7   33    2
*************************************************************************
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           AM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #68 Ashby Avenue / San Pablo Avenue
*************************************************************************
Cycle (sec):        100        Critical Vol./Cap. (X):        0.973
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    42.2
Optimal Cycle:      163        Level Of Service:                 D
*************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:         Protected        Protected        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    4   17   17     4   19   19    18   18   18    18   18   18
Lanes:         1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   0  1  0  1  0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    173  521   53   137  741  128    84  584  134    51  613  135
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 173  521   53   137  741  128    84  584  134    51  613  135
Added Vol:     2   20   57     0   28    2     0   81   14    30    8    0
Future:       20  220   20    20  320   30    20  120   10    20   80   50
Initial Fut: 195  761  130   157 1089  160   104  785  158   101  701  185
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  195  761  130   157 1089  160   104  785  158   101  701  185
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 195  761  130   157 1089  160   104  785  158   101  701  185
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  195  761  130   157 1089  160   104  785  158   101  701  185
            ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.93 0.93  0.16 0.93 0.93  0.60 0.60 0.60
Lanes:      1.00 1.71 0.29  1.00 1.74 0.26  1.00 1.66 0.34  0.20 1.43 0.37
Final Sat.: 1805 3015  515  1805 3088  454   300 2930  590   233 1615  426
            ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.25 0.25  0.09 0.35 0.35  0.35 0.27 0.27  0.43 0.43 0.43
Crit Moves: ****                ****                            ****
Green/Cycle: 0.11 0.35 0.35  0.12 0.36 0.36  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap: 0.97 0.72 0.72  0.72 0.97 0.97  0.78 0.60 0.60  0.97 0.97 0.97
Delay/Veh:  99.7 30.1 30.1  53.0 50.2 50.2  47.7 21.6 21.6  48.9 48.9 48.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 99.7 30.1 30.1  53.0 50.2 50.2  47.7 21.6 21.6  48.9 48.9 48.9
DesignQueue:  10   29    5     8   42    6     3   26    5     3   23    6
*************************************************************************
```

```
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
```

```
                 Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #69 Ashby Avenue / Adeline Street
**************************************************************************
Cycle (sec):       140        Critical Vol./Cap. (X):      0.623
Loss Time (sec):    16 (Y+R =  4 sec) Average Delay (sec/veh):     42.1
Optimal Cycle:      96         Level Of Service:            D
**************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Protected         Protected        Protected        Protected
Rights:        Include           Include          Include          Include
Min. Green:    4   38   38     6   38   38     4   22   22     4   32   32
Lanes:        1  0  1  1  0   1  0  2  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     74  567   61    11  438   96   189  564   49    83  549   14
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  74  567   61    11  438   96   189  564   49    83  549   14
Added Vol:     4   14    0     0    2    5    44   78    1     0   19    0
Future:       30   50   10    10   10   50    50  110   20    10  190    0
Initial Fut: 108  631   71    21  450  151   283  752   70    93  758   14
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  108  631   71    21  450  151   283  752   70    93  758   14
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 108  631   71    21  450  151   283  752   70    93  758   14
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  108  631   71    21  450  151   283  752   70    93  758   14
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.94 0.94  0.95 0.88 0.88  0.95 0.94 0.94  0.95 0.95 0.95
Lanes:      1.00 1.80 0.20  1.00 2.25 0.75  1.00 1.83 0.17  1.00 1.96 0.04
Final Sat.: 1805 3196  360  1805 3736 1254  1805 3260  303  1805 3534   65
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.20 0.20  0.01 0.12 0.12  0.16 0.23 0.23  0.05 0.21 0.21
Crit Moves: ****            ****            ****            ****
Green/Cycle: 0.09 0.31 0.31  0.05 0.27 0.27  0.22 0.43 0.43  0.10 0.31 0.31
Volume/Cap:  0.70 0.64 0.64  0.24 0.44 0.44  0.70 0.53 0.53  0.53 0.70 0.70
Delay/Veh:   75.9 43.1 43.1  65.5 42.5 42.5  57.5 25.5 25.5  70.0 44.2 44.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  75.9 43.1 43.1  65.5 42.5 42.5  57.5 25.5 25.5  70.0 44.2 44.2
DesignQueue:   8   36    4     2   26    9    18   35    3     7   43    1
**************************************************************************
```

```
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
```

```
                 Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #70 Ashby Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):        80        Critical Vol./Cap. (X):      0.568
Loss Time (sec):    12 (Y+R =  5 sec) Average Delay (sec/veh):     16.8
Optimal Cycle:      53         Level Of Service:            B
**************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted         Permitted        Permitted        Permitted
Rights:        Include           Include          Include          Include
Min. Green:   21   21   21     6   21   21    20   20   20    20   20   20
Lanes:        0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     77  590   26   124  450   35    33  557   31    40  550  182
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  77  590   26   124  450   35    33  557   31    40  550  182
Added Vol:     0  110    0     5   12    6    58   20    0     0   13   16
Future:       30   20   10    20   10   10    10  110   10    10  150   10
Initial Fut: 107  720   36   149  472   51   101  687   41    50  713  208
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  107  720   36   149  472   51   101  687   41    50  713  208
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 107  720   36   149  472   51   101  687   41    50  713  208
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  107  720   36   149  472   51   101  687   41    50  713  208
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.25 1.67 0.08  0.44 1.41 0.15  0.24 1.66 0.10  0.10 1.47 0.43
Final Sat.:  471 3170  159   843 2669  288   463 3149  188   196 2790  814
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.23 0.23 0.23  0.18 0.18 0.18  0.22 0.22 0.22  0.26 0.26 0.26
Crit Moves:      ****                       ****                 ****
Green/Cycle: 0.40 0.40 0.40  0.40 0.40 0.40  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap:  0.57 0.57 0.57  0.44 0.44 0.44  0.48 0.48 0.48  0.57 0.57 0.57
Delay/Veh:   20.2 20.2 20.2  18.4 18.4 18.4  13.9 13.9 13.9  15.0 15.0 15.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  20.2 20.2 20.2  18.4 18.4 18.4  13.9 13.9 13.9  15.0 15.0 15.0
DesignQueue:   3   20    1     4   13    1     3   18    1     1   19    5
**************************************************************************
```

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-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #71 Ashby Avenue / Telegraph Avenue
*************************************************************************
Cycle (sec):       80        Critical Vol./Cap. (X):        0.909
Loss Time (sec):   12 (Y+R =  6 sec) Average Delay (sec/veh):   26.9
Optimal Cycle:    100        Level Of Service:                 C
*************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Prot+Permit       Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  21  21  21     0   0  21    25  25  25    25  25  25
Lanes:        1  0  1  1 0   1  0  1  1 0   1  0  1  1 0   1  0  1  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    150  985   80   148  623  103    86  549  120    89  573   83
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 150  985   80   148  623  103    86  549  120    89  573   83
Added Vol:     3   29    0     0    3    0     0   25    0     0   26    2
Future:       50   40   10    10   60   30    20   90   20    10   80   10
Initial Fut: 203 1054   90   158  686  133   106  664  140    99  679   95
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  203 1054   90   158  686  133   106  664  140    99  679   95
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 203 1054   90   158  686  133   106  664  140    99  679   95
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  203 1054   90   158  686  133   106  664  140    99  679   95
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.26 0.94 0.94  0.27 0.93 0.93  0.21 0.93 0.93  0.19 0.93 0.93
Lanes:      1.00 1.84 0.16  1.00 1.68 0.32  1.00 1.65 0.35  1.00 1.75 0.25
Final Sat.:  494 3286  281   515 2951  572   393 2904  612   361 3110  435
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.41 0.32 0.32  0.31 0.23 0.23  0.27 0.23 0.23  0.27 0.22 0.22
Crit Moves: ****            ****                            ****
Green/Cycle: 0.43 0.43 0.43  0.53 0.53 0.53  0.32 0.32 0.32  0.32 0.32 0.32
Volume/Cap: 0.96 0.75 0.75  0.58 0.44 0.44  0.83 0.71 0.71  0.85 0.67 0.67
Delay/Veh:  74.4 22.7 22.7  23.0 12.5 12.5  68.1 26.5 26.5  73.6 25.7 25.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 74.4 22.7 22.7  23.0 12.5 12.5  68.1 26.5 26.5  73.6 25.7 25.7
DesignQueue:   5   29    2     6   15    3     3   21    4     3   22    3
*************************************************************************
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          AM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #72 Ashby Avenue / College Avenue
*************************************************************************
Cycle (sec):       60        Critical Vol./Cap. (X):        1.187
Loss Time (sec):   12 (Y+R =  4 sec) Average Delay (sec/veh):   36.9
Optimal Cycle:    180        Level Of Service:                 D
*************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18  18  18    18  18  18    30  30  30    30  30  30
Lanes:        0  0  1! 0 0   0  0  1! 0 0   0  0  1! 0 0   0  0  1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     79  323   26   118  232   95    33  490   92     4  611  229
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  79  323   26   118  232   95    33  490   92     4  611  229
Added Vol:     0   26    0     4    3    0    18    7    0     0   28   56
Future:       20   20   10    20   20   60    20   80   10    10   20   30
Initial Fut:  99  369   36   142  255  155    71  577  102    14  659  315
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   99  369   36   142  255  155    71  577  102    14  659  315
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  99  369   36   142  255  155    71  577  102    14  659  315
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   99  369   36   142  255  155    71  577  102    14  659  315
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.81 0.81 0.81  0.73 0.73 0.73  0.84 0.84 0.84  0.95 0.95 0.95
Lanes:      0.20 0.73 0.07  0.26 0.46 0.28  0.09 0.77 0.14  0.01 0.67 0.32
Final Sat.:  303 1128  110   355  637  387   150 1223  216    25 1198  573
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.33 0.33 0.33  0.40 0.40 0.40  0.47 0.47 0.47  0.55 0.55 0.55
Crit Moves:                 ****                            ****
Green/Cycle: 0.38 0.38 0.38  0.45 0.45 0.45  0.53 0.53 0.53  0.54 0.54 0.54
Volume/Cap: 0.87 0.87 0.87  0.89 0.89 0.89  0.90 0.90 0.90  1.03 1.03 1.03
Delay/Veh:  32.6 32.6 32.6  29.9 29.9 29.9  27.3 27.3 27.3  50.3 50.3 50.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 32.6 32.6 32.6  29.9 29.9 29.9  27.3 27.3 27.3  50.3 50.3 50.3
DesignQueue:   2    8    1     3    5    3     1   10    2     0   12    6
*************************************************************************
```

```
--------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                        AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #73 Ashby Avenue / Claremont Avenue
**************************************************************************
Cycle (sec):        80        Critical Vol./Cap. (X):         0.844
Loss Time (sec):    12 (Y+R =  6 sec) Average Delay (sec/veh):   27.7
Optimal Cycle:      81               Level Of Service:            C
**************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|--------------||--------------||--------------||--------------|
Control:      Split Phase       Split Phase        Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:   16  16  16     16  16  16     28  28  28     28  28  28
Lanes:         0  1  0  1  0   1  1  0  1  0   0  1  0  1  0   0  1  0  1  0
           -----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      35  288 153   321 272  59    43 504  13    90 637 429
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   35  288 153   321 272  59    43 504  13    90 637 429
Added Vol:      0    0   0    21   0   0     0  10   0     0  85 198
Future:        20   10  30    40  50  10    30  60  10    30  20  50
Initial Fut:   55  298 183   382 322  69    73 574  23   120 742 677
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    55  298 183   382 322  69    73 574  23   120 742 677
Reduct Vol:     0    0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:   55  298 183   382 322  69    73 574  23   120 742 677
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    55  298 183   382 322  69    73 574  23   120 742 677
           -----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:       0.21 1.11 0.68  1.48 1.25 0.27  0.22 1.71 0.07  0.16 0.96 0.88
Final Sat.:   370 2007 1233  2676 2256  483   393 3093  124   281 1740 1588
           -----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15 0.15  0.14 0.14 0.14  0.19 0.19 0.19  0.43 0.43 0.43
Crit Moves:  ****            ****                            ****
Green/Cycle: 0.20 0.20 0.20  0.20 0.20 0.20  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap:  0.74 0.74 0.74  0.71 0.71 0.71  0.41 0.41 0.41  0.95 0.95 0.95
Delay/Veh:   34.2 34.2 34.2  32.1 32.1 32.1  12.6 12.6 12.6  29.7 29.7 29.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  34.2 34.2 34.2  32.1 32.1 32.1  12.6 12.6 12.6  29.7 29.7 29.7
DesignQueue:    2   11   7    14  12   3     2  15   1     3  20  19
**************************************************************************
```
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--------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                        AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #74 Tunnel Road / SR 13
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):         0.836
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   17.3
Optimal Cycle:      64               Level Of Service:            B
**************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|--------------||--------------||--------------||--------------|
Control:       Protected         Protected        Split Phase       Split Phase
Rights:         Include           Include           Include             Ovl
Min. Green:    0   0   0     0   0   0     0   0   0     0   0   0
Lanes:         0   0  2  0  1   2  0  1  0  0   0  0  0  0  0   1  0  0  0  2
           -----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0 1293 435   487 608   0     0   0   0   205   0 307
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0 1293 435   487 608   0     0   0   0   205   0 307
Added Vol:      0  283   0    16  15   0     0   0   0     0   0   0
Future:         0   80   0    60  70   0     0   0   0     0   0  20
Initial Fut:    0 1656 435   563 693   0     0   0   0   205   0 327
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1656 435   563 693   0     0   0   0   205   0 327
Reduct Vol:     0    0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:    0 1656 435   563 693   0     0   0   0   205   0 327
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0 1656 435   563 693   0     0   0   0   205   0 327
           -----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.95 0.85  0.92 1.00 1.00  1.00 1.00 1.00  0.95 1.00 0.75
Lanes:       0.00 2.00 1.00  2.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:     0 3610 1615  3502 1900   0     0   0   0  1805   0 2842
           -----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46 0.27  0.16 0.36 0.00  0.00 0.00 0.00  0.11 0.00 0.12
Crit Moves:       ****            ****                            ****
Green/Cycle: 0.00 0.55 0.55  0.19 0.74 0.00  0.00 0.00 0.00  0.14 0.00 0.33
Volume/Cap:  0.00 0.84 0.49  0.84 0.49 0.00  0.00 0.00 0.00  0.84 0.00 0.35
Delay/Veh:    0.0 15.5  9.5  34.2  3.7  0.0   0.0  0.0  0.0  48.8  0.0 16.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 15.5  9.5  34.2  3.7  0.0   0.0  0.0  0.0  48.8  0.0 16.8
DesignQueue:    0   30   8    17   7   0     0   0   0     7   0   8
**************************************************************************
```
Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to WILBUR SMITH, SF, CA

```
                         365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              AM Peak Hour
```

```
                   Level Of Service Computation Report
            1994 HCM Unsignalized Method (Future Volume Alternative)
```
****
Intersection #167 Piedmont Avenue / Channing Way
****
Average Delay (sec/veh):   6.4   Worst Case Level Of Service: F
****

```
Approach:      North Bound        South Bound        East Bound         West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled       Uncontrolled       Stop Sign          Stop Sign
Rights:          Include            Include            Include            Include
Lanes:        0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      65  457   24    23  308   38    25   19   23    20   58   18
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   65  457   24    23  308   38    25   19   23    20   58   18
Added Vol:     35  153    0     0   13   42     0    0    5     0    0    0
Future:        11   78    4     4   52    6     4    3    4     3   10    3
Initial Fut:  111  688   28    27  373   86    29   22   32    23   68   21
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   111  688   28    27  373   86    29   22   32    23   68   21
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   111  688   28    27  373   86    29   22   32    23   68   21
Adjusted Volume Module:
Grade:             0%                 0%                 0%                 0%
% Cycle/Cars:  xxxx  xxxx      xxxx  xxxx      xxxx  xxxx      xxxx  xxxx
% Truck/Comb:  xxxx  xxxx      xxxx  xxxx      xxxx  xxxx      xxxx  xxxx
PCE Adj:     1.10 1.00 1.00  1.10 1.00 1.00  1.10 1.10 1.10  1.10 1.10 1.10
Cycl/Car PCE:  xxxx  xxxx      xxxx  xxxx      xxxx  xxxx      xxxx  xxxx
Trck/Cmb PCE:  xxxx  xxxx      xxxx  xxxx      xxxx  xxxx      xxxx  xxxx
Adj Vol.:     122  688   28    30  373   86    32   24   35    25   75   23
Critical Gap Module:
MoveUp Time:  2.1 xxxx xxxxx   2.1 xxxx xxxxx   3.4  3.3  2.6   3.4  3.3  2.6
Critical Gp:  5.0 xxxx xxxxx   5.0 xxxx xxxxx   6.5  6.0  5.5   6.5  6.0  5.5
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  459 xxxx xxxxx   716 xxxx xxxxx  1301 1270  416  1283 1299  702
Potent Cap.: 1036 xxxx xxxxx   781 xxxx xxxxx   187  235  852   191  227  610
Adj Cap:     1.00 xxxx xxxxx  1.00 xxxx xxxxx  0.52 0.75 1.00  0.70 0.75 1.00
Move Cap.:   1036 xxxx xxxxx   781 xxxx xxxxx    98  178  852   134  171  610
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:  3.9 xxxx xxxxx   4.8 xxxx xxxxx  52.1 23.1  4.4  32.4 34.6  6.1
LOS by Move:   A    *    *      A    *    *     *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  181 xxxxx  xxxx  186 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx 36.4 xxxxx xxxxx 47.7 xxxxx
Shared LOS:    *    *    *      *    *    *      *    E    *      *    F    *
ApproachDel:       0.6                0.3               36.4               47.7
```

```
                         365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              AM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
```
****
Intersection #1121 Highland Place / Heart Avenue / Cyclotron Road
****
Average Delay (sec/veh):   1.5   Worst Case Level Of Service: C
****

```
Approach:      North Bound        South Bound        East Bound         West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign          Stop Sign         Uncontrolled       Uncontrolled
Rights:          Include            Include            Include            Include
Lanes:        0  1  0  0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    1    0    12    0   57    12  281    4     0   53    2
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    4    1    0    12    0   57    12  281    4     0   53    2
Added Vol:      0    0    0     0    0    0     0   85    0     0   14    0
Future:         1    0    0     2    1    6     5   26    0     0  161   20
Initial Fut:    5    1    0    14    1   63    17  392    4     0  228   22
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     5    1    0    14    1   63    17  392    4     0  228   22
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     5    1    0    14    1   63    17  392    4     0  228   22
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx   7.1  6.5  6.2   4.1 xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5  4.0  3.3   2.2 xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  699  678 xxxxx   668  669  239   250 xxxxx xxxxx xxxx xxxxx
Potent Cap.:  357  377 xxxxx   375  381  805  1327 xxxxx xxxxx xxxx xxxxx
Move Cap.:    325  372 xxxxx   370  376  805  1327 xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *      *    *    *      A    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  332 xxxx xxxxx   xxxx  657 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 16.0 xxxx xxxxx  xxxxx 11.2 xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    C    *    *      *    B    *      *    *    *      *    *    *
ApproachDel:      16.0               11.2              xxxxxx             xxxxxx
ApproachLOS:       C                  B                   *                  *
```

```
                        365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                             AM Peak Hour
```

```
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #1122 Stadium Rim Road / Canyon Road
********************************************************************************
Average Delay (sec/veh):     0.1        Worst Case Level Of Service:     B
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Lanes:       0  0   0  1  0    0  0   1  0  0    0  0   0  0  0    0  0   1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  246    4     0  134    0     0    0    0     1    0    2
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  246    4     0  134    0     0    0    0     1    0    2
Added Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Future:        0   43    1     0   23    0     0    0    0     0    0    0
Initial Fut:   0  289    5     0  157    0     0    0    0     1    0    2
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  289    5     0  157    0     0    0    0     1    0    2
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    0  289    5     0  157    0     0    0    0     1    0    2
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   449 xxxx   292
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   572 xxxx   752
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   572 xxxx   752
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  681 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.3 xxxxx
Shared LOS:    *    *    *     *    *    *     *    *    *     *    B    *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           10.3
ApproachLOS:       *                *                *                B
```

Project Scenario—P.M. Peak Hour

```
------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                        PM Peak Hour
------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
************************************************************************
Intersection #1 Marin Avenue / San Pablo Avenue
************************************************************************
Cycle (sec):        90        Critical Vol./Cap. (X):        1.166
Loss Time (sec):    16 (Y+R =  4 sec) Average Delay (sec/veh):  96.4
Optimal Cycle:     180        Level Of Service:                  F
************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected         Protected         Protected
Rights:          Include           Include           Include           Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0 1  1  0    1  0 1  1  0    1  0 1  1  0    1  0 1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     227 1022  114   169  659   18    18  656  137   145  736  154
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  227 1022  114   169  659   18    18  656  137   145  736  154
Added Vol:      5  121    3     1   20    0     0    3    1     1   18   19
Future:        30  209   50    90  221   28    27  181   10    47  163   90
Initial Fut:  262 1352  167   260  900   46    45  840  148   193  917  263
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   262 1352  167   260  900   46    45  840  148   193  917  263
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  262 1352  167   260  900   46    45  840  148   193  917  263
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   262 1352  167   260  900   46    45  840  148   193  917  263
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.93 0.93  0.95 0.94 0.94  0.95 0.93 0.93  0.95 0.92 0.92
Lanes:       1.00 1.78 0.22  1.00 1.90 0.10  1.00 1.70 0.30  1.00 1.55 0.45
Final Sat.:  1805 3162  391  1805 3410  174  1805 3002  529  1805 2713  778
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.43 0.43  0.14 0.26 0.26  0.02 0.28 0.28  0.11 0.34 0.34
Crit Moves:       ****              ****              ****              ****
Green/Cycle: 0.17 0.37 0.37  0.12 0.32 0.32  0.02 0.24 0.24  0.09 0.31 0.31
Volume/Cap:  0.83 1.17 1.17  1.17 0.83 0.83  1.09 1.17 1.17  1.17 1.09 1.09
Delay/Veh:   53.1  112 111.7 151.7 34.0 34.0 213.4  122 121.5 162.4 87.8 87.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  53.1  112 111.7 151.7 34.0 34.0 213.4  122 121.5 162.4 87.8 87.8
DesignQueue:   11   48    6    12   33    2     2   34    6     9   35   10
************************************************************************
```

```
------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                        PM Peak Hour
------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
************************************************************************
Intersection #2 Marin Avenue / The Alameda
************************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):        0.869
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):  22.3
Optimal Cycle:      75        Level Of Service:                  C
************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:  25   25   25    25   25   25    23   23   23    23   23   23
Lanes:        0  1 0  1  0    0  1 0  1  0    0  1 0  1  0    0  1 0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     316  322    1    43  178   77    50  534  193    17  480   69
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  316  322    1    43  178   77    50  534  193    17  480   69
Added Vol:     21    4    5     0    1    0     0    5    1     1    1   16    0
Future:       130  110   10    10   30   70    20  200   80    10   70   10
Initial Fut:  467  436   16    53  209  147    70  739  274    28  566   79
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   467  436   16    53  209  147    70  739  274    28  566   79
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  467  436   16    53  209  147    70  739  274    28  566   79
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   467  436   16    53  209  147    70  739  274    28  566   79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.61 0.61 0.61  0.70 0.70 0.70  0.78 0.78 0.78  0.80 0.80 0.80
Lanes:       1.00 0.96 0.04  0.26 1.02 0.72  0.13 1.36 0.51  0.08 1.69 0.23
Final Sat.:  1152 1111   41   347 1366  961   192 2031  753   126 2549  356
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.41 0.39 0.39  0.15 0.15 0.15  0.36 0.36 0.36  0.22 0.22 0.22
Crit Moves:  ****                                ****
Green/Cycle: 0.47 0.47 0.47  0.47 0.47 0.47  0.42 0.42 0.42  0.42 0.42 0.42
Volume/Cap:  0.87 0.84 0.84  0.33 0.33 0.33  0.87 0.87 0.87  0.53 0.53 0.53
Delay/Veh:   26.4 24.2 24.2  12.4 12.4 12.4  26.9 26.9 26.9  16.8 16.8 16.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  26.4 24.2 24.2  12.4 12.4 12.4  26.9 26.9 26.9  16.8 16.8 16.8
DesignQueue:   10   10    0     1    4    3     2   18    7     1   13    2
************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #3 Gilman Street / Sixth Street
**************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):        1.267
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):  128.7
Optimal Cycle:     180          Level Of Service:                 F
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted        Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:  19   19   19    19   19   19    19   19   19    19   19   19
Lanes:        0  0  1! 0  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    346   46  159    24   47   52    28  497  109    53  489   11
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 346   46  159    24   47   52    28  497  109    53  489   11
Added Vol:     9    0    0     0    0    0     0    0    2     0    1    0
PasserByVol: 120    0   93    20   90    0     0  193  180   122   41    0
Initial Fut: 475   46  252    44  137   52    28  690  291   175  531   11
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  475   46  252    44  137   52    28  690  291   175  531   11
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 475   46  252    44  137   52    28  690  291   175  531   11
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  475   46  252    44  137   52    28  690  291   175  531   11
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.96 0.65 0.65  0.79 0.79 0.79  0.94 0.94 0.94  0.61 0.61 0.61
Lanes:      0.52 0.07 0.41  0.38 1.17 0.45  0.03 0.68 0.29  0.24 0.74 0.02
Final Sat.:  946   92  502   564 1755  666    49 1216  513   282  857   18
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.50 0.50 0.50  0.08 0.08 0.08  0.57 0.57 0.57  0.62 0.62 0.62
Crit Moves:      ****                            ****
Green/Cycle: 0.27 0.27 0.31  0.31 0.31 0.31  0.63 0.63 0.63  0.63 0.63 0.63
Volume/Cap: 1.85 1.85 1.60  0.25 0.25 0.25  0.90 0.90 0.90  0.99 0.99 0.99
Delay/Veh:  417.0  417 302.4 18.5 18.5 18.5  22.9 22.9 22.9  42.9 42.9 42.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 417.0  417 302.4 18.5 18.5 18.5  22.9 22.9 22.9  42.9 42.9 42.9
DesignQueue:  15    1    7     1    4    1     0   12    5     3    9    0
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #4 Gilman Street / San Pablo Avenue
**************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        1.071
Loss Time (sec):    12 (Y+R =  5 sec) Average Delay (sec/veh):   68.9
Optimal Cycle:     180          Level Of Service:                 E
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Protected        Protected        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:   4   35   35     4   35   35    31   31   31    31   31   31
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    140 1057   87   126  830  112   174  345  155    40  233   82
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 140 1057   87   126  830  112   174  345  155    40  233   82
Added Vol:     1  130    0     0   22    0     0    0    0     0    0    0
PasserByVol:  60  183   40    20  180   30   107   50  120    10   30   44
Initial Fut: 201 1370  127   146 1032  142   281  395  275    50  263  126
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  201 1370  127   146 1032  142   281  395  275    50  263  126
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 201 1370  127   146 1032  142   281  395  275    50  263  126
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  201 1370  127   146 1032  142   281  395  275    50  263  126
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.94 0.94  0.95 0.93 0.93  0.57 0.57 0.57  0.67 0.67 0.67
Lanes:      1.00 1.83 0.17  1.00 1.76 0.24  0.59 0.83 0.58  0.11 0.60 0.29
Final Sat.: 1805 3261  302  1805 3116  429   636  894  622   145  765  366
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.42 0.42  0.08 0.33 0.33  0.44 0.44 0.44  0.34 0.34 0.34
Crit Moves:      ****           ****           ****
Green/Cycle: 0.12 0.39 0.39  0.08 0.35 0.35  0.41 0.41 0.41  0.41 0.41 0.41
Volume/Cap: 0.95 1.07 1.07  1.07 0.95 0.95  1.07 1.07 1.07  0.83 0.83 0.83
Delay/Veh:  93.1 76.1 76.1  143.7 47.1 47.1  80.6 80.6 80.6  40.7 40.7 40.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 93.1 76.1 76.1  143.7 47.1 47.1  80.6 80.6 80.6  40.7 40.7 40.7
DesignQueue:  10   52    5     8   41    6    10   14   10     2    9    4
**************************************************************************
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Rose Street / Shattuck Avenue
********************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):        0.759
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):  16.2
Optimal Cycle:      52          Level Of Service:                B
********************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    17  17  17     17  17  17     27  27  27     27  27  27
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  0  1   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     159  641   14   112  444   26    69  253   49    29  214  228
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  159  641   14   112  444   26    69  253   49    29  214  228
Added Vol:      0    9    0     1    2    0     0    0    0     0    0    4
Future:        60  230   20    10  220   10    10   10   30    20   10   10
Initial Fut:  219  880   34   123  666   36    79  263   79    49  224  242
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   219  880   34   123  666   36    79  263   79    49  224  242
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  219  880   34   123  666   36    79  263   79    49  224  242
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   219  880   34   123  666   36    79  263   79    49  224  242
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.32 0.94 0.94  0.23 0.94 0.94  0.77 0.77 0.85  0.88 0.88 0.88
Lanes:       1.00 1.93 0.07  1.00 1.90 0.10  0.23 0.77 1.00  0.10 0.43 0.47
Final Sat.:   602 3455  133   429 3397  184   338 1124 1615   159  726  784
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.36 0.25 0.25  0.29 0.20 0.20  0.23 0.23 0.05  0.31 0.31 0.31
Crit Moves:  ****                                            ****
Green/Cycle: 0.48 0.48 0.48  0.48 0.48 0.48  0.41 0.41 0.41  0.41 0.41 0.41
Volume/Cap:  0.76 0.53 0.53  0.60 0.41 0.41  0.58 0.58 0.12  0.76 0.76 0.76
Delay/Veh:   26.0 13.1 13.1  18.1 12.0 12.0  17.5 17.5 13.0  22.8 22.8 22.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  26.0 13.1 13.1  18.1 12.0 12.0  17.5 17.5 13.0  22.8 22.8 22.8
DesignQueue:    5   19    1     3   14    1     2    6    2     1    6    6
********************************************************************************
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Cedar Street / Martin Luther King Way
********************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        1.086
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):  51.3
Optimal Cycle:     180          Level Of Service:                D
********************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted       Permitted       Permitted       Permitted
Rights:          Include         Include         Include         Include
Min. Green:    20  20  20     20  20  20     20  20  20     20  20  20
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      53  614   65    30  541   12    20  297   57    68  296   65
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   53  614   65    30  541   12    20  297   57    68  296   65
Added Vol:      2   26    4     0    2    0     0    2    0     1   12    0
Future:        20  210   30    20   80   10    10  110   10    10   30   10
Initial Fut:   75  850   99    50  623   22    30  409   67    79  338   75
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    75  850   99    50  623   22    30  409   67    79  338   75
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   75  850   99    50  623   22    30  409   67    79  338   75
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    75  850   99    50  623   22    30  409   67    79  338   75
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.90 0.90 0.90  0.88 0.88 0.88  0.93 0.93 0.93  0.73 0.73 0.73
Lanes:       0.07 0.83 0.10  0.07 0.90 0.03  0.06 0.81 0.13  0.16 0.69 0.15
Final Sat.:   125 1418  165   121 1503   53   105 1433  235   224  957  212
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.60 0.60 0.60  0.41 0.41 0.41  0.29 0.29 0.29  0.35 0.35 0.35
Crit Moves:       ****                                            ****
Green/Cycle: 0.55 0.55 0.55  0.55 0.55 0.55  0.33 0.33 0.33  0.33 0.33 0.33
Volume/Cap:  1.09 1.09 1.09  0.75 0.75 0.75  0.88 0.88 0.88  1.09 1.09 1.09
Delay/Veh:   65.5 65.5 65.5  13.2 13.2 13.2  37.9 37.9 37.9  89.5 89.5 89.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  65.5 65.5 65.5  13.2 13.2 13.2  37.9 37.9 37.9  89.5 89.5 89.5
DesignQueue:    1   16    2     1   11    0     1   11    2     2    9    2
********************************************************************************
```

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--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #7 Cedar Street / Shattuck Avenue
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):         0.764
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):   16.7
Optimal Cycle:      52        Level Of Service:                 B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          -----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   20  20  20    20  20  20    22  22  22    22  22  22
Lanes:         1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
          -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     138  795   56   144  619   72    86  275   67    59  341  150
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  138  795   56   144  619   72    86  275   67    59  341  150
Added Vol:      0    8    0     0    1    0     0    6    0     1   13    1
Future:        20  230   40    20  210   10    10   80   40    60   20   40
Initial Fut:  158 1033   96   164  830   82    96  361  107   120  374  191
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   158 1033   96   164  830   82    96  361  107   120  374  191
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  158 1033   96   164  830   82    96  361  107   120  374  191
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   158 1033   96   164  830   82    96  361  107   120  374  191
          -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.31 0.94 0.94  0.24 0.94 0.94  0.18 0.97 0.97  0.24 0.95 0.95
Lanes:       1.00 1.83 0.17  1.00 1.82 0.18  1.00 0.77 0.23  1.00 0.66 0.34
Final Sat.:   595 3260  303   460 3243  320   346 1416  420   462 1194  610
          -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.32 0.32  0.36 0.26 0.26  0.28 0.25 0.25  0.26 0.31 0.31
Crit Moves:            ****                 ****
Green/Cycle: 0.54 0.53 0.53  0.53 0.53 0.53  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap:  0.49 0.60 0.60  0.67 0.48 0.48  0.82 0.75 0.75  0.77 0.93 0.93
Delay/Veh:    7.5  4.0  4.0  16.5  3.2  3.2  64.7 27.3 27.3  48.9 42.8 42.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   7.5  4.0  4.0  16.5  3.2  3.2  64.7 27.3 27.3  48.9 42.8 42.8
DesignQueue:    3   19    2     3   15    1     2    9    3     3   10    5
**************************************************************************
```

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--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #8 Cedar Street / Oxford Street
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):         1.104
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   62.9
Optimal Cycle:     180        Level Of Service:                 E
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          -----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   16  16  16    16  16  16    16  16  16    16  16  16
Lanes:         0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
          -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      91  464   81    17  196   17    18  307   57    61  340   31
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   91  464   81    17  196   17    18  307   57    61  340   31
Added Vol:     17  112    0     0   14    2     4    0    2     0   -3    0
future:        40   80   20    10   10    0    20  120   40    50  100   10
Initial Fut:  148  656  101    27  220   19    42  427   99   111  437   41
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   148  656  101    27  220   19    42  427   99   111  437   41
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  148  656  101    27  220   19    42  427   99   111  437   41
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   148  656  101    27  220   19    42  427   99   111  437   41
          -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.88 0.88 0.88  0.89 0.89 0.89  0.91 0.91 0.91  0.72 0.72 0.72
Lanes:       0.16 0.73 0.11  0.10 0.83 0.07  0.07 0.76 0.17  0.19 0.74 0.07
Final Sat.:   274 1214  187   173 1406  121   128 1305  303   259 1021   96
          -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.54 0.54 0.54  0.16 0.16 0.16  0.33 0.33 0.33  0.43 0.43 0.43
Crit Moves:            ****                 ****
Green/Cycle: 0.49 0.49 0.49  0.49 0.49 0.49  0.39 0.39 0.39  0.39 0.39 0.39
Volume/Cap:  1.10 1.10 1.10  0.32 0.32 0.32  0.84 0.84 0.84  1.10 1.10 1.10
Delay/Veh:   80.5 80.5 80.5  11.1 11.1 11.1  30.5 30.5 30.5  90.5 90.5 90.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  80.5 80.5 80.5  11.1 11.1 11.1  30.5 30.5 30.5  90.5 90.5 90.5
DesignQueue:    3   14    2     1    4    0     1   10    2     3   11    1
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #9 Cedar Street / Euclid Avenue
**************************************************************************
Cycle (sec):         60        Critical Vol./Cap. (X):        0.637
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):  14.0
Optimal Cycle:       42        Level Of Service:                  B
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  17  17   17    17  17   17    17  17   17    17  17   17
Lanes:        0   0  1! 0   0    0   0  1! 0   0    0   0  1! 0   0    0   1   0   0   0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     90  226   29     7  127   44    51  180   49    18   91    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  90  226   29     7  127   44    51  180   49    18   91    0
Added Vol:     0    3    0     0    1    0     3    0    0     0   -2    0
Future:       50   30    0     0   10   20    40  100   40    10   70    0
Initial Fut: 140  259   29     7  138   64    94  280   89    28  159    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 140  259   29     7  138   64    94  280   89    28  159    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 140  259   29     7  138   64    94  280   89    28  159    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 140  259   29     7  138   64    94  280   89    28  159    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.82 0.82 0.82  0.95 0.95 0.95  0.87 0.87 0.87  0.91 0.91 1.00
Lanes:      0.33 0.60 0.07  0.03 0.66 0.31  0.20 0.61 0.19  0.15 0.85 0.00
Final Sat.:  512  948  106    60 1186  550   337 1004  319   259 1468    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.27 0.27 0.27  0.12 0.12 0.12  0.28 0.28 0.28  0.11 0.11 0.00
Crit Moves:      ****                 ****
Green/Cycle: 0.43 0.43 0.43  0.43 0.43 0.43  0.44 0.44 0.44  0.44 0.44 0.00
Volume/Cap: 0.64 0.64 0.64  0.27 0.27 0.27  0.64 0.64 0.64  0.25 0.25 0.00
Delay/Veh:  15.5 15.5 15.5  11.3 11.3 11.3  15.0 15.0 15.0  10.8 10.8  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 15.5 15.5 15.5  11.3 11.3 11.3  15.0 15.0 15.0  10.8 10.8  0.0
DesignQueue:   3    5    1     0    3    1     2    6    2     1    3    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #10 Grizzly Peak Blvd / Centennial Drive
**************************************************************************
Cycle (sec):        100        Critical Vol./Cap. (X):        0.926
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):  27.3
Optimal Cycle:        0        Level Of Service:                  D
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Min. Green:   0   0    0     0   0    0     0   0    0     0   0    0
Lanes:        0   0  1! 0   0    0   0  1! 0   0    0   0  1! 0   0    0   0  1! 0   0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:    162   65  250    33   30    8     3  159   45    22  111   25
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 162   65  250    33   30    8     3  159   45    22  111   25
Added Vol:     9    0   43     0    0    0     0    0    0     5    0    0
Future:       11    0   33     0    0    0     0   22   22    11   11    0
Initial Fut: 182   65  326    33   30    8     3  181   67    38  122   25
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:  202   72  362    37   33    9     3  201   74    42  136   28
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 202   72  362    37   33    9     3  201   74    42  136   28
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  202   72  362    37   33    9     3  201   74    42  136   28
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.32 0.11 0.57  0.47 0.42 0.11  0.01 0.72 0.27  0.21 0.66 0.13
Final Sat.:  218   78  391   237  216   58     7  412  152   112  358   73
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.93 0.93 0.93  0.15 0.15 0.15  0.49 0.49 0.49  0.38 0.38 0.38
Crit Moves:      ****             ****                 ****             ****
Delay/Veh:  39.7 39.7 39.7  10.5 10.5 10.5  14.3 14.3 14.3  12.8 12.8 12.8
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 39.7 39.7 39.7  10.5 10.5 10.5  14.3 14.3 14.3  12.8 12.8 12.8
LOS by Move:  E    E    E     B    B    B     B    B    B     B    B    B
ApproachDel:      39.7             10.5             14.3             12.8
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       39.7             10.5             14.3             12.8
LOS by Appr:       E                B                B                B
**************************************************************************
```

```
                         365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              PM Peak Hour
```

```
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #11 Hearst Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):          0.929
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     25.6
Optimal Cycle:     101          Level Of Service:                   C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||--------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    22  22   22      22  22   22      22  22   22       22  22   22
Lanes:          1  0  1  1  0    1  0  1  1  0    0  1  0  1  0     0  1  0  1  0
           -----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      34  715   63     117  537   54      67  232   20     122  321  136
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   34  715   63     117  537   54      67  232   20     122  321  136
Added Vol:     22    6   -2      -2    1    2       0    5    3       41   38    2
Future:        22  176   33      66  264   44      55   22   22       55   22   99
Initial Fut:   78  897   94     184  803   98     122  259   45      218  381  237
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:    78  897   94     184  803   98     122  259   45      218  381  237
Reduct Vol:     0    0    0       0    0    0       0    0    0        0    0    0
Reduced Vol:   78  897   94     184  803   98     122  259   45      218  381  237
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:    78  897   94     184  803   98     122  259   45      218  381  237
           -----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:  0.24 0.94 0.94   0.20 0.93 0.93    0.53 0.53 0.53    0.64 0.64 0.64
Lanes:       1.00 1.81 0.19   1.00 1.78 0.22    0.57 1.22 0.21    0.52 0.91 0.57
Final Sat.:   458 3222  338    380 3166  386     576 1222  212     630 1102  685
           -----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.28 0.28   0.48 0.25 0.25    0.21 0.21 0.21    0.35 0.35 0.35
Crit Moves:            ****         ****              ****               ****
Green/Cycle: 0.41 0.41 0.41   0.41 0.41 0.41    0.39 0.39 0.39    0.39 0.39 0.39
Volume/Cap:  0.42 0.68 0.68   1.19 0.62 0.62    0.55 0.55 0.55    0.89 0.89 0.89
Delay/Veh:   15.3 12.5 12.5  143.3 11.5 11.5    20.6 20.6 20.6    34.0 34.0 34.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh:  15.3 12.5 12.5  143.3 11.5 11.5    20.6 20.6 20.6    34.0 34.0 34.0
DesignQueue:    2   24    2       5   21    3       3    7    1        6   10    6
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              PM Peak Hour
```

```
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Hearst Avenue / Oxford Avenue
********************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):          1.004
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     50.9
Optimal Cycle:     167          Level Of Service:                   D
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||--------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    19  19   19      19  19   19      22  22   22       22  22   22
Lanes:          1  0  1  1  0    0  1  0  1  0    0  1  0  1  0     1  1  0  1  0
           -----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      80  743  315      30  458   25      23  267  115     313  478   52
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   80  743  315      30  458   25      23  267  115     313  478   52
Added Vol:     -1  103   12      17   48   24       2    2    0       53   58    4
Future:        33  121   44      11   77   22       0   88   44       44 1232   11
Initial Fut:  112  967  371      58  583   71      25  357  159      410 1768   67
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:   112  967  371      58  583   71      25  357  159      410 1768   67
Reduct Vol:     0    0    0       0    0    0       0    0    0        0    0    0
Reduced Vol:  112  967  371      58  583   71      25  357  159      410 1768   67
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:   112  967  371      58  583   71      25  357  159      410 1768   67
           -----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:  0.17 0.91 0.91   0.89 0.89 0.89    0.87 0.87 0.87    0.95 0.95 0.95
Lanes:       1.00 1.45 0.55   0.16 1.64 0.20    0.09 1.32 0.59    1.00 1.93 0.07
Final Sat.:   319 2499  959    277 2781  339     152 2175  969     1798 3464  131
           -----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.35 0.39 0.39   0.21 0.21 0.21    0.16 0.16 0.16    0.23 0.51 0.51
Crit Moves:            ****         ****              ****               ****
Green/Cycle: 0.32 0.32 0.32   0.32 0.32 0.32    0.58 0.58 0.58    0.58 0.58 0.58
Volume/Cap:  1.10 1.22 1.22   0.66 0.66 0.66    0.29 0.29 0.29    0.40 0.89 0.89
Delay/Veh:  144.8 131 130.8   24.6 24.6 24.6     8.5  8.5  8.5      9.0 18.9 18.9
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh: 144.8 131 130.8   24.6 24.6 24.6     8.5  8.5  8.5      9.0 18.9 18.9
DesignQueue:    3   30   12       2   17    2       0    7    3        8   36    1
********************************************************************************
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #13 Hearst Avenue / Spruce Street
*************************************************************************
Average Delay (sec/veh):     1.0      Worst Case Level Of Service:      C
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include          Include         Include          Include
Lanes:       0  0  0  0      0  0  1! 0  0     0  1  1  0  0    0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0     11    0   48    34  579    0     0  792   13
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0     11    0   48    34  579    0     0  792   13
Added Vol:    0    0    0      1    0    0     0   31    0     0  115    5
Future:       0    0    0      0    0   20     0  130    0     0  170    0
Initial Fut:  0    0    0     12    0   68    34  740    0     0 1077   18
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0    0    0     12    0   68    34  740    0     0 1077   18
Reduct Vol:   0    0    0      0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0     12    0   68    34  740    0     0 1077   18
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1524 xxxx  547 1095 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  111 xxxx  486  645 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  106 xxxx  486  645 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     B    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  316 xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 20.2 xxxxx 10.9 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    C    *     B    *    *     *    *    *
ApproachDel:     xxxxxx            20.2           xxxxxx           xxxxxx
ApproachLOS:       *                C               *                *
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #14 Hearst Avenue / Arch Street / Le Conte Avenue
*************************************************************************
Average Delay (sec/veh):     3.0      Worst Case Level Of Service:      C
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include          Include         Include          Include
Lanes:       0  0  0  0      0  0  1! 0  0     1  0  2  0  0    0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0      6    0  135   146  439    0     0  668    6
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0      6    0  135   146  439    0     0  668    6
Added Vol:    0    0    0      0    0    0     3   28    0     0  120    0
Future:       0    0    0      0    0   40    50  100    0     0  150    0
Initial Fut:  0    0    0      6    0  175   199  567    0     0  938    6
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0    0    0      6    0  175   199  567    0     0  938    6
Reduct Vol:   0    0    0      0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0      6    0  175   199  567    0     0  938    6
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1623 xxxx  472  944 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   95 xxxx  544  735 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   75 xxxx  544  735 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 11.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     B    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  451 xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 18.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    C    *     *    *    *     *    *    *
ApproachDel:     xxxxxx            18.2           xxxxxx           xxxxxx
ApproachLOS:       *                C               *                *
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #15 Hearst Avenue / Scenic Avenue
**************************************************************************
Average Delay (sec/veh):     1.3      Worst Case Level Of Service:      B
**************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:          Include           Include           Include           Include
Lanes:       0  0  0  0  0     0  0  0  0  1     0  0  2  0  0     0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00-6:00 PM
Base Vol:     0    0    0     0    0  109     0  437    0     0  566   54
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0     0    0  109     0  437    0     0  566   54
Added Vol:    0    0    0     0    0   11     0  100    0     0  108    0
Future:       0    0    0     0    0   30     0  100    0     0  140   10
Initial Fut:  0    0    0     0    0  150     0  537    0     0  814   64
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0    0    0     0    0  150     0  537    0     0  814   64
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0     0    0  150     0  537    0     0  814   64
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   439 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   571 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   571 xxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx  13.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *     B     *    *    *     *    *    *
Movement:     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:      xxxxxx           13.5           xxxxxx           xxxxxx
ApproachLOS:        *                B               *                *
```

```
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```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
      Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #16 Hearst Avenue / Euclid Avenue
**************************************************************************
Cycle (sec):        80       Critical Vol./Cap. (X):        0.659
Loss Time (sec):    12 (Y+R =  3 sec) Average Delay (sec/veh):      18.0
Optimal Cycle:      53       Level Of Service:               B
**************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Permitted         Permitted         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:   0    0    0    25    0   25     5   16    0    16   16   16
Lanes:       0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     4    0    1    57    0  115   120  307    0     2  503   23
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  4    0    1    57    0  115   120  307    0     2  503   23
Added Vol:    0    0    0     0    0    0     0   28    0     0   98    3
Future:       0    0    0    11    0   44    44   88    0     0  143   11
Initial Fut:  4    0    1    68    0  159   164  423    0     2  744   37
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   4    0    1    68    0  159   164  423    0     2  744   37
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  4    0    1    68    0  159   164  423    0     2  744   37
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   4    0    1    68    0  159   164  423    0     2  744   37
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.86 1.00 0.86  0.82 1.00 0.82  0.56 1.00 1.00  0.99 0.99 0.99
Lanes:      0.80 0.00 0.20  0.30 0.00 0.70  1.00 1.00 0.00  0.01 0.95 0.04
Final Sat.: 1306    0  326   467    0 1091  1062 1900    0     5 1795   89
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.15 0.00 0.15  0.15 0.22 0.00  0.41 0.41 0.41
Crit Moves:                 ****                                ****
Green/Cycle:0.31 0.00 0.31  0.31 0.00 0.31  0.54 0.54 0.00  0.54 0.54 0.54
Volume/Cap: 0.01 0.00 0.01  0.47 0.00 0.47  0.29 0.41 0.00  0.77 0.77 0.77
Delay/Veh:  19.0  0.0 19.0  25.3  0.0 25.3  11.4 12.2  0.0  20.3 20.3 20.3
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 19.0  0.0 19.0  25.3  0.0 25.3  11.4 12.2  0.0  20.3 20.3 20.3
DesignQueue:  0    0    0     2    0    5     3    9    0     0   17    1
**************************************************************************
```

```
Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to WILBUR SMITH, SF, CA
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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #17 Hearst Avenue / Le Roy Avenue
**************************************************************************
Average Delay (sec/veh):      1.5       Worst Case Level Of Service:      C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||--------------|
Control:      Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:        Include          Include          Include          Include
Lanes:       0  0  0  0      0  0  1! 0  0     0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:      0    0    0     12    0   56    38   355    0     0   523   21
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0    0    0     12    0   56    38   355    0     0   523   21
Added Vol:     0    0    0      0    0    0     0    29    0     0   101    0
Future:        0    0    0      0    0   10    20    90    0     0   140   10
Initial Fut:   0    0    0     12    0   66    58   474    0     0   764   31
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    0    0    0     12    0   66    58   474    0     0   764   31
Reduct Vol:    0    0    0      0    0    0     0    0    0     0     0    0
Final Vol.:    0    0    0     12    0   66    58   474    0     0   764   31
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||--------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1358 xxxx  780   795 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   155 xxxx  399   835 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   146 xxxx  399   835 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||--------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx   9.6 xxxx xxxxx  xxxx xxxx xxxxx
LOS by Move:   *    *    *      *    *    *      A    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  315 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx 20.1 xxxxx   9.6 xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:    *    *    *      *    C    *      A    *    *      *    *    *
ApproachDel:   xxxxxx              20.1            xxxxxx           xxxxxx
ApproachLOS:      *                  C                *               *
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #18 Hearst Avenue / Gayley Road / LaLoma Avenue
**************************************************************************
Cycle (sec):       70        Critical Vol./Cap. (X):       1.173
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):   84.1
Optimal Cycle:    180         Level Of Service:               F
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||--------------|
Control:      Permitted        Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:   18   18   18     18   18   18     17   17   17     17   17   17
Lanes:       0  0  1! 0  0     0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  1
-----------|---------------||---------------||---------------||--------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    318  288   19      4  203   49     28   52  288     69  197   40
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 318  288   19      4  203   49     28   52  288     69  197   40
Added Vol:    34   28    9      0   12    0      0    8   21     11   66    0
Future:       99   33   11      0    0   22     22   33   66     11   66   11
Initial Fut: 451  349   39      4  215   71     50   93  375     91  329   51
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  451  349   39      4  215   71     50   93  375     91  329   51
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 451  349   39      4  215   71     50   93  375     91  329   51
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  451  349   39      4  215   71     50   93  375     91  329   51
-----------|---------------||---------------||---------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment: 0.67 0.67 0.67   0.96 0.96 0.96  0.71 0.71 0.71   0.72 0.72 0.85
Lanes:      0.54 0.41 0.05   0.01 0.75 0.24  0.10 0.18 0.72   0.22 0.78 1.00
Final Sat.:  689  533   60     25 1351  446   130  242  975    298 1076 1615
-----------|---------------||---------------||---------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.65 0.65 0.65   0.16 0.16 0.16  0.38 0.38 0.38   0.31 0.31 0.03
Crit Moves:      ****                           ****
Green/Cycle: 0.56 0.56 0.56   0.56 0.56 0.56  0.33 0.33 0.33   0.33 0.33 0.33
Volume/Cap: 1.17 1.17 1.17   0.29 0.29 0.29  1.17 1.17 1.17   0.93 0.93 0.10
Delay/Veh: 107.7  108 107.7   8.8  8.8  8.8 122.1  122 122.1  50.4 50.4 16.1
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 107.7  108 107.7   8.8  8.8  8.8 122.1  122 122.1  50.4 50.4 16.1
DesignQueue:   9    7    1      0    4    1      1    3   11      3    9    1
**************************************************************************
```

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #19 Berkeley Way / Oxford Street
****
Cycle (sec):   75   Critical Vol./Cap. (X):   0.560
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   9.9
Optimal Cycle: 46   Level Of Service: A
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T -	R	L	- T -	R	L	- T -	R	L	- T -	R
Control:		Permitted			Permitted			Permitted			Permitted	
Rights:		Include			Include			Include			Include	
Min. Green:	18	18	18	18	18	18	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	0	1 0

Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM

Base Vol:	48	1039	3	4	890	22	72	2	51	29	18	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1039	3	4	890	22	72	2	51	29	18	42
Added Vol:	5	92	0	0	97	3	23	0	34	0	0	0
Future:	20	160	0	0	170	0	10	0	10	20	0	10
Initial Fut:	73	1291	3	4	1157	25	105	2	95	49	18	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1291	3	4	1157	25	105	2	95	49	18	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1291	3	4	1157	25	105	2	95	49	18	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	1291	3	4	1157	25	105	2	95	49	18	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.95	0.95	0.15	0.95	0.95	0.75	0.75	0.75	0.75	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.96	0.04	0.52	0.01	0.47	1.00	0.26	0.74
Final Sat.:	350	3602	8	293	3523	76	741	14	671	1423	434	1255

Capacity Analysis Module:

Vol/Sat:	0.21	0.36	0.36	0.01	0.33	0.33	0.14	0.14	0.14	0.03	0.04	0.04
Crit Moves:		****			****			****			****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.33	0.57	0.57	0.02	0.52	0.52	0.53	0.53	0.53	0.13	0.16	0.16
Delay/Veh:	7.5	8.5	8.5	5.3	8.0	8.0	24.9	24.9	24.9	21.0	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	8.5	8.5	5.3	8.0	8.0	24.9	24.9	24.9	21.0	21.2	21.2
DesignQueue:	1	22	0	0	20	0	3	0	3	2	1	2

****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #20 University Avenue / Sixth Street
****
Cycle (sec):   128   Critical Vol./Cap. (X):   1.047
Loss Time (sec):   16 (Y+R = 5 sec) Average Delay (sec/veh):   107.4
Optimal Cycle: 180   Level Of Service: F
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T -	R	L	- T -	R	L	- T -	R	L	- T -	R
Control:		Prot+Permit			Permitted			Protected			Protected	
Rights:		Include			Include			Include			Include	
Min. Green:	6	23	23	0	23	23	6	15	15	6	15	15
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0

Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM

Base Vol:	343	353	48	101	239	465	163	827	212	42	1205	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	353	48	101	239	465	163	827	212	42	1205	33
Added Vol:	0	4	2	0	19	8	1	37	0	5	269	0
Future:	10	70	40	100	130	100	20	200	20	20	120	10
Initial Fut:	353	427	90	201	388	573	184	1064	232	67	1594	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	427	90	201	388	573	184	1064	232	67	1594	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	427	90	201	388	573	184	1064	232	67	1594	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	353	427	90	201	388	573	184	1064	232	67	1594	43

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	1.00	0.85	1.00	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.95	0.05
Final Sat.:	1856	1900	1615	1900	1900	1615	1805	2884	629	1805	3501	94

Capacity Analysis Module:

Vol/Sat:	0.19	0.22	0.06	0.11	0.20	0.35	0.10	0.37	0.37	0.04	0.46	0.46
Crit Moves:	****				****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.28	0.28	0.28	0.08	0.39	0.39	0.05	0.36	0.36
Volume/Cap:	0.58	0.68	0.17	0.38	0.73	1.27	1.27	0.94	0.94	0.79	1.27	1.27
Delay/Veh:	57.3	42.9	31.1	39.1	50.1	182.3	221.8	50.7	50.7	112.4	167	166.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	42.9	31.1	39.1	50.1	182.3	221.8	50.7	50.7	112.4	167	166.9
DesignQueue:	22	22	4	11	21	32	12	50	11	5	82	2

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--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #21 University Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):        128          Critical Vol./Cap. (X):       1.108
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):  198.2
Optimal Cycle:      180          Level Of Service:                 F
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   5   21   21    5   21   21    5   22   22    5   22   22
Lanes:       1  0  1  1  0  1  0  1  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:    233  945   93  141  681   84   87  986  105   71  906  125
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 233  945   93  141  681   84   87  986  105   71  906  125
Added Vol:     1   19    1   11    8    0    0   38    0    6  274   83
Future:       50   90   10   20  220   60   90  190   80   10   60   20
Initial Fut: 284 1054  104  172  909  144  177 1214  185   87 1240  228
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  284 1054  104  172  909  144  177 1214  185   87 1240  228
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 284 1054  104  172  909  144  177 1214  185   87 1240  228
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  284 1054  104  172  909  144  177 1214  185   87 1240  228
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.94 0.94 0.95 0.93 0.93 0.95 0.93 0.93 0.95 0.93 0.93
Lanes:      1.00 1.82 0.18 1.00 1.73 0.27 1.00 1.74 0.26 1.00 1.69 0.31
Final Sat.: 1805 3243  320 1805 3051  483 1805 3070  468 1805 2979  548
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.33 0.33 0.10 0.30 0.30 0.10 0.40 0.40 0.05 0.42 0.42
Crit Moves: ****           ****           ****           ****
Green/Cycle: 0.14 0.28 0.28 0.10 0.28 0.28 0.09 0.21 0.21 0.05 0.37 0.37
Volume/Cap: 1.13 1.16 1.16 1.00 1.06 1.06 1.13 1.88 1.88 0.97 1.13 1.13
Delay/Veh:  150.9  130 129.7 127.2 93.3 93.3 169.1  453 453.0 149.0  109 108.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 150.9  130 129.7 127.2 93.3 93.3 169.1  453 453.0 149.0  109 108.7
DesignQueue:  18   59    6   11   50    8   12   76   12    6   62   11
**************************************************************************
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--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #22 University Avenue / Martin Luther King Way
**************************************************************************
Cycle (sec):         85          Critical Vol./Cap. (X):       0.986
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):   41.4
Optimal Cycle:      180          Level Of Service:                 D
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit       Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   5   23   23   23   23   23   17   17   17   17   17   17
Lanes:       1  0  1  1  0  1  0  1  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    282  902   78   46  702   77   80  679  134   71  727   81
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 282  902   78   46  702   77   80  679  134   71  727   81
Added Vol:    12   25    0    0    3    1    0   50    0    3  353    0
Future:       30  200   20   30   60   10   30  170   40   10   70   10
Initial Fut: 324 1127   98   76  765   88  110  899  174   84 1150   91
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  324 1127   98   76  765   88  110  899  174   84 1150   91
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 324 1127   98   76  765   88  110  899  174   84 1150   91
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  324 1127   98   76  765   88  110  899  174   84 1150   91
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.37 0.94 0.94 0.13 0.94 0.94 0.14 0.93 0.93 0.14 0.94 0.94
Lanes:      1.00 1.84 0.16 1.00 1.79 0.21 1.00 1.68 0.32 1.00 1.85 0.15
Final Sat.:  709 3281  285  251 3189  367  268 2952  571  268 3308  262
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.46 0.34 0.34 0.30 0.24 0.24 0.41 0.30 0.30 0.31 0.35 0.35
Crit Moves: ****           ****           ****
Green/Cycle: 0.52 0.52 0.52 0.39 0.39 0.39 0.33 0.33 0.33 0.33 0.33 0.33
Volume/Cap: 0.88 0.66 0.66 0.78 0.62 0.62 1.23 0.91 0.91 0.94 1.04 1.04
Delay/Veh:  37.8 12.8 12.8 66.6 21.2 21.2 198.4 39.5 39.5 107.5 66.3 66.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.8 12.8 12.8 66.6 21.2 21.2 198.4 39.5 39.5 107.5 66.3 66.3
DesignQueue:  14   28    2    2   24    3    4   31    6    3   40    3
**************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #23 University Avenue / Milvia Street
**************************************************************************
Cycle (sec):       75         Critical Vol./Cap. (X):      0.645
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):      23.3
Optimal Cycle:     49         Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  21   21   21    21   21   21    20   20   20    20   20   20
Lanes:        1  0  0  1 0    0  0  1! 0 0    0  1  0  1 0    0  1  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    127  218   44    13  102   74    47  649  108    22  651   33
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 127  218   44    13  102   74    47  649  108    22  651   33
Added Vol:     0    0    0     0    0    0     0   51    0     0  356    0
Future:       10   10   10    10   10   10    20  180   20    10   80   20
Initial Fut: 137  228   54    23  112   84    67  880  128    32 1087   53
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  137  228   54    23  112   84    67  880  128    32 1087   53
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 137  228   54    23  112   84    67  880  128    32 1087   53
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  137  228   54    23  112   84    67  880  128    32 1087   53
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.70 0.97 0.97  0.90 0.90 0.90  0.67 0.67 0.67  0.85 0.85 0.85
Lanes:      1.00 0.81 0.19  0.11 0.51 0.38  0.12 1.64 0.24  0.05 1.86 0.09
Final Sat.: 1336 1492  353   180  875  656   158 2078  302    88 2992  146
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.10 0.15 0.15  0.13 0.13 0.13  0.42 0.42 0.42  0.36 0.36 0.36
Crit Moves:      ****             ****             ****             ****
Green/Cycle: 0.35 0.35 0.35  0.35 0.35 0.35  0.47 0.47 0.47  0.47 0.47 0.47
Volume/Cap: 0.30 0.44 0.44  0.37 0.37 0.37  0.89 0.89 0.89  0.77 0.77 0.77
Delay/Veh:  19.5 21.1 21.1  20.1 20.1 20.1  28.5 28.5 28.5  20.1 20.1 20.1
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 19.5 21.1 21.1  20.1 20.1 20.1  28.5 28.5 28.5  20.1 20.1 20.1
DesignQueue:   4    6    2     1    3    2     2   21    3     1   26    1
**************************************************************************
```

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--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #24 University Avenue / SB Shattuck Avenue
**************************************************************************
Cycle (sec):       75         Critical Vol./Cap. (X):      0.933
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):      23.5
Optimal Cycle:    103         Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0    16   16   16    16   16   16    16   16   16
Lanes:        0  0  0  0 0    0  1  1  1 0    1  0  1  1 0    0  1  0  1 1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0    55  576  146   131  374  254    74  642  640
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    55  576  146   131  374  254    74  642  640
Added Vol:     0    0    0     0   84   50     7   28   16     4  306    5
Future:        0    0    0    33  253   33    44  110   55    11   88  143
Initial Fut:   0    0    0    88  913  229   182  512  325    89 1036  788
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0    88  913  229   182  512  325    89 1036  788
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0    0    88  913  229   182  512  325    89 1036  788
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0    88  913  229   182  512  325    89 1036  788
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  0.77 0.77 0.77  0.17 0.81 0.81  0.68 0.68 0.68
Lanes:      0.00 0.00 0.00  0.21 2.23 0.56  1.00 1.22 0.78  0.14 1.62 1.24
Final Sat.:    0    0    0   316 3274  821   328 1872 1188   179 2084 1586
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.28 0.28 0.28  0.55 0.27 0.27  0.50 0.50 0.50
Crit Moves:                      ****             ****             ****
Green/Cycle: 0.00 0.00 0.00  0.30 0.30 0.30  0.59 0.59 0.59  0.59 0.59 0.59
Volume/Cap: 0.00 0.00 0.00  0.93 0.93 0.93  0.93 0.46 0.46  0.84 0.84 0.84
Delay/Veh:   0.0  0.0  0.0  38.7 38.7 38.7  62.7  9.3  9.3  16.1 16.1 16.1
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0  38.7 38.7 38.7  62.7  9.3  9.3  16.1 16.1 16.1
DesignQueue:   0    0    0     3   28    7     3    9    6     2   19   15
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #25 University Avenue / NB Shattuck Avenue
**************************************************************************
Cycle (sec):        75        Critical Vol./Cap. (X):        0.617
Loss Time (sec):    15 (Y+R =  4 sec) Average Delay (sec/veh):  18.5
Optimal Cycle:      53        Level Of Service:                 B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Protected          Protected         Protected         Protected
Rights:         Include            Include           Include           Include
Min. Green:   19    0   19       0    0    0       0   13    0       0   13    0
Lanes:        2  0  1! 0  1      0  0  0  0  0      0  0  2  0  0      0  0  2  0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      938    0  208       0    0    0       0  454    0       0  433    0
Growth Adj:   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   938    0  208       0    0    0       0  454    0       0  433    0
Added Vol:     155    0   13       0    0    0       0   28    0       0  160    0
Future:        150    0   40       0    0    0       0    0    0       0   70    0
Initial Fut:  1243    0  261       0    0    0       0  482    0       0  663    0
User Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:   1243    0  261       0    0    0       0  482    0       0  663    0
Reduct Vol:      0    0    0       0    0    0       0    0    0       0    0    0
Reduced Vol:  1243    0  261       0    0    0       0  482    0       0  663    0
PCE Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:   1243    0  261       0    0    0       0  482    0       0  663    0
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900    1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:   0.82 1.00 0.84    1.00 1.00 1.00    1.00 0.86 1.00    1.00 0.86 1.00
Lanes:        2.77 0.00 1.23    0.00 0.00 0.00    0.00 2.00 0.00    0.00 2.00 0.00
Final Sat.:   4290    0 1973       0    0    0       0 3249    0       0 3249    0
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.29 0.00 0.13    0.00 0.00 0.00    0.00 0.15 0.00    0.00 0.20 0.00
Crit Moves:   ****                              ****                              ****
Green/Cycle:  0.47 0.00 0.47    0.00 0.00 0.00    0.00 0.33 0.00    0.00 0.33 0.00
Volume/Cap:   0.62 0.00 0.28    0.00 0.00 0.00    0.00 0.45 0.00    0.00 0.62 0.00
Delay/Veh:    16.0  0.0 12.3     0.0  0.0  0.0     0.0 21.1  0.0     0.0 23.8  0.0
User DelAdj:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh:   16.0  0.0 12.3     0.0  0.0  0.0     0.0 21.1  0.0     0.0 23.8  0.0
DesignQueue:    29    0    6       0    0    0       0   14    0       0   19    0
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #26 University Avenue / Oxford Street
**************************************************************************
Cycle (sec):        75        Critical Vol./Cap. (X):        0.890
Loss Time (sec):     4 (Y+R =  4 sec) Average Delay (sec/veh):  30.6
Optimal Cycle:      145       Level Of Service:                 C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted         Permitted         Permitted
Rights:         Include            Include           Include           Include
Min. Green:   18   18   18      18   18   18      18   18   18      18   18   18
Lanes:        1  0  1  1  0      1  0  1  1  0      1  1  0  0  1      0  0  1! 0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      278  771   16      32  835  106     306   39  330       9   37   40
Growth Adj:   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   278  771   16      32  835  106     306   39  330       9   37   40
Added Vol:      90   75    0      55   76   23      -1   19   -2      -6   -2
Future:         55  143    0      11  176   33      22   11   22       0   11   11
Initial Fut:   423  989   16      43 1066  215     351   49  371       7   42   49
User Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:    423  989   16      43 1066  215     351   49  371       7   42   49
Reduct Vol:      0    0    0       0    0    0       0    0    0       0    0    0
Reduced Vol:   423  989   16      43 1066  215     351   49  371       7   42   49
PCE Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:    423  989   16      43 1066  215     351   49  371       7   42   49
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900    1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:   0.41 0.85 0.85    0.24 0.83 0.83    0.59 0.59 0.77    0.83 0.83 0.83
Lanes:        1.00 1.97 0.03    1.00 1.66 0.34    1.75 0.25 1.00    0.07 0.43 0.50
Final Sat.:    770 3191   52     453 2636  532    1972  275 1454     112  675  787
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.55 0.31 0.31    0.09 0.40 0.40    0.18 0.18 0.26    0.06 0.06 0.06
Crit Moves:   ****                              ****                              ****
Green/Cycle:  0.68 0.68 0.68    0.42 0.42 0.42    0.26 0.26 0.26    0.26 0.26 0.26
Volume/Cap:   0.80 0.45 0.45    0.23 0.97 0.97    0.68 0.68 0.97    0.24 0.24 0.24
Delay/Veh:    30.1  6.1  6.1    16.9 40.4 40.4    31.0 31.0 66.9    23.1 23.1 23.1
User DelAdj:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh:   30.1  6.1  6.1    16.9 40.4 40.4    31.0 31.0 66.9    23.1 23.1 23.1
DesignQueue:    14   14    0       1   28    6      11    2   12       0    1    2
**************************************************************************
```

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-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #27 Univeristy Drive (East Gate)  / Gayley Road
*************************************************************************
Average Delay (sec/veh):     2.1      Worst Case Level Of Service:      C
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       1  0  1  0  0     0  0  0  1  0     1  0  0  0  1     0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:      59  552    0     0  505   52    41    0   81     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   59  552    0     0  505   52    41    0   81     0    0    0
Added Vol:     -2   90    0     0   46   -3   -19    0  -12     0    0    0
Future:        20  110    0     0   60   10    10    0   20     0    0    0
Initial Fut:   77  752    0     0  611   59    32    0   89     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    77  752    0     0  611   59    32    0   89     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    77  752    0     0  611   59    32    0   89     0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  xxxxx xxxx xxxxx  6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx  xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  670 xxxx xxxxx  xxxx xxxx xxxxx  1547 xxxx   641 xxxx xxxx xxxxx
Potent Cap.:  930 xxxx xxxxx  xxxx xxxx xxxxx   127 xxxx   479 xxxx xxxx xxxxx
Move Cap.:    930 xxxx xxxxx  xxxx xxxx xxxxx   119 xxxx   479 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:  9.2 xxxx xxxxx  xxxxx xxxx xxxxx  46.0 xxxx  14.2 xxxxx xxxx xxxxx
LOS by Move:   A    *    *      *    *    *      E    *     B    *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    *    *    *      *    *    *      *    *    *      *    *    *
ApproachDel:    xxxxxx           xxxxxx           22.6            xxxxxx
ApproachLOS:      *                *                C                *
```

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-------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #28 Addison Street / Oxford Street
*************************************************************************
Average Delay (sec/veh):     2.6      Worst Case Level Of Service:      E
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       1  0  2  0  0     0  0  1  1  0     0  0  1! 0  0     0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      32 1006    0     0  952   28    10    0  114     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   32 1006    0     0  952   28    10    0  114     0    0    0
Added Vol:      3  149    0     0   70    2    16    0   18     0    0    0
Future:        10  180    0     0  170   10     0    0   10     0    0    0
Initial Fut:   45 1335    0     0 1192   40    26    0  142     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:    48 1420    0     0 1268   43    28    0  151     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    48 1420    0     0 1268   43    28    0  151     0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  xxxxx xxxx xxxxx  6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx  xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  883 xxxx xxxxx  xxxx xxxx xxxxx  1671 xxxx    16 xxxx xxxx xxxxx
Potent Cap.:  586 xxxx xxxxx  xxxx xxxx xxxxx    63 xxxx   806 xxxx xxxx xxxxx
Move Cap.:    586 xxxx xxxxx  xxxx xxxx xxxxx    59 xxxx   806 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 11.7 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   B    *    *      *    *    *      *    *    *      *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  271 xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx 40.7 xxxxx  xxxxx xxxx xxxxx
Shared LOS:    *    *    *      *    *    *      *    E    *      *    *    *
ApproachDel:    xxxxxx           xxxxxx           40.7            xxxxxx
ApproachLOS:      *                *                E                *
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #29 Center Street / SB Shattuck Avenue
**************************************************************************
Cycle (sec):        75       Critical Vol./Cap. (X):        0.632
Loss Time (sec):    12 (Y+R = 10 sec) Average Delay (sec/veh):   17.4
Optimal Cycle:      67       Level Of Service:                 B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted        Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:   0    0    0    30   30   30    0    17   17    25   25    0
Lanes:       0 0  0  0 0   0 1  1  1 0   0 0  0  1 0   0 1  0  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0    41  790  126    0   104  179    29  160    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0    41  790  126    0   104  179    29  160    0
Added Vol:    0    0    0     0  116    0    0    0    0    -2    2    0
Future:       0    0    0    10  230   40    0   50   30    30   40    0
Initial Fut:  0    0    0    51 1136  166    0   154  209    57  202    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0    51 1136  166    0   154  209    57  202    0
Reduct Vol:   0    0    0     0    0    0    0    0    0    0    0    0
Reduced Vol:  0    0    0    51 1136  166    0   154  209    57  202    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0    0    0    51 1136  166    0   154  209    57  202    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.79 0.79 0.79 1.00 0.83 0.83 0.79 0.79 1.00
Lanes:      0.00 0.00 0.00 0.11 2.52 0.37 0.00 0.42 0.58 0.22 0.78 0.00
Final Sat.:   0    0    0   170 3780  552    0   669  908   329 1164    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.30 0.30 0.30 0.00 0.23 0.23 0.17 0.17 0.00
Crit Moves:                     ****             ****
Green/Cycle: 0.00 0.00 0.00 0.40 0.40 0.40 0.00 0.29 0.29 0.43 0.43 0.00
Volume/Cap: 0.00 0.00 0.00 0.75 0.75 0.75 0.00 0.78 0.78 0.41 0.41 0.00
Delay/Veh:   0.0  0.0  0.0 13.7 13.7 13.7  0.0 36.9 36.9  9.4  9.4  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0 13.7 13.7 13.7  0.0 36.9 36.9  9.4  9.4  0.0
DesignQueue:  0    0    0     1   30    4    0    5    6    1    5    0
**************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #30 Center Street / NB Shattuck Avenue
**************************************************************************
Cycle (sec):        75       Critical Vol./Cap. (X):        0.551
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    9.5
Optimal Cycle:      65       Level Of Service:                 A
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted        Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:  40   40   40    0    0    0    17   17   0    0    17   17
Lanes:       0 1  1  1 0   0 0  0  0 0   0 1  0  0 0   0 0  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    50  982   86    0    0    0    81   55    0    0   139   58
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50  982   86    0    0    0    81   55    0    0   139   58
Added Vol:    0  118    0    0    0    0    0    0    0    0    0    0
Future:      30  110   30    0    0    0    30   40    0    0   40   60
Initial Fut: 80 1210  116    0    0    0   111   95    0    0   179  118
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  80 1210  116    0    0    0   111   95    0    0   179  118
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 80 1210  116    0    0    0   111   95    0    0   179  118
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  80 1210  116    0    0    0   111   95    0    0   179  118
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 1.00 1.00 1.00 0.74 0.74 1.00 1.00 0.85 0.85
Lanes:      0.17 2.58 0.25 0.00 0.00 0.00 0.54 0.46 0.00 0.00 0.60 0.40
Final Sat.: 259 3922  376    0    0    0   754  645    0    0   975  643
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.31 0.31 0.31 0.00 0.00 0.00 0.15 0.15 0.00 0.00 0.18 0.18
Crit Moves:      ****                                          ****
Green/Cycle: 0.53 0.53 0.53 0.00 0.00 0.00 0.29 0.29 0.00 0.00 0.29 0.29
Volume/Cap: 0.58 0.58 0.58 0.00 0.00 0.00 0.50 0.50 0.00 0.00 0.63 0.63
Delay/Veh:   3.8  3.8  3.8  0.0  0.0  0.0 20.2 20.2  0.0  0.0 29.1 29.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  3.8  3.8  3.8  0.0  0.0  0.0 20.2 20.2  0.0  0.0 29.1 29.1
DesignQueue:  2   25    2    0    0    0    3    3    0    0    5    4
**************************************************************************
```

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-------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #31 Center Street / Oxford Street
*************************************************************************
Cycle (sec):          75        Critical Vol./Cap. (X):        0.550
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):  10.5
Optimal Cycle:        46        Level Of Service:                 B
*************************************************************************
Approach:      North Bound       South Bound        East Bound         West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted          Permitted         Permitted          Permitted
Rights:        Include            Include           Include            Include
Min. Green:  19   19   19    19   19   19    19   19   19    19   19   19
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2000 << 4:00 - 6:00 PM
Base Vol:     87  998   24    19  980   67    33    6   84    37    9   16
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  87  998   24    19  980   67    33    6   84    37    9   16
Added Vol:     0  156    0    -1   85    3     0    0    0    -2   -3   -5
Future:       40  150   10     0  150   30    30    0   30     0    0    0
Initial Fut: 127 1304   34    18 1215  100    63    6  114    35    6   11
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  127 1304   34    18 1215  100    63    6  114    35    6   11
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 127 1304   34    18 1215  100    63    6  114    35    6   11
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  127 1304   34    18 1215  100    63    6  114    35    6   11
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.19 0.95 0.95  0.18 0.94 0.94  0.81 0.81 0.81  0.76 0.76 0.76
Lanes:      1.00 1.95 0.05  1.00 1.85 0.15  0.34 0.03 0.63  0.67 0.12 0.21
Final Sat.:  359 3504   91   348 3299  272   527   50  954   977  168  307
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.35 0.37 0.37  0.05 0.37 0.37  0.12 0.12 0.12  0.04 0.04 0.04
Crit Moves:       ****                           ****
Green/Cycle: 0.64 0.64 0.64  0.64 0.64 0.64  0.25 0.25 0.25  0.25 0.25 0.25
Volume/Cap:  0.55 0.58 0.58  0.08 0.58 0.58  0.47 0.47 0.47  0.14 0.14 0.14
Delay/Veh:  16.8  8.8  8.8   5.8  8.8  8.8  27.8 27.8 27.8  22.5 22.5 22.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 16.8  8.8  8.8   5.8  8.8  8.8  27.8 27.8 27.8  22.5 22.5 22.5
DesignQueue:   2   22    1     0   20    2     2    0    4     1    0    0
*************************************************************************
```

```
-------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
*************************************************************************
Intersection #32 Stadium Rim Road / Gayley Road
*************************************************************************
Cycle (sec):         100        Critical Vol./Cap. (X):        1.274
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):  92.7
Optimal Cycle:         0        Level Of Service:                 F
*************************************************************************
Approach:      North Bound       South Bound        East Bound         West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Stop Sign          Stop Sign         Stop Sign          Stop Sign
Rights:        Include            Include           Include            Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0   0  1  0  0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  359   19   135  459    0    20    7   15    47    0  232
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  359   19   135  459    0    20    7   15    47    0  232
Added Vol:     0   55   22     6   29    0     0    0    0    30    0   33
Future:        0   99   11    22   55    0     0    0    0    11    0   33
Initial Fut:   0  513   52   163  543    0    20    7   15    88    0  298
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  513   52   163  543    0    20    7   15    88    0  298
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  513   52   163  543    0    20    7   15    88    0  298
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  513   52   163  543    0    20    7   15    88    0  298
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.91 0.09  0.23 0.77 0.00  0.47 0.17 0.36  0.23 0.00 0.77
Final Sat.:    0  511   52   128  426    0   194   68  145   123    0  417
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 1.00 1.00  1.27 1.27 xxxx  0.10 0.10 0.10  0.71 xxxx 0.71
Crit Moves:      ****            ****            ****            ****
Delay/Veh:   0.0 63.9 63.9 157.8  158  0.0  12.3 12.3 12.3  24.5  0.0 24.5
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 63.9 63.9 157.8  158  0.0  12.3 12.3 12.3  24.5  0.0 24.5
LOS by Move:  *   F    F     F    F    *     B    B    B     C    *    C
ApproachDel:      63.9            157.8           12.3            24.5
Delay Adj:        1.00             1.00           1.00            1.00
ApprAdjDel:       63.9            157.8           12.3            24.5
LOS by Appr:       F                F              B               C
*************************************************************************
```

```
----------------------------------------------------------------------
                      365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
----------------------------------------------------------------------
                  Level Of Service Computation Report
        2000 HCM Unsignalized Method (Future Volume Alternative)
**********************************************************************
Intersection #33 Allston Way / Oxford Street
**********************************************************************
Average Delay (sec/veh):     2.8       Worst Case Level Of Service:      E
**********************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       0  1  1  0  0    0  1  0  1  0    1  0  0  0  1    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     46 1002    0   26 1082   75   23    0  110    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  46 1002    0   26 1082   75   23    0  110    0    0    0
Added Vol:     0  156    0    0   83    0    0    0    0    0    0    0
Future:        0  190    0   10  160   10    0    0   30    0    0    0
Initial Fut:  46 1348    0   36 1325   85   23    0  140    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   46 1348    0   36 1325   85   23    0  140    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   46 1348    0   36 1325   85   23    0  140    0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  4.1 xxxx xxxxx  6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1296 xxxx xxxxx 1348 xxxx xxxxx 2147 xxxx    549 xxxx xxxx xxxxx
Potent Cap.:  511 xxxx xxxxx  517 xxxx xxxxx   40 xxxx    457 xxxx xxxx xxxxx
Move Cap.:    511 xxxx xxxxx  517 xxxx xxxxx   35 xxxx    457 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 12.7 xxxx xxxxx 12.5 xxxx xxxxx 219.9 xxxx  16.3 xxxxx xxxx xxxxx
LOS by Move:   B    *    *     B    *    *     F    *     C    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx
Shrd StpDel: 12.7 xxxx xxxxx 12.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    B    *    *     B    *    *     *    *    *    *    *    *
ApproachDel:     xxxxxx           xxxxxx           45.0           xxxxxx
ApproachLOS:       *                *               E                *
```

```
----------------------------------------------------------------------
                      365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
----------------------------------------------------------------------
                  Level Of Service Computation Report
        2000 HCM Unsignalized Method (Future Volume Alternative)
**********************************************************************
Intersection #34 Kittridge Street / Oxford Street / Fulton Street
**********************************************************************
Average Delay (sec/veh): OVERFLOW     Worst Case Level Of Service:      F
**********************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     45  995    0    0 1108   96   51    0   69    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  45  995    0    0 1108   96   51    0   69    0    0    0
Added Vol:     0   94    3    9   74    0    0    3    0   18   26   62
Future:       20  180    0    0  150   30   10    0   20    0    0    0
Initial Fut:  65 1269    3    9 1332  126   61    3   89   18   26   62
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   65 1269    3    9 1332  126   61    3   89   18   26   62
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   65 1269    3    9 1332  126   61    3   89   18   26   62
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx  4.1 xxxx xxxxx  7.5  6.5   6.9  7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5  4.0   3.3  3.5  4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1357 xxxx xxxxx 1272 xxxx xxxxx 2136 2795   588 2026 2860   636
Potent Cap.:  487 xxxx xxxxx  553 xxxx xxxxx   27   18   434   33   16   425
Move Cap.:    487 xxxx xxxxx  553 xxxx xxxxx    0   15   434   20   14   425
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 13.5 xxxx xxxxx 11.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   B    *    *     B    *    *     *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx    0 xxxxx  xxxx   36 xxxxx
Shrd StpDel: 13.5 xxxx xxxxx 11.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 1122 xxxxx
Shared LOS:    B    *    *     B    *    *     *    *    *    *    F    *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx          1122.1
ApproachLOS:       *                *               F               F
```

```
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
```

```
                     Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
```
****
Intersection #35 Stadium Rim Road / Centennial Drive
****
```
Cycle (sec):       100         Critical Vol./Cap. (X):      0.629
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):    13.1
Optimal Cycle:       0              Level Of Service:             B
```
****
```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0 0  0 1  0      0 1  0 0  0      0 0  0 0  0      0 0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0   99  140    102   57    0      0    0    0    204    0  146
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0   99  140    102   57    0      0    0    0    204    0  146
Added Vol:    0    0    0     27    0    0      0    0    0      0    0   63
Future:       0   22   22     22   11    0      0    0    0     11    0   22
Initial Fut:  0  121  162    151   68    0      0    0    0    215    0  231
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  121  162    151   68    0      0    0    0    215    0  231
Reduct Vol:   0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  0  121  162    151   68    0      0    0    0    215    0  231
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  121  162    151   68    0      0    0    0    215    0  231
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.43 0.57  0.69 0.31 0.00   0.00 0.00 0.00  0.48 0.00 0.52
Final Sat.:   0  290  389    422  190    0      0    0    0    342    0  367
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.42 0.42  0.36 0.36 xxxx   xxxx xxxx xxxx  0.63 xxxx 0.63
Crit Moves:        ****           ****                            ****
Delay/Veh:    0.0 11.2 11.2  11.3 11.3  0.0    0.0  0.0  0.0  15.2  0.0 15.2
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 11.2 11.2  11.3 11.3  0.0    0.0  0.0  0.0  15.2  0.0 15.2
LOS by Move:  *   B    B      B    B    *      *    *    *     C    *    C
ApproachDel:     11.2            11.3            xxxxxx           15.2
Delay Adj:       1.00            1.00            xxxxx            1.00
ApprAdjDel:      11.2            11.3            xxxxxx           15.2
LOS by Appr:      B               B               *               C
```
****

```
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
```

```
                     Level Of Service Computation Report
               2000 HCM Operations Method (Future Volume Alternative)
```
****
Intersection #36 Bancroft Way / Shattuck Avenue
****
```
Cycle (sec):        75         Critical Vol./Cap. (X):      0.841
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):    22.3
Optimal Cycle:      69              Level Of Service:             C
```
****
```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18   18    0      0   18   18      0    0    0     16   16   16
Lanes:        1 0  2 0  0      0 0  1 1  0      0 0  1! 0  0     1 0  0 1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    30 1186    0      0  949   23      1    0   38    258   97  111
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 30 1186    0      0  949   23      1    0   38    258   97  111
Added Vol:    0   45    0      0  140    0      0    0    0    109    0   76
Future:      10  150    0      0  290   10      0    0    0     30   20   20
Initial Fut: 40 1381    0      0 1379   33      1    0   38    397  117  207
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  40 1381    0      0 1379   33      1    0   38    397  117  207
Reduct Vol:   0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 40 1381    0      0 1379   33      1    0   38    397  117  207
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  40 1381    0      0 1379   33      1    0   38    397  117  207
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900   1900 1900 1900  1900 1900 1900
Adjustment: 0.13 0.86 1.00  1.00 0.85 0.85   0.78 1.00 0.78  0.66 0.81 0.81
Lanes:      1.00 2.00 0.00  0.00 1.95 0.05   0.03 0.00 0.97  1.00 0.36 0.64
Final Sat.:  245 3249    0      0 3164   76     38    0 1438   1259  558  988
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.43 0.00  0.00 0.44 0.44   0.03 0.00 0.03  0.32 0.21 0.21
Crit Moves:             ****                            ****
Green/Cycle: 0.52 0.52 0.00  0.00 0.52 0.52  0.38 0.00 0.38  0.38 0.38 0.38
Volume/Cap:  0.32 0.82 0.00  0.00 0.84 0.84  0.07 0.00 0.07  0.84 0.56 0.56
Delay/Veh:  16.8 19.7  0.0    0.0 20.7 20.7  15.3  0.0 15.3  37.8 22.4 22.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 16.8 19.7  0.0    0.0 20.7 20.7  15.3  0.0 15.3  37.8 22.4 22.4
DesignQueue:   1   31    0      0   31    1     0    0    1     11    3    6
```
****

```
--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #37 Bancroft Way / Fulton Street
********************************************************************************
Cycle (sec):        75           Critical Vol./Cap. (X):       0.508
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    10.3
Optimal Cycle:      49           Level Of Service:                 B
********************************************************************************
Approach:         North Bound      South Bound       East Bound      West Bound
Movement:      L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Ignore
Min. Green:   17   17    0     0   17   17     0    0    0    24   24   24
Lanes:         0    1    1 0    0    0    2 1 0    0    0    0 0    0    1    1 0 1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     18  164    0     0 1066  165     0    0    0    12  287  898
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  18  164    0     0 1066  165     0    0    0    12  287  898
Added Vol:     2    0    0     0   85    7     0    0    0    20  144   97
Future:       10   10    0     0  130   20     0    0    0    10   30  170
Initial Fut:  30  174    0     0 1281  192     0    0    0    42  461 1165
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:   30  174    0     0 1281  192     0    0    0    42  461    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  30  174    0     0 1281  192     0    0    0    42  461    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
Final Vol.:   30  174    0     0 1281  192     0    0    0    42  461    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.73 0.73 1.00  1.00 0.89 0.89  1.00 1.00 1.00  0.81 0.81 1.00
Lanes:      0.29 1.71 0.00  0.00 2.61 0.39  0.00 0.00 0.00  0.17 1.83 1.00
Final Sat.:  408 2365    0     0 4425  663     0    0    0   256 2812 1900
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.07 0.00  0.00 0.29 0.29  0.00 0.00 0.00  0.16 0.16 0.00
Crit Moves:                      ****                            ****
Green/Cycle: 0.57 0.57 0.00  0.00 0.57 0.57  0.00 0.00 0.00  0.32 0.32 0.00
Volume/Cap: 0.13 0.13 0.00  0.00 0.51 0.51  0.00 0.00 0.00  0.51 0.51 0.00
Delay/Veh:   5.0  5.0  0.0   0.0  6.9  6.9   0.0  0.0  0.0  22.4 22.4  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  5.0  5.0  0.0   0.0  6.9  6.9   0.0  0.0  0.0  22.4 22.4  0.0
DesignQueue:   1    3    0     0   25    4     0    0    0     1   13    0
********************************************************************************
```

```
--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                            PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #38 Bancroft Way / Ellsworth Street
********************************************************************************
Average Delay (sec/veh):    10.0          Worst Case Level Of Service:     E
********************************************************************************
Approach:        North Bound      South Bound       East Bound      West Bound
Movement:      L  - T  - R    L  - T  - R    L  - T  - R    L  - T  - R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign       Uncontrolled    Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:         1  1  0  0  0   0  0  0  0  1   0  0  0  0  0   0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    348   11    0     0    0  100     0    0    0     0  877    6
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 348   11    0     0    0  100     0    0    0     0  877    6
Added Vol:    12    0    0     0    0    0     0    0    0     0  158    0
Future:       50    0    0     0    0    0     0    0    0     0  230    0
Initial Fut: 410   11    0     0    0  100     0    0    0     0 1265    6
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  410   11    0     0    0  100     0    0    0     0 1265    6
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:  410   11    0     0    0  100     0    0    0     0 1265    6
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx xxxx    6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx xxxx    3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 633 1271 xxxxx  xxxx xxxx    636 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 396  169 xxxxx  xxxx xxxx    482 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   313  169 xxxxx  xxxx xxxx    482 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 35.8 xxxx xxxxx xxxxx xxxx  14.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  E    *    *     *    *    B     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: 300 xxxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 42.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   E    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:     39.2           14.4          xxxxxx          xxxxxx
ApproachLOS:       E              B              *              *
```

```
--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
--------------------------------------------------------------------------
                Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #39 Bancroft Way / Dana Street
**************************************************************************
Average Delay (sec/veh):     0.0      Worst Case Level Of Service:      A
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  1  2  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0    0    0    0     0    0    0   282  873    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    0    0    0     0    0    0   282  873    0
Added Vol:     0    0    0    0    0    0     0    0    0    32  158    0
Future:        0    0    0    0    0    0     0    0    0    50  230    0
Initial Fut:   0    0    0    0    0    0     0    0    0   364 1261    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0    0    0    0     0    0    0   364 1261    0
Reduct Vol:    0    0    0    0    0    0     0    0    0     0    0    0
Final Vol.:    0    0    0    0    0    0     0    0    0   364 1261    0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     *    *    *     A    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *    *     A    *    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       *                *                *                *
```

```
--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
--------------------------------------------------------------------------
                Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #40 Bancroft Way / Telegraph Avenue
**************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):        0.414
Loss Time (sec):     8 (Y+R = 22 sec) Average Delay (sec/veh):      19.3
Optimal Cycle:      58          Level Of Service:                 B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    29    0    0    0    0    0     0    0    0     0   21    0
Lanes:         2  0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  0  3  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    495    0    0    0    0    0     0    0    0     0  675    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 495    0    0    0    0    0     0    0    0     0  675    0
Added Vol:     3    0    0    0    0    0     0    0    0     0  157    0
Future:      130    0    0    0    0    0     0    0    0     0  140    0
Initial Fut: 628    0    0    0    0    0     0    0    0     0  972    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  628    0    0    0    0    0     0    0    0     0  972    0
Reduct Vol:    0    0    0    0    0    0     0    0    0     0    0    0
Reduced Vol: 628    0    0    0    0    0     0    0    0     0  972    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  628    0    0    0    0    0     0    0    0     0  972    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.91 1.00
Lanes:      2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 3.00 0.00
Final Sat.: 3502    0    0    0    0    0     0    0    0     0 5187    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.19 0.00
Crit Moves: ****                                                 ****
Green/Cycle:0.42 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.00
Volume/Cap: 0.43 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.62 0.00
Delay/Veh:  13.6  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 23.0  0.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.6  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 23.0  0.0
DesignQueue:  15    0    0    0    0    0     0    0    0     0   28    0
**************************************************************************
```

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```
--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                             PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #41 Bancroft Way / Bowditch Street
**************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):      0.670
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):     16.2
Optimal Cycle:       0          Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1 0  0  0  0    0 0  0  0  0    0 0  0  0  0    0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    191    0    0     0    0    0     0    0    0    99  494    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 191    0    0     0    0    0     0    0    0    99  494    0
Added Vol:     0    0    0     0    0    0     0    0    0    27  157    0
Future:       30    0    0     0    0    0     0    0    0    20  110    0
Initial Fut: 221    0    0     0    0    0     0    0    0   146  761    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  221    0    0     0    0    0     0    0    0   146  761    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 221    0    0     0    0    0     0    0    0   146  761    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  221    0    0     0    0    0     0    0    0   146  761    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      1.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.32 1.68 0.00
Final Sat.:  617    0    0     0    0    0     0    0    0   218 1158    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.36 xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  0.67 0.66 xxxx
Crit Moves: ****                                            ****
Delay/Veh:  11.7  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  17.9 17.2  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 11.7  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  17.9 17.2  0.0
LOS by Move:  B    *    *     *    *    *     *    *    *     C    C    *
ApproachDel:     11.7           xxxxxx           xxxxxx           17.3
Delay Adj:       1.00           xxxxx            xxxxx            1.00
ApprAdjDel:      11.7           xxxxxx           xxxxxx           17.3
LOS by Appr:      B               *                *               C
**************************************************************************
```

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--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                             PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #42 Bancroft Way / College Avenue
**************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):      0.717
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):     15.9
Optimal Cycle:       0          Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1 0  0  0  0    0 0  0  0  0    0 0  0  0  0    0 1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    371    0    0     0    0    0     0    0    0    83  226    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 371    0    0     0    0    0     0    0    0    83  226    0
Added Vol:    20    0    0     0    0    0     0    0    0    23   42    0
Future:      110    0    0     0    0    0     0    0    0     0   22    0
Initial Fut: 501    0    0     0    0    0     0    0    0   106  290    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  501    0    0     0    0    0     0    0    0   106  290    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 501    0    0     0    0    0     0    0    0   106  290    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  501    0    0     0    0    0     0    0    0   106  290    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      1.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.54 1.46 0.00
Final Sat.:  699    0    0     0    0    0     0    0    0   309  870    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.72 xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  0.34 0.33 xxxx
Crit Moves: ****                                            ****
Delay/Veh:  19.4  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  11.7 11.3  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 19.4  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  11.7 11.3  0.0
LOS by Move:  C    *    *     *    *    *     *    *    *     B    B    *
ApproachDel:     19.4           xxxxxx           xxxxxx           11.4
Delay Adj:       1.00           xxxxx            xxxxx            1.00
ApprAdjDel:      19.4           xxxxxx           xxxxxx           11.4
LOS by Appr:      C               *                *               B
**************************************************************************
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--------------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #43 Bancroft Way / Piedmont Avenue
********************************************************************************
Cycle (sec):        100            Critical Vol./Cap. (X):        0.998
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):     39.8
Optimal Cycle:        0            Level Of Service:                 E
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:          Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:            Include           Include           Include           Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:         0  1  0  0  0    0  0  0  1  0    0  0  0  0  0    0  0  0  0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      152  439    0    0  357  159    0    0    0    0    0    0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   152  439    0    0  357  159    0    0    0    0    0    0
Added Vol:      13   67    0    0   39   52    0    0    0    0    0    0
Future:         11   99    0    0   44   11    0    0    0    0    0    0
Initial Fut:   176  605    0    0  440  222    0    0    0    0    0    0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    176  605    0    0  440  222    0    0    0    0    0    0
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   176  605    0    0  440  222    0    0    0    0    0    0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    176  605    0    0  440  222    0    0    0    0    0    0
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.23 0.77 0.00 0.00 0.66 0.34 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:    176  607    0    0  533  269    0    0    0    0    0    0
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      1.00 1.00 xxxx xxxx 0.83 0.83 xxxx xxxx xxxx xxxx xxxx xxxx
Crit Moves:        ****                ****
Delay/Veh:    52.5 52.5  0.0  0.0 24.9 24.9  0.0  0.0  0.0  0.0  0.0  0.0
Delay Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   52.5 52.5  0.0  0.0 24.9 24.9  0.0  0.0  0.0  0.0  0.0  0.0
LOS by Move:    F    F    *    *    C    C    *    *    *    *    *    *
ApproachDel:      52.5              24.9             xxxxxx           xxxxxx
Delay Adj:        1.00              1.00             xxxxx            xxxxx
ApprAdjDel:       52.5              24.9             xxxxxx           xxxxxx
LOS by Appr:       F                 C                 *                *
********************************************************************************
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--------------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #44 Durant Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):         75            Critical Vol./Cap. (X):        0.816
Loss Time (sec):     12 (Y+R =  4 sec) Average Delay (sec/veh):     23.7
Optimal Cycle:       73            Level Of Service:                 C
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:          Permitted        Prot+Permit        Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:   19   19   19   19   19   19    0    0    0    0    0    0
Lanes:         1  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  0  0  0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       69 1216  120   88 1099   51    9   72   55    0    0    0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    69 1216  120   88 1099   51    9   72   55    0    0    0
Added Vol:       0   45   13   15  234    0    0    0    0    0    0    0
Future:         11  187   66   66  286   11    0   44   11    0    0    0
Initial Fut:    80 1448  199  169 1619   62    9  116   66    0    0    0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     80 1448  199  169 1619   62    9  116   66    0    0    0
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    80 1448  199  169 1619   62    9  116   66    0    0    0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     80 1448  199  169 1619   62    9  116   66    0    0    0
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:   0.13 0.84 0.84 0.86 0.85 0.85 0.77 0.77 0.77 1.00 1.00 1.00
Lanes:        1.00 1.76 0.24 1.00 1.93 0.07 0.09 1.22 0.69 0.00 0.00 0.00
Final Sat.:    246 2805  385 1625 3110  119  138 1773 1009    0    0    0
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.32 0.52 0.52 0.10 0.52 0.52 0.07 0.07 0.07 0.00 0.00 0.00
Crit Moves:        ****              ****              ****
Green/Cycle:  0.49 0.49 0.49 0.64 0.64 0.64 0.20 0.20 0.20 0.00 0.00 0.00
Volume/Cap:   0.66 1.05 1.05 0.16 0.81 0.81 0.33 0.33 0.33 0.00 0.00 0.00
Delay/Veh:    30.4 45.2 45.2  5.8  3.6  3.6 27.2 27.2 27.2  0.0  0.0  0.0
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   30.4 45.2 45.2  5.8  3.6  3.6 27.2 27.2 27.2  0.0  0.0  0.0
DesignQueue:     2   35    5    3   27    1    0    4    2    0    0    0
********************************************************************************
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                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                             PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #45 Durant Avenue / Fulton Street
********************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):          0.454
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     9.9
Optimal Cycle:      51          Level Of Service:                  A
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0   21   21    0   22   22   22    0    0    0
Lanes:        0 0  0  0 0   1 1  1  0 0   1 0  1  1 0   0 0  0  0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0  527  760    0  137  219   33    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0  527  760    0  137  219   33    0    0    0
Added Vol:     0    0    0   86   20    0    2   27    0    0    0    0
Future:        0    0    0   70   90    0   20  110   30    0    0    0
Initial Fut:   0    0    0  683  870    0  159  356   63    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0  683  870    0  159  356   63    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0  683  870    0  159  356   63    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0    0  683  870    0  159  356   63    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 1.00 0.95 0.95 1.00 0.98 0.93 0.93 1.00 1.00 1.00
Lanes:       0.00 0.00 0.00 1.32 1.68 0.00 1.00 1.70 0.30 0.00 0.00 0.00
Final Sat.:    0    0    0 2381 3034    0 1858 3000  531    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.29 0.29 0.00 0.09 0.12 0.12 0.00 0.00 0.00
Crit Moves:                 ****                ****
Green/Cycle: 0.00 0.00 0.00 0.60 0.60 0.00 0.29 0.29 0.29 0.00 0.00 0.00
Volume/Cap:  0.00 0.00 0.00 0.48 0.48 0.00 0.29 0.40 0.40 0.00 0.00 0.00
Delay/Veh:    0.0  0.0  0.0  5.3  5.3  0.0 21.8 22.4 22.4  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0  5.3  5.3  0.0 21.8 22.4 22.4  0.0  0.0  0.0
DesignQueue:   0    0    0   12   16    0    5   11    2    0    0    0
********************************************************************************
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                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                             PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #46 Durant Avenue / Telegraph Avenue
********************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):          0.459
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    13.3
Optimal Cycle:      43          Level Of Service:                  B
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   18   18    0    0    0   17   17    0    0    0    0
Lanes:        0 0  1  1 0   0 0  0  0 0   0 1  2  0 0   0 0  0  0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  362  119    0    0    0  202  690    0    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  362  119    0    0    0  202  690    0    0    0    0
Added Vol:     0    1    6    0    0    0    2  100    0    0    0    0
Future:        0  110   30    0    0    0   20  160    0    0    0    0
Initial Fut:   0  473  155    0    0    0  224  950    0    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0  473  155    0    0    0  224  950    0    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  473  155    0    0    0  224  950    0    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  473  155    0    0    0  224  950    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 0.91 0.91 1.00 1.00 1.00 0.91 0.91 1.00 1.00 1.00 1.00
Lanes:       0.00 1.51 0.49 0.00 0.00 0.00 0.57 2.43 0.00 0.00 0.00 0.00
Final Sat.:    0 2618  858    0    0    0  990 4197    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18 0.18 0.00 0.00 0.00 0.23 0.23 0.00 0.00 0.00 0.00
Crit Moves:       ****                              ****
Green/Cycle: 0.00 0.39 0.39 0.00 0.00 0.00 0.49 0.49 0.00 0.00 0.00 0.00
Volume/Cap:  0.00 0.46 0.46 0.00 0.00 0.00 0.46 0.46 0.00 0.00 0.00 0.00
Delay/Veh:    0.0 15.3 15.3  0.0  0.0  0.0 12.2 12.2  0.0  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0 15.3 15.3  0.0  0.0  0.0 12.2 12.2  0.0  0.0  0.0  0.0
DesignQueue:   0   12    4    0    0    0    5   20    0    0    0    0
********************************************************************************
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365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #47 Durant Avenue / College Avenue
****
Cycle (sec):   70   Critical Vol./Cap. (X):   0.435
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 42   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|----------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 0   18   18   0   0   0   16   16   16   0   0   0
Lanes: 0 0 0 1 0   0 1 0 0 0   1 0 1 1 0   0 0 0 0 0
-----------|----------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 0 189   62   16   56   0   127 268 202   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 189   62   16   56   0   127 268 202   0   0   0
Added Vol: 0   4   6   0   23   0   16   96   18   0   0   0
Future: 0   44   22   0   0   0   66   77   44   0   0   0
Initial Fut: 0 237   90   16   79   0   209 441 264   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 237   90   16   79   0   209 441 264   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 237   90   16   79   0   209 441 264   0   0   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 237   90   16   79   0   209 441 264   0   0   0
-----------|----------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.96 0.96 0.93 0.93 1.00 0.94 0.90 0.90 1.00 1.00 1.00
Lanes: 0.00 0.72 0.28 0.17 0.83 0.00 1.00 1.25 0.75 0.00 0.00 0.00
Final Sat.:   0 1326 504   299 1476   0 1794 2132 1276   0   0   0
-----------|----------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.00 0.18 0.18 0.05 0.05 0.00 0.12 0.21 0.21 0.00 0.00 0.00
Crit Moves: ****   ****
Green/Cycle: 0.00 0.41 0.41 0.41 0.41 0.00 0.48 0.48 0.48 0.00 0.00 0.00
Volume/Cap: 0.00 0.44 0.44 0.13 0.13 0.00 0.25 0.44 0.44 0.00 0.00 0.00
Delay/Veh: 0.0 16.6 16.6 13.2 13.2 0.0 11.6 13.0 13.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 16.6 16.6 13.2 13.2 0.0 11.6 13.0 13.0 0.0 0.0 0.0
DesignQueue: 0   6   2   0   2   0   4   9   6   0   0   0
****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
****
Intersection #48 Durant Avenue / Piedmont Avenue
****
Cycle (sec):   100   Critical Vol./Cap. (X):   0.939
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: 0   Level Of Service: E
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|----------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1 0 0   0 0 1 0 0   1 0 0 0 1   0 0 0 0 0
-----------|----------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 0 398   0   0 427   0   179   0 197   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 398   0   0 427   0   179   0 197   0   0   0
Added Vol: 0   57   0   0   39   0   23   0   79   0   0   0
Future: 0   77   0   0   55   0   44   0   44   0   0   0
Initial Fut: 0 532   0   0 521   0   246   0 320   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 532   0   0 521   0   246   0 320   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 532   0   0 521   0   246   0 320   0   0   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 532   0   0 521   0   246   0 320   0   0   0
-----------|----------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:   0 567   0   0 564   0   460   0 541   0   0   0
-----------|----------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx 0.94 xxxx xxxx 0.92 xxxx 0.53 xxxx 0.59 xxxx xxxx xxxx
Crit Moves: ****   ****   ****
Delay/Veh: 0.0 48.4 0.0   0.0 45.4 0.0 18.5 0.0 17.7 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 48.4 0.0   0.0 45.4 0.0 18.5 0.0 17.7 0.0 0.0 0.0
LOS by Move: *   E   *   *   E   *   C   *   C   *   *   *
ApproachDel: 48.4   45.4   18.1   xxxxxx
Delay Adj: 1.00   1.00   1.00   xxxxx
ApprAdjDel: 48.4   45.4   18.1   xxxxxx
LOS by Appr: E   E   C   *
****

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #49 Channing Way / Shattuck Avenue
**************************************************************************
Cycle (sec):          75       Critical Vol./Cap. (X):         0.800
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):   9.2
Optimal Cycle:        60       Level Of Service:                 A
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   16  16  16     16  16  16     22  22  22     22  22  22
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     83 1279   94    19 1089   49    18  76  81   144  97  106
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  83 1279   94    19 1089   49    18  76  81   144  97  106
Added Vol:     0   32    6     0  234    0     0   0   0    24   0   26
Future:       10  180   20    50  110   90    30  80  20    30  20   30
Initial Fut:  93 1491  120    69 1433  139    48 156 101   198 117  162
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   93 1491  120    69 1433  139    48 156 101   198 117  162
Reduct Vol:    0    0    0     0    0    0     0   0   0     0   0    0
Reduced Vol:  93 1491  120    69 1433  139    48 156 101   198 117  162
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   93 1491  120    69 1433  139    48 156 101   198 117  162
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.94 0.94  0.09 0.94 0.94  0.96 0.96 0.96  0.95 0.95 0.95
Lanes:      1.00 1.85 0.15  1.00 1.82 0.18  0.16 0.51 0.33  0.41 0.25 0.34
Final Sat.: 1900 3304  266   171 3248  315   286 928  601   752 445  616
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.05 0.45 0.45  0.40 0.44 0.44  0.17 0.17 0.17  0.26 0.26 0.26
Crit Moves:      ****                              ****
Green/Cycle: 0.56 0.56 0.56  0.59 0.59 0.59  0.33 0.33 0.33  0.33 0.33 0.33
Volume/Cap: 0.09 0.80 0.80  0.68 0.74 0.74  0.51 0.51 0.51  0.80 0.80 0.80
Delay/Veh:   1.2  5.2  5.2  31.3  2.7  2.7  23.4 23.4 23.4  33.7 33.7 33.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  1.2  5.2  5.2  31.3  2.7  2.7  23.4 23.4 23.4  33.7 33.7 33.7
DesignQueue:   2   30    2     1   27    3     1   5   3     6   3    5
**************************************************************************
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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Future Volume Alternative)
**************************************************************************
Intersection #50 Channing Way / Fulton Street
**************************************************************************
Cycle (sec):         100       Critical Vol./Cap. (X):         0.842
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):  27.6
Optimal Cycle:         0       Level Of Service:                 D
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0   0   0     0   0   0     0   0   0     0   0   0
Lanes:        0  0  0  0  0   0  1  0  1  0   0  0  0  1  0   0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0    48  686   61     0 133  38    15 257    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0    48  686   61     0 133  38    15 257    0
Added Vol:     0    0    0     4   16    0     0   6   0     0  50    0
Future:        0    0    0    10  100    0     0 110  30    10  70    0
Initial Fut:   0    0    0    62  802   61     0 249  68    25 377    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0    62  802   61     0 249  68    25 377    0
Reduct Vol:    0    0    0     0    0    0     0   0   0     0   0    0
Reduced Vol:   0    0    0    62  802   61     0 249  68    25 377    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0    62  802   61     0 249  68    25 377    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 0.00 0.00  0.13 1.74 0.13  0.00 0.79 0.21  0.06 0.94 0.00
Final Sat.:    0    0    0    74  964   74     0 439 120    35 528    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx xxxx xxxx  0.84 0.83 0.82  xxxx 0.57 0.57  0.71 0.71 xxxx
Crit Moves:                      ****                ****           ****
Delay/Veh:   0.0  0.0  0.0  34.6 33.2 31.8   0.0 17.0 17.0  23.0 23.0  0.0
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0  34.6 33.2 31.8   0.0 17.0 17.0  23.0 23.0  0.0
LOS by Move:  *    *    *     D    D    D     *   C   C     C   C    *
ApproachDel:    xxxxxx          33.2            17.0           23.0
Delay Adj:      xxxxx           1.00            1.00           1.00
ApprAdjDel:     xxxxxx          33.2            17.0           23.0
LOS by Appr:     *               D               C              C
**************************************************************************
```

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #51 Channing Way / Telegraph Avenue
****
Cycle (sec):   70   Critical Vol./Cap. (X):   OVERFLOW
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   16.4
Optimal Cycle: 180   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18 18   18   0   0   0   17 17   0   0 17   17
Lanes: 0   1   0 1 0   0   0   0 0   0   0   1   0   0   0   0   0   1   0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Sep 1997 << 4:00 - 6:00 PM
Base Vol: 86 410   41   0   0   0   23 144   0   0 227   46
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 86 410   41   0   0   0   23 144   0   0 227   46
Added Vol: 0   4   9   0   0   0   0   14   0   0   50   3
Future: 10   40   30   0   0   0   0   30   80   40   30   0
Initial Fut: 96 454   80   0   0   0   23 188   80   40 307   49
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 96 454   80   0   0   0   23 188   80   40 307   49
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 96 454   80   0   0   0   23 188   80   40 307   49
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   96 454   80   0   0   0   23 188   80   40 307   49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.91 1.00 1.00 1.00 0.95 0.95 0.96 0.74 0.98 0.98
Lanes: 0.30 1.45 0.25 0.00 0.00 0.00 0.11 0.89 0.00 0.00 0.86 0.14
Final Sat.:   529 2504 441   0   0   0   196 1603   0   0 1611 257
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.18 0.18 0.18 0.00 0.00 0.00 0.12 0.12 xxxx xxxx 0.19 0.19
Crit Moves: ****   ****
Green/Cycle: 0.26 0.26 0.26 0.00 0.00 0.00 0.63 0.63 0.63 0.63 0.63 0.63
Volume/Cap: 0.71 0.71 0.71 0.00 0.00 0.00 0.19 0.19 xxxx xxxx 0.30 0.30
Delay/Veh: 28.7 28.7 28.7   0.0 0.0 0.0   5.8 5.8 0.0   0.0 6.6 6.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.7 28.7 28.7   0.0 0.0 0.0   5.8 5.8 0.0   0.0 6.6 6.6
DesignQueue: 3   14   2   0   0   0   0   3   0   0   5   1
****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #52 Channing Way / College Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.616
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   15.9
Optimal Cycle: 43   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18 18   18   18 18   18   17 17   17   17 17   17
Lanes: 0   0   1! 0 0   0   0   1! 0   0   0   0   1! 0   0   0   0   1! 0   0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 31 189   41   7 206   24   5   95   58   124 141   47
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 31 189   41   7 206   24   5   95   58   124 141   47
Added Vol: 3   9   -1   0   41   0   0   78   20   -3   13   0
Future: 30   60   30   0   40   10   30   40   40   40   20   30
Initial Fut: 64 258   70   7 287   34   35 213 118   161 174   77
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 64 258   70   7 287   34   35 213 118   161 174   77
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 64 258   70   7 287   34   35 213 118   161 174   77
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   64 258   70   7 287   34   35 213 118   161 174   77
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.87 0.98 0.98 0.98 0.90 0.90 0.90 0.71 0.71 0.71
Lanes: 0.16 0.66 0.18 0.02 0.88 0.10 0.10 0.58 0.32 0.39 0.42 0.19
Final Sat.:   271 1094 297   40 1626 193   164 997 552   530 573 253
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.24 0.18 0.18 0.18 0.21 0.21 0.21 0.30 0.30 0.30
Crit Moves: ****   ****
Green/Cycle: 0.38 0.38 0.38 0.38 0.38 0.38 0.49 0.49 0.49 0.49 0.49 0.49
Volume/Cap: 0.62 0.62 0.62 0.46 0.46 0.46 0.43 0.43 0.43 0.62 0.62 0.62
Delay/Veh: 19.2 19.2 19.2 15.8 15.8 15.8 12.2 12.2 12.2 16.2 16.2 16.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 19.2 19.2 19.2 15.8 15.8 15.8 12.2 12.2 12.2 16.2 16.2 16.2
DesignQueue: 2   6   2   0   7   1   1   4   2   3   3   1
****

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #53 Haste Street / Shattuck Avenue
**************************************************************************
Cycle (sec):         75      Critical Vol./Cap. (X):       1.125
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   19.4
Optimal Cycle:      180      Level Of Service:               B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  22  22    0     0  22   22     0   0    0    27  27   27
Lanes:        1  0  2  0 0   0  0  1  1 0   0  0  0  0 0   0  1  0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    104 1277    0     0 1208   88     0   0    0   268 336  152
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 104 1277    0     0 1208   88     0   0    0   268 336  152
Added Vol:     0   37    0     0  213   45     0   0    0    32  73   40
Future:       30  160    0     0  130   20     0   0    0    40  80   40
Initial Fut: 134 1474    0     0 1551  153     0   0    0   340 489  192
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  134 1474    0     0 1551  153     0   0    0   340 489  192
Reduct Vol:    0    0    0     0    0    0     0   0    0     0   0    0
Reduced Vol: 134 1474    0     0 1551  153     0   0    0   340 489  192
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  134 1474    0     0 1551  153     0   0    0   340 489  192
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.10 0.95 1.00  1.00 0.94 0.94  1.00 1.00 1.00  0.90 0.90 0.90
Lanes:      1.00 2.00 0.00  0.00 1.82 0.18  0.00 0.00 0.00  0.66 0.96 0.38
Final Sat.:  190 3610    0     0 3243  320     0   0    0  1136 1634  641
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.71 0.41 0.00  0.00 0.48 0.48  0.00 0.00 0.00  0.30 0.30 0.30
Crit Moves: ****                              ****
Green/Cycle:0.53 0.53 0.00  0.00 0.53 0.53  0.00 0.00 0.00  0.36 0.36 0.36
Volume/Cap: 1.32 0.77 0.00  0.00 0.90 0.90  0.00 0.00 0.00  0.83 0.83 0.83
Delay/Veh:  202.5  6.3  0.0   0.0 10.9 10.9   0.0  0.0  0.0  28.6 28.6 28.6
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 202.5  6.3  0.0   0.0 10.9 10.9   0.0  0.0  0.0  28.6 28.6 28.6
DesignQueue:   3   32    0     0   34    3     0   0    0    10  14    6
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #54 Haste Street / Fulton Street
**************************************************************************
Cycle (sec):         80      Critical Vol./Cap. (X):       0.549
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   22.7
Optimal Cycle:       53      Level Of Service:               C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   0    0     0  25   25     0   0    0    20  20    0
Lanes:        0  0  0  0 0   0  0  1  1 0   0  0  0  0 0   0  1  1  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0     0  580  154     0   0    0    50 604    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     0  580  154     0   0    0    50 604    0
Added Vol:     0    0    0     0   12    5     0   0    0     0 100    0
Future:        0    0    0     0   70   80     0   0    0    30  60    0
Initial Fut:   0    0    0     0  662  239     0   0    0    80 764    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     0  662  239     0   0    0    80 764    0
Reduct Vol:    0    0    0     0    0    0     0   0    0     0   0    0
Reduced Vol:   0    0    0     0  662  239     0   0    0    80 764    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0     0  662  239     0   0    0    80 764    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  1.00 0.91 0.91  1.00 1.00 1.00  0.95 0.95 1.00
Lanes:      0.00 0.00 0.00  0.00 1.47 0.53  0.00 0.00 0.00  0.19 1.81 0.00
Final Sat.:    0    0    0     0 2546  919     0   0    0   342 3268    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.00 0.26 0.26  0.00 0.00 0.00  0.23 0.23 0.00
Crit Moves:                  ****                              ****
Green/Cycle:0.00 0.00 0.00  0.00 0.69 0.69  0.00 0.00 0.00  0.26 0.26 0.00
Volume/Cap: 0.00 0.00 0.00  0.00 0.38 0.38  0.00 0.00 0.00  0.89 0.89 0.00
Delay/Veh:   0.0  0.0  0.0   0.0  5.7  5.7   0.0  0.0  0.0  40.8 40.8  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0   0.0  5.7  5.7   0.0  0.0  0.0  40.8 40.8  0.0
DesignQueue:   0    0    0     0   10    4     0   0    0     3  27    0
**************************************************************************
```

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--------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                        PM Peak Hour
--------------------------------------------------------------------------
                Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #55 Haste Street / Telegraph Avenue
**************************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):      0.483
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     14.4
Optimal Cycle:      40        Level Of Service:              B
**************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  16  16   0     0   0   0    0   0   0    0  16  16
Lanes:        0   1   1  0  0   0   0  0  0   0   0  0  0   0   1   1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:   186  476   0     0   0   0    0   0   0    0  470  57
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 186  476   0     0   0   0    0   0   0    0  470  57
Added Vol:    0   12   0     0   0   0    0   0   0    0  100   0
Future:      50  100   0     0   0   0    0   0   0    0   50  30
Initial Fut: 236  588   0     0   0   0    0   0   0    0  620  87
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 236  588   0     0   0   0    0   0   0    0  620  87
Reduct Vol:   0    0   0     0   0   0    0   0   0    0    0   0
Reduced Vol: 236  588   0     0   0   0    0   0   0    0  620  87
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 236  588   0     0   0   0    0   0   0    0  620  87
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.95 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 0.93 0.93
Lanes:      0.57 1.43 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 1.75 0.25
Final Sat.: 1034 2576   0     0   0   0    0   0   0    0 3109 436
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.23 0.23 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.20 0.20
Crit Moves:      ****                                            ****
Green/Cycle: 0.40 0.40 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.49 0.49
Volume/Cap: 0.57 0.57 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.41 0.41
Delay/Veh:  16.2 16.2  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 12.3 12.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 16.2 16.2  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 12.3 12.3
DesignQueue:  6   15   0     0   0   0    0   0   0    0   13   2
**************************************************************************
```

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--------------------------------------------------------------------------
                     365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                        PM Peak Hour
--------------------------------------------------------------------------
                Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #56 Haste Street / College Avenue
**************************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):      0.495
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     11.3
Optimal Cycle:      40        Level Of Service:              B
**************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  16  16   0     0  16  16    0   0   0    0  16  16
Lanes:        0   1   0  0  0   0   0  1  0  0   0   0  0  0   1   0   1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    88  236   0     0  337  56    0   0   0    90  244  29
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  88  236   0     0  337  56    0   0   0    90  244  29
Added Vol:    2   12   0     0   56   1    0   0   0     0    2   0
Future:      30   70   0     0   80  30    0   0   0    30   30  40
Initial Fut: 120  318   0     0  473  87    0   0   0   120  276  69
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 120  318   0     0  473  87    0   0   0   120  276  69
Reduct Vol:   0    0   0     0    0   0    0   0   0     0    0   0
Reduced Vol: 120  318   0     0  473  87    0   0   0   120  276  69
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 120  318   0     0  473  87    0   0   0   120  276  69
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.76 0.76 1.00  1.00 0.98 0.98  1.00 1.00 1.00  0.91 0.91 0.91
Lanes:      0.27 0.73 0.00  0.00 0.84 0.16  0.00 0.00 0.00  0.51 1.19 0.30
Final Sat.: 395 1046   0     0 1571 289    0   0   0   891 2049 512
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.30 0.30 0.00  0.00 0.30 0.30  0.00 0.00 0.00  0.13 0.13 0.13
Crit Moves:      ****                                            ****
Green/Cycle: 0.61 0.61 0.00  0.00 0.61 0.61  0.00 0.00 0.00  0.27 0.27 0.27
Volume/Cap: 0.50 0.50 0.00  0.00 0.49 0.49  0.00 0.00 0.00  0.50 0.50 0.50
Delay/Veh:   6.0  6.0  0.0   0.0  5.5  5.5   0.0  0.0  0.0  23.3 23.3 23.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  6.0  6.0  0.0   0.0  5.5  5.5   0.0  0.0  0.0  23.3 23.3 23.3
DesignQueue:  2    5   0     0   8   1    0   0   0     4    8   2
**************************************************************************
```

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #57 Dwight Way / Martin Luther King Way
****

Cycle (sec): 75	Critical Vol./Cap. (X):	0.993
Loss Time (sec): 12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle: 137	Level Of Service:	C

****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 0 0 0 0

Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM

	North Bound	South Bound	East Bound	West Bound
Base Vol:	71 821 60	113 860 272	49 444 111	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	71 821 60	113 860 272	49 444 111	0 0 0
Added Vol:	17 13 0	0 15 85	0 14 4	0 0 0
Future:	10 220 10	20 90 10	20 50 10	0 0 0
Initial Fut:	98 1054 70	133 965 367	69 508 125	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	98 1054 70	133 965 367	69 508 125	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	98 1054 70	133 965 367	69 508 125	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	98 1054 70	133 965 367	69 508 125	0 0 0

Saturation Flow Module:

	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.64 0.64 0.64	0.61 0.61 0.61	0.90 0.90 0.90	1.00 1.00 1.00
Lanes:	0.16 1.73 0.11	0.18 1.32 0.50	0.20 1.45 0.35	0.00 0.00 0.00
Final Sat.:	195 2095 139	212 1535 584	336 2473 609	0 0 0

Capacity Analysis Module:

	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.50 0.50 0.50	0.63 0.63 0.63	0.21 0.21 0.21	0.00 0.00 0.00
Crit Moves:		****	****	
Green/Cycle:	0.63 0.63 0.63	0.63 0.63 0.63	0.21 0.21 0.21	0.00 0.00 0.00
Volume/Cap:	0.79 0.79 0.79	0.99 0.99 0.99	0.99 0.99 0.99	0.00 0.00 0.00
Delay/Veh:	9.3 9.3 9.3	28.5 28.5 28.5	61.9 61.9 61.9	0.0 0.0 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	9.3 9.3 9.3	28.5 28.5 28.5	61.9 61.9 61.9	0.0 0.0 0.0
DesignQueue:	2 18 1	2 16 6	2 18 4	0 0 0

****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #58 Dwight Way / Shattuck Avenue
****

Cycle (sec): 75	Critical Vol./Cap. (X):	0.927
Loss Time (sec): 12 (Y+R = 5 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle: 103	Level Of Service:	B

****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Prot+Permit	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 1 0	1 0 1 1 0	0 1 0 1 0	0 0 0 0 0

Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM

	North Bound	South Bound	East Bound	West Bound
Base Vol:	0 1273 123	133 1390 0	77 426 200	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1273 123	133 1390 0	77 426 200	0 0 0
Added Vol:	0 33 0	14 230 0	5 10 0	0 0 0
Future:	0 160 30	10 140 0	10 50 10	0 0 0
Initial Fut:	0 1466 153	157 1760 0	92 486 210	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 1466 153	157 1760 0	92 486 210	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1466 153	157 1760 0	92 486 210	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 1466 153	157 1760 0	92 486 210	0 0 0

Saturation Flow Module:

	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 0.94 0.94	0.24 0.95 0.95	0.88 0.88 0.88	1.00 1.00 1.00
Lanes:	0.00 1.81 0.19	1.00 2.00 0.00	0.23 1.24 0.53	0.00 0.00 0.00
Final Sat.:	0 3223 336	463 3610 0	388 2052 887	0 0 0

Capacity Analysis Module:

	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.00 0.45 0.45	0.34 0.49 0.00	0.24 0.24 0.24	0.00 0.00 0.00
Crit Moves:	****	****	****	
Green/Cycle:	0.00 0.49 0.49	0.58 0.58 0.00	0.26 0.26 0.26	0.00 0.00 0.00
Volume/Cap:	0.00 0.93 0.93	0.58 0.83 0.00	0.93 0.93 0.93	0.00 0.00 0.00
Delay/Veh:	0.0 16.4 16.4	13.5 4.9 0.0	44.8 44.8 44.8	0.0 0.0 0.0
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 16.4 16.4	13.5 4.9 0.0	44.8 44.8 44.8	0.0 0.0 0.0
DesignQueue:	0 35 4	6 35 0	3 16 7	0 0 0

****

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                      365330 LBNL LRDP EIR
 Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
```

```
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #59 Dwight Way / Fulton Street
**************************************************************************
Cycle (sec):        75      Critical Vol./Cap. (X):      0.619
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    17.3
Optimal Cycle:      45      Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0    0   21   21   21    0    0   16   16    0    0    0
Lanes:         0  0  0  0  1    2  0  0  0  0    0  0  1  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0   62  631    0    0    0  664   15    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0   62  631    0    0    0  664   15    0    0    0
Added Vol:     0    0    0   12    0    0    0   24    0    0    0    0
Future:        0    0   20  100    0    0    0   60   30    0    0    0
Initial Fut:   0    0   82  743    0    0    0  748   45    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0   82  743    0    0    0  748   45    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0   82  743    0    0    0  748   45    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0   82  743    0    0    0  748   45    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.59 1.00 1.00 1.00 0.94 0.94 1.00 1.00 1.00
Lanes:      0.00 0.00 1.00 2.00 0.00 0.00 0.00 1.89 0.11 0.00 0.00 0.00
Final Sat.:    0    0 1644 2245    0    0    0 3374  203    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.05 0.33 0.00 0.00 0.00 0.22 0.22 0.00 0.00 0.00
Crit Moves:              ****    ****                ****
Green/Cycle: 0.00 0.00 0.54 0.54 0.00 0.00 0.00 0.36 0.36 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.09 0.62 0.00 0.00 0.00 0.62 0.62 0.00 0.00 0.00
Delay/Veh:   0.0  0.0  8.7 14.5  0.0  0.0  0.0 20.8 20.8  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  8.7 14.5  0.0  0.0  0.0 20.8 20.8  0.0  0.0  0.0
DesignQueue:   0    0    2   15    0    0    0   21    1    0    0    0
**************************************************************************
```

```
                      365330 LBNL LRDP EIR
 Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
```

```
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #60 Dwight Way / Telegraph Avenue
**************************************************************************
Cycle (sec):        70      Critical Vol./Cap. (X):      0.981
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    34.3
Optimal Cycle:     131      Level Of Service:              C
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0   15   15    0    0    0   17   17   17    0    0    0
Lanes:         0  0  1  1  0    0  0  0  0  0    0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  590  149    0    0    0  130  671  813    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  590  149    0    0    0  130  671  813    0    0    0
Added Vol:     0    4    0    0    0    0    9   27   27    0    0    0
Future:        0  132   11    0    0    0   11   66  110    0    0    0
Initial Fut:   0  726  160    0    0    0  150  764  950    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0  726  160    0    0    0  150  764  950    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  726  160    0    0    0  150  764  950    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  726  160    0    0    0  150  764  950    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.92 0.92 1.00 1.00 1.00 0.81 0.81 0.81 1.00 1.00 1.00
Lanes:      0.00 1.64 0.36 0.00 0.00 0.00 0.16 0.84 1.00 0.00 0.00 0.00
Final Sat.:    0 2878  634    0    0    0  253 1288 1541    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.25 0.25 0.00 0.00 0.00 0.59 0.59 0.62 0.00 0.00 0.00
Crit Moves:         ****                      ****                ****
Green/Cycle: 0.00 0.26 0.26 0.00 0.00 0.00 0.63 0.63 0.63 0.00 0.00 0.00
Volume/Cap: 0.00 0.98 0.98 0.00 0.00 0.00 0.94 0.94 0.98 0.00 0.00 0.00
Delay/Veh:   0.0 51.9 51.9  0.0  0.0  0.0 22.6 22.6 29.2  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 51.9 51.9  0.0  0.0  0.0 22.6 22.6 29.2  0.0  0.0  0.0
DesignQueue:   0   22    5    0    0    0    2   13   16    0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #61 Dwight Way / College Avenue
**************************************************************************
Cycle (sec):        70      Critical Vol./Cap. (X):        0.618
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    14.5
Optimal Cycle:      39          Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   16   16    16   16    0    15   15   15     0    0    0
Lanes:        0   0   0  1  0   0  1  0  0  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  294   52    49  374    0    34  483  129     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  294   52    49  374    0    34  483  129     0    0    0
Added Vol:    0   13    0     0   56    0     1   22    4     0    0    0
Future:       0   50   60    20   80    0    30    0   10     0    0    0
Initial Fut:  0  357  112    69  510    0    65  505  143     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  357  112    69  510    0    65  505  143     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  357  112    69  510    0    65  505  143     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  357  112    69  510    0    65  505  143     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.97 0.97  0.90 0.90 1.00  0.89 0.89 0.89  1.00 1.00 1.00
Lanes:     0.00 0.76 0.24  0.12 0.88 0.00  0.18 1.42 0.40  0.00 0.00 0.00
Final Sat.:   0 1400  439   205 1513    0   310 2406  681     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.26 0.26  0.34 0.34 0.00  0.21 0.21 0.21  0.00 0.00 0.00
Crit Moves:         ****          ****          ****
Green/Cycle: 0.00 0.55 0.55  0.55 0.55 0.00  0.34 0.34 0.34  0.00 0.00 0.00
Volume/Cap: 0.00 0.47 0.47  0.62 0.62 0.00  0.62 0.62 0.62  0.00 0.00 0.00
Delay/Veh:   0.0  8.2  8.2  10.6 10.6  0.0  21.8 21.8 21.8   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  8.2  8.2  10.6 10.6  0.0  21.8 21.8 21.8   0.0  0.0  0.0
DesignQueue:   0    7    2     1   10    0     2   14    4     0    0    0
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #62 Dwight Way / Piedmont Avenue / Warring Street
**************************************************************************
Cycle (sec):        70      Critical Vol./Cap. (X):        0.470
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    13.6
Optimal Cycle:      61          Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   29   29    29   29    0    24   24   24    24    0   24
Lanes:        0   0   1  1  0   0  1  1  0  0   1  0  1  0  1   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  527    1     8  353    0   132  162  307    53    0  112
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  527    1     8  353    0   132  162  307    53    0  112
Added Vol:    0   27    0     0  153    0     0    0   22     0    0    0
Future:       0   88   22    11   33    0    22   11   44    33    0   11
Initial Fut:  0  642   23    19  539    0   154  173  373    86    0  123
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  642   23    19  539    0   154  173  373    86    0  123
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0  642   23    19  539    0   154  173  373    86    0  123
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  642   23    19  539    0   154  173  373    86    0  123
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.95  0.88 0.88 1.00  0.66 1.00 0.85  0.76 1.00 0.76
Lanes:     0.00 1.93 0.07  0.07 1.93 0.00  1.00 1.00 1.00  0.41 0.00 0.59
Final Sat.:   0 3468  124   114 3236    0  1250 1900 1615   594    0  850
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.19 0.19  0.17 0.17 0.00  0.12 0.09 0.23  0.14 0.00 0.14
Crit Moves:    ****                              ****
Green/Cycle: 0.00 0.41 0.41  0.41 0.41 0.00  0.47 0.47 0.47  0.47 0.00 0.47
Volume/Cap: 0.00 0.45 0.45  0.40 0.40 0.00  0.26 0.19 0.49  0.31 0.00 0.31
Delay/Veh:   0.0 14.9 14.9  14.6 14.6  0.0  11.4 10.9 13.2  11.7  0.0 11.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 14.9 14.9  14.6 14.6  0.0  11.4 10.9 13.2  11.7  0.0 11.7
DesignQueue:   0   15    1     0   13    0     3    4    8     2    0    3
**************************************************************************
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #63 Dwight Avenue / Prospect Street
*************************************************************************
Average Delay (sec/veh):     6.0      Worst Case Level Of Service:     B
*************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  - T  - R      L  - T  - R      L  - T  - R      L  - T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0   27    0  165  187  128    0    0   93   16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0   27    0  165  187  128    0    0   93   16
Added Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Future:        0    0    0   10    0   20   20   20    0    0   20    0
Initial Fut:   0    0    0   37    0  185  207  148    0    0  113   16
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0   37    0  185  207  148    0    0  113   16
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    0    0    0   37    0  185  207  148    0    0  113   16
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.4 xxxx  6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  683 xxxx  121  129 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  418 xxxx  936 1469 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  367 xxxx  936 1469 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *    *    *    *    A    *    *    *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  744 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.9 xxxxx  7.9 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *    *    B    *    A    *    *    *    *    *
ApproachDel:    xxxxxx           11.9           xxxxxx           xxxxxx
ApproachLOS:      *                B                *                *
```

```
-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
-------------------------------------------------------------------------
                 Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #64 Adeline Street / Ward Avenue / Shattuck Avenue
*************************************************************************
Cycle (sec):         90       Critical Vol./Cap. (X):       1.000
Loss Time (sec):      8 (Y+R =  6 sec) Average Delay (sec/veh):    32.9
Optimal Cycle:      180        Level Of Service:              C
*************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  - T  - R      L  - T  - R      L  - T  - R      L  - T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Protected        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0   25   25    0   25   25   19    0   19    0    0    0
Lanes:        0  0  0  1  0    0  0  2  0  1    2  0  0  0  1    0  0  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  690    5    0  957  825  903    0    2    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  690    5    0  957  825  903    0    2    0    0    0
Added Vol:     0   25    0    0  187   56    8    0    0    0    0    0
Future:        0   50    0    0   50  110  130    0    0    0    0    0
Initial Fut:   0  765    5    0 1194  991 1041    0    2    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0  765    5    0 1194  991 1041    0    2    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  765    5    0 1194  991 1041    0    2    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  765    5    0 1194  991 1041    0    2    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 1.00 0.95 0.85 0.92 1.00 0.85 1.00 1.00 1.00
Lanes:      0.00 0.99 0.01 0.00 2.00 1.00 2.00 0.00 1.00 0.00 0.00 1.00
Final Sat.:    0 1886   12    0 3610 1615 3502    0 1615    0    0 1900
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.41 0.41 0.00 0.33 0.61 0.30 0.00 0.00 0.00 0.00 0.00
Crit Moves:                          **** ****
Green/Cycle:0.00 0.61 0.61 0.00 0.61 0.61 0.30 0.00 0.30 0.00 0.00 0.00
Volume/Cap: 0.00 0.66 0.66 0.00 0.54 1.00 1.00 0.00 0.00 0.00 0.00 0.00
Delay/Veh:   0.0 14.2 14.2  0.0 11.0 45.9 59.4  0.0 22.3  0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 14.2 14.2  0.0 11.0 45.9 59.4  0.0 22.3  0.0  0.0  0.0
DesignQueue:   0   17    0    0   25   22   39    0    0    0    0    0
*************************************************************************
```

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-----------------------------------------------------------------------
                       365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
-----------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Future Volume Alternative)
***********************************************************************
Intersection #65 Derby Street / Warring Street
***********************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):       1.818
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):  309.5
Optimal Cycle:        0          Level Of Service:                 F
***********************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:      0 0 0 0 0     0 0 1! 0 0     0 1 0 0 0     0 0 0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0    0   765    0   30     7   62    0     0   75  780
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0   765    0   30     7   62    0     0   75  780
Added Vol:    0    0    0   174    0    0     0    0    0     0    0   27
PasserByVol:  0    0    0   110    0   10     0    0    0     0    0  120
Initial Fut:  0    0    0  1049    0   40     7   62    0     0   75  927
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0  1049    0   40     7   62    0     0   75  927
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0    0    0  1049    0   40     7   62    0     0   75  927
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0    0    0  1049    0   40     7   62    0     0   75  927
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.00 0.00 0.96 0.00 0.04 0.10 0.90 0.00 0.00 0.07 0.93
Final Sat.:   0    0    0   577    0   22    53  471    0     0   50  624
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx xxxx xxxx 1.82 xxxx 1.82 0.13 0.13 xxxx xxxx 1.49 1.49
Crit Moves:                 ****      ****            ****
Delay/Veh:   0.0  0.0  0.0 390.2  0.0 390.2 10.9 10.9  0.0  0.0  242 242.5
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0 390.2  0.0 390.2 10.9 10.9  0.0  0.0  242 242.5
LOS by Move:  *    *    *    F    *    F    B    B    *    *    F    F
ApproachDel:  xxxxxx         390.2           10.9           242.5
Delay Adj:     xxxxx          1.00            1.00            1.00
ApprAdjDel:   xxxxxx         390.2           10.9           242.5
LOS by Appr:    *              F               B               F
***********************************************************************
```

```
-----------------------------------------------------------------------
                       365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
-----------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
***********************************************************************
Intersection #66 Derby Street / Claremont Blvd.
***********************************************************************
Cycle (sec):         65          Critical Vol./Cap. (X):       0.866
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):   34.7
Optimal Cycle:       72          Level Of Service:                 C
***********************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18    0   18     0    0    0     0   35   35    35   35    0
Lanes:      0 0 1! 0 0     0 0 0 0 0     0 0 0 1 0     0 1 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     4    0  225     0    0    0     0  872   11    31  741    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  4    0  225     0    0    0     0  872   11    31  741    0
Added Vol:    0    0    0     0    0    0     0  174    0     0   27    0
PasserByVol:  0    0    0     0    0    0     0  120    0     0  120    0
Initial Fut:  4    0  225     0    0    0     0 1166   11    31  888    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   4    0  225     0    0    0     0 1166   11    31  888    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  4    0  225     0    0    0     0 1166   11    31  888    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   4    0  225     0    0    0     0 1166   11    31  888    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 1.00 0.86 1.00 1.00 1.00 1.00 1.00 1.00 0.94 0.94 1.00
Lanes:      0.02 0.00 0.98 0.00 0.00 0.00 0.00 0.99 0.01 0.03 0.97 0.00
Final Sat.:  29    0 1614     0    0    0     0 1880   18    60 1728    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.62 0.62 0.51 0.51 0.00
Crit Moves: ****                          ****
Green/Cycle: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.60 0.60 0.60 0.60 0.00
Volume/Cap: 0.50 0.00 0.50 0.00 0.00 0.00 0.00 1.03 1.03 0.86 0.86 0.00
Delay/Veh:  23.7  0.0 23.7  0.0  0.0  0.0  0.0 48.7 48.7 19.5 19.5  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.7  0.0 23.7  0.0  0.0  0.0  0.0 48.7 48.7 19.5 19.5  0.0
DesignQueue:  0    0    6     0    0    0     0   20    0     1   15    0
***********************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #67 Ashby Avenue / Seventh Street
**************************************************************************
Cycle (sec):      110        Critical Vol./Cap. (X):       1.130
Loss Time (sec):   12 (Y+R =  4 sec) Average Delay (sec/veh):   94.7
Optimal Cycle:    180        Level Of Service:                 F
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L - T - R        L - T - R        L - T - R        L - T - R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted       Split Phase      Split Phase
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  1  0  1  0    0  1  0  1  0    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:    134  404   68    107  270  476    263  546  113     98  774   31
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 134  404   68    107  270  476    263  546  113     98  774   31
Added Vol:     0    0    0      0    0    0      0   14    0      0   92    0
Future:       60   60   10     90   30    0     30   60   60     20   60   70
Initial Fut: 194  464   78    197  300  476    293  620  173    118  926  101
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  194  464   78    197  300  476    293  620  173    118  926  101
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 194  464   78    197  300  476    293  620  173    118  926  101
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  194  464   78    197  300  476    293  620  173    118  926  101
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.48 0.48 0.48   0.52 0.52 0.52   0.95 0.92 0.92   0.95 0.94 0.94
Lanes:      0.53 1.26 0.21   0.40 0.62 0.98   1.00 1.56 0.44   1.00 1.80 0.20
Final Sat.:  481 1151  194    401  611  969   1805 2729  762   1805 3206  350
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.40 0.40 0.40   0.49 0.49 0.49   0.16 0.23 0.23   0.07 0.29 0.29
Crit Moves:           ****             ****             ****             ****
Green/Cycle:0.43 0.43 0.43   0.43 0.43 0.43   0.20 0.20 0.20   0.26 0.26 0.26
Volume/Cap: 0.93 0.93 0.93   1.13 1.13 1.13   0.81 1.13 1.13   0.26 1.13 1.13
Delay/Veh:  48.0 48.0 48.0   104.3 104 104.3  61.5 122 122.2  34.6 114 114.3
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 48.0 48.0 48.0   104.3 104 104.3  61.5 122 122.2  34.6 114 114.3
DesignQueue:   7   17    3      7   11   18     15   32    9      5   45    5
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                           PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #68 Ashby Avenue / San Pablo Avenue
**************************************************************************
Cycle (sec):      110        Critical Vol./Cap. (X):       0.892
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):   41.2
Optimal Cycle:     99        Level Of Service:                 D
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L - T - R        L - T - R        L - T - R        L - T - R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   4   17   17      4   19   19     18   18   18     18   18   18
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:    162  999   79    185  873  113     86  592  170     20  612  143
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 162  999   79    185  873  113     86  592  170     20  612  143
Added Vol:    13   26   28      0   14   16      0   11    3     58   62    0
Future:       20  190   90     20  320   30     20   90   50     40   90   30
Initial Fut: 195 1215  197    205 1207  159    106  693  223    118  764  173
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:  195 1215  197    205 1207  159    106  693  223    118  764  173
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol: 195 1215  197    205 1207  159    106  693  223    118  764  173
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:  195 1215  197    205 1207  159    106  693  223    118  764  173
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.95 0.93 0.93   0.95 0.93 0.93   1.00 0.92 0.92   0.88 0.88 0.88
Lanes:      1.00 1.72 0.28   1.00 1.77 0.23   1.00 1.51 0.49   0.22 1.45 0.33
Final Sat.: 1805 3041  493   1805 3136  413   1900 2633  847    376 2434  551
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.40 0.40   0.11 0.38 0.38   0.06 0.26 0.26   0.31 0.31 0.31
Crit Moves:      ****             ****                               ****
Green/Cycle:0.13 0.50 0.50   0.11 0.48 0.48   0.31 0.31 0.31   0.31 0.31 0.31
Volume/Cap: 0.80 0.80 0.80   1.00 0.80 0.80   0.18 0.84 0.84   1.00 1.00 1.00
Delay/Veh:  63.6 25.6 25.6   111.7 27.1 27.1  26.9 40.2 40.2   64.6 64.6 64.6
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 63.6 25.6 25.6   111.7 27.1 27.1  26.9 40.2 40.2   64.6 64.6 64.6
DesignQueue:  11   41    7     11   42    6      5   31   10      5   35    8
**************************************************************************
```

```
Cum+UC Proj+25 Inc+LBNL PM Thu May 6, 2004 16:25:48          Page 77-1
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #69 Ashby Avenue / Adeline Street
**************************************************************************
Cycle (sec):        140        Critical Vol./Cap. (X):      0.627
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   39.5
Optimal Cycle:       86        Level Of Service:              D
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:    4   32   32     6   38   38     4   22   22     4   32   32
Lanes:         1  0 1  1 0     1  0 2  1 0     1  0 1  1 0     1  0 1  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      92  693   85    31  700  169   135  491   39    68  547   39
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   92  693   85    31  700  169   135  491   39    68  547   39
Added Vol:      1    2    0     0   13   42     6   22    4     0   57    0
Future:        60   70   10    10   10   80    50  160   20    10   50   10
Initial Fut:  153  765   95    41  723  291   191  673   63    78  654   49
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   153  765   95    41  723  291   191  673   63    78  654   49
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  153  765   95    41  723  291   191  673   63    78  654   49
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   153  765   95    41  723  291   191  673   63    78  654   49
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.93 0.93  0.95 0.87 0.87  0.95 0.94 0.94  0.95 0.94 0.94
Lanes:       1.00 1.78 0.22  1.00 2.14 0.86  1.00 1.83 0.17  1.00 1.86 0.14
Final Sat.:  1805 3160  392  1805 3539 1425  1805 3258  305  1805 3325  249
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.24 0.24  0.02 0.20 0.20  0.11 0.21 0.21  0.04 0.20 0.20
Crit Moves:  ****             ****             ****             ****
Green/Cycle: 0.14 0.42 0.42  0.04 0.33 0.33  0.17 0.40 0.40  0.08 0.31 0.31
Volume/Cap:  0.63 0.58 0.58  0.53 0.63 0.63  0.63 0.52 0.52  0.52 0.63 0.63
Delay/Veh:   62.3 31.9 31.9  72.4 40.8 40.8  62.1 28.9 28.9  71.7 41.2 41.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  62.3 31.9 31.9  72.4 40.8 40.8  62.1 28.9 28.9  71.7 41.2 41.2
DesignQueue:   11   37    5     3   40   16    13   33    3     6   37    3
**************************************************************************

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Cum+UC Proj+25 Inc+LBNL PM Thu May 6, 2004 16:25:48          Page 78-1
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #70 Ashby Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):         80        Critical Vol./Cap. (X):      0.732
Loss Time (sec):     12 (Y+R =  4 sec) Average Delay (sec/veh):   42.8
Optimal Cycle:       60        Level Of Service:              D
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   21   21   21     6   21   21    20   20   20    20   20   20
Lanes:         0  1 0  1 0     0  1 0  1 0     0  1 0  1 0     0  1 0  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      52  556   30   200  585   56    33  536   40    32  541  176
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   52  556   30   200  585   56    33  536   40    32  541  176
Added Vol:      0   14    0    28  101   56     7   14    0     0    1    3
Future:        10   10   10    20   20   10    10  170   20    10   60   20
Initial Fut:   62  580   40   248  706  122    50  720   60    42  602  199
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    62  580   40   248  706  122    50  720   60    42  602  199
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   62  580   40   248  706  122    50  720   60    42  602  199
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    62  580   40   248  706  122    50  720   60    42  602  199
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.49 0.49 0.49  0.89 0.89 0.89  0.90 0.90 0.90  0.88 0.88 0.88
Lanes:       0.18 1.70 0.12  0.46 1.31 0.23  0.12 1.74 0.14  0.10 1.43 0.47
Final Sat.:   168 1573  108   781 2224  384   205 2958  246   166 2376  785
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.37 0.37 0.37  0.32 0.32 0.32  0.24 0.24 0.24  0.25 0.25 0.25
Crit Moves:       ****                  ****                          ****
Green/Cycle: 0.33 0.33 0.33  0.32 0.32 0.32  0.52 0.52 0.52  0.52 0.52 0.52
Volume/Cap:  1.13 1.13 1.13  0.98 0.98 0.98  0.46 0.46 0.46  0.48 0.48 0.48
Delay/Veh:  106.7  107 106.7 48.8 48.8 48.8  12.8 12.8 12.8  13.0 13.0 13.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 106.7  107 106.7 48.8 48.8 48.8  12.8 12.8 12.8  13.0 13.0 13.0
DesignQueue:    2   18    1     8   23    4     1   16    1     1   13    4
**************************************************************************

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                      365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
```

```
                  Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #71 Ashby Avenue / Telegraph Avenue
**************************************************************************
Cycle (sec):        80       Critical Vol./Cap. (X):       1.008
Loss Time (sec):    12 (Y+R =  6 sec) Average Delay (sec/veh):   27.0
Optimal Cycle:     107       Level Of Service:              C
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Protected        Prot+Permit      Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    21  21   21      6  21   21     25  25   25      25  25   25
Lanes:          1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      210  675   75    176  902   63     68  531  184    148  642   99
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   210  675   75    176  902   63     68  531  184    148  642   99
Added Vol:       1    4    0      2   25    0      0   39    3      0    3    0
Future:         30   80   10     10   60   10     30  110   50     20   50   20
Initial Fut:   241  759   85    188  987   73     98  680  237    168  695  119
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    241  759   85    188  987   73     98  680  237    168  695  119
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   241  759   85    188  987   73     98  680  237    168  695  119
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    241  759   85    188  987   73     98  680  237    168  695  119
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.95 0.94 0.94   0.56 0.94 0.94   0.95 0.91 0.91   0.95 0.93 0.93
Lanes:        1.00 1.80 0.20   1.00 1.86 0.14   1.00 1.48 0.52   1.00 1.71 0.29
Final Sat.:   1805 3198  358   1070 3328  246   1805 2573  897   1805 3014  516
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.13 0.24 0.24   0.18 0.30 0.30   0.05 0.26 0.26   0.09 0.23 0.23
Crit Moves:   ****             ****             ****             ****
Green/Cycle:  0.35 0.35 0.35   0.94 0.46 0.46   0.35 0.35 0.35   0.35 0.35 0.35
Volume/Cap:   0.38 0.68 0.68   0.19 0.65 0.65   0.16 0.76 0.76   0.27 0.66 0.66
Delay/Veh:    25.7 30.2 30.2    3.0 20.1 20.1   23.8 34.3 34.3   25.3 31.3 31.3
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   25.7 30.2 30.2    3.0 20.1 20.1   23.8 34.3 34.3   25.3 31.3 31.3
DesignQueue:     9   30    3      6   33    2      4   27   10      6   28    5
**************************************************************************
```
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```
                      365330 LBNL LRDP EIR
  Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                          PM Peak Hour
```

```
                  Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #72 Ashby Avenue / College Avenue
**************************************************************************
Cycle (sec):        80       Critical Vol./Cap. (X):       0.969
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   39.5
Optimal Cycle:     134       Level Of Service:              D
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    18  18   18     18  18   18     30  30   30      30  30   30
Lanes:          0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       75  293   68    159  279   58     15  683   87     10  466  151
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    75  293   68    159  279   58     15  683   87     10  466  151
Added Vol:       0    3    0     41   21   -2      2   39    0      0    5    8
Future:         10   60   10     20   60   10     10  120   20     10   60   30
Initial Fut:    85  356   78    220  360   66     27  842  107     20  531  189
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     85  356   78    220  360   66     27  842  107     20  531  189
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    85  356   78    220  360   66     27  842  107     20  531  189
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:     85  356   78    220  360   66     27  842  107     20  531  189
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.78 0.78 0.78   0.99 0.99 0.99   0.99 0.99 0.99   0.97 0.97 0.97
Lanes:        0.16 0.69 0.15   0.34 0.56 0.10   0.03 0.86 0.11   0.03 0.72 0.25
Final Sat.:    242 1015  222    638 1044  191     52 1615  205     50 1317  469
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.35 0.35 0.35   0.34 0.34 0.34   0.52 0.52 0.52   0.40 0.40 0.40
Crit Moves:        ****             ****             ****
Green/Cycle:  0.38 0.38 0.38   0.38 0.38 0.38   0.53 0.53 0.53   0.53 0.53 0.53
Volume/Cap:   0.93 0.93 0.93   0.92 0.92 0.92   0.99 0.99 0.99   0.77 0.77 0.77
Delay/Veh:    49.2 49.2 49.2   43.0 43.0 43.0   46.0 46.0 46.0   21.0 21.0 21.0
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   49.2 49.2 49.2   43.0 43.0 43.0   46.0 46.0 46.0   21.0 21.0 21.0
DesignQueue:     3   11    2      7   11    2      1   21    3      0   12    4
**************************************************************************
```
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```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                             PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #73 Ashby Avenue / Claremont Avenue
**************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):       0.779
Loss Time (sec):    12 (Y+R = 12 sec) Average Delay (sec/veh):   26.6
Optimal Cycle:      72          Level Of Service:                C
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    16   16   16    16   16   16    28   28   28    28   28   28
Lanes:          0  1  0  1  0   1  1  0  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       45  373  189   432  285   49    47  592    5    66  504  232
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    45  373  189   432  285   49    47  592    5    66  504  232
Added Vol:       0    0    0   174    0    0     0   79    0     0   13   27
Future:         10   60   20    60   50   20    40  130   10    10   60   20
Initial Fut:    55  433  209   666  335   69    87  801   15    76  577  279
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     55  433  209   666  335   69    87  801   15    76  577  279
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    55  433  209   666  335   69    87  801   15    76  577  279
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     55  433  209   666  335   69    87  801   15    76  577  279
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:        0.16 1.24 0.60  1.87 0.94 0.19  0.19 1.78 0.03  0.16 1.24 0.60
Final Sat.:    285 2243 1082  3370 1695  349   348 3202   60   294 2235 1081
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.19 0.19 0.19  0.20 0.20 0.20  0.25 0.25 0.25  0.26 0.26 0.26
Crit Moves:   ****              ****                            ****
Green/Cycle:  0.22 0.22 0.22  0.22 0.22 0.22  0.39 0.39 0.39  0.39 0.39 0.39
Volume/Cap:   0.87 0.87 0.87  0.89 0.89 0.89  0.64 0.64 0.64  0.66 0.66 0.66
Delay/Veh:    37.0 37.0 37.0  35.6 35.6 35.6  17.3 17.3 17.3  17.6 17.6 17.6
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   37.0 37.0 37.0  35.6 35.6 35.6  17.3 17.3 17.3  17.6 17.6 17.6
DesignQueue:     2   14    7    22   11    2     2   21    0     2   15    7
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                             PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #74 Tunnel Road / SR 13
**************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):       0.899
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   16.6
Optimal Cycle:      81          Level Of Service:                B
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Split Phase      Split Phase
Rights:         Include          Include          Include          Ovl
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:          0  0  2  0  1   2  0  1  0  0   0  0  0  0  0   1  0  0  0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:        0 1130  256   534 1095    0     0    0    0   128    0  155
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     0 1130  256   534 1095    0     0    0    0   128    0  155
Added Vol:       0   40    0   126  128    0     0    0    0     0    0    0
Future:          0   80    0    70  140    0     0    0    0     0    0   10
Initial Fut:     0 1250  256   730 1363    0     0    0    0   128    0  165
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:      0 1250  256   730 1363    0     0    0    0   128    0  165
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:     0 1250  256   730 1363    0     0    0    0   128    0  165
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:      0 1250  256   730 1363    0     0    0    0   128    0  165
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   1.00 0.95 0.85  0.92 1.00 1.00  1.00 1.00 1.00  0.95 1.00 0.75
Lanes:        0.00 2.00 1.00  2.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:      0 3610 1615  3502 1900    0     0    0    0  1805    0 2842
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.35 0.16  0.21 0.72 0.00  0.00 0.00 0.00  0.07 0.00 0.06
Crit Moves:   ****              ****                            ****
Green/Cycle:  0.00 0.50 0.50  0.30 0.80 0.00  0.00 0.00 0.00  0.08 0.00 0.38
Volume/Cap:   0.00 0.70 0.32  0.70 0.90 0.00  0.00 0.00 0.00  0.90 0.00 0.15
Delay/Veh:     0.0 13.7 10.0  22.2 12.3  0.0   0.0  0.0  0.0  76.2  0.0 13.4
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    0.0 13.7 10.0  22.2 12.3  0.0   0.0  0.0  0.0  76.2  0.0 13.4
DesignQueue:     0   25    5    19   12    0     0    0    0     4    0    4
**************************************************************************
```

```
Cum+UC Proj+25 Inc+LBNL PM Thu May 6, 2004 16:25:48          Page 83-1
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #167 Piedmont Avenue / Channing Way
**************************************************************************
Average Delay (sec/veh): OVERFLOW        Worst Case Level Of Service:      F
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            -----------|||--------------|||--------------|||--------------|
Control:       Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
            -----------|||--------------|||--------------|||--------------|
Volume Module:
Base Vol:      85  311   45     43  406   85     42   59   87     36  109   15
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   85  311   45     43  406   85     42   59   87     36  109   15
Added Vol:      4   21    0      0  112    6     36    0   41      0    0    0
Future:        14   53    8      7   69   14      7   10   15      6   19    3
Initial Fut:  103  385   53     50  587  105     85   69  143     42  128   18
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   103  385   53     50  587  105     85   69  143     42  128   18
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:   103  385   53     50  587  105     85   69  143     42  128   18
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx    4.1 xxxx xxxxx   7.1  6.5  6.2    7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx    2.2 xxxx xxxxx   3.5  4.0  3.3    3.5  4.0  3.3
            -----------|||--------------|||--------------|||--------------|
Capacity Module:
Cnflict Vol:  692 xxxx xxxxx    438 xxxx xxxxx  1430 1384  640   1463 1410  412
Potent Cap.:  912 xxxx xxxxx   1133 xxxx xxxxx   113  145  479    108  140  645
Move Cap.:    912 xxxx xxxxx   1133 xxxx xxxxx     0  122  479     37  117  645
            -----------|||--------------|||--------------|||--------------|
Level Of Service Module:
Stopped Del:  9.4 xxxx xxxxx    8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *    *      A    *    *      *    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx    0 xxxxx   xxxx   84 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  680 xxxxx
Shared LOS:     *    *    *      *    *    *      *    *    *      *    F    *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           680.1
ApproachLOS:       *                *                F                F

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Cum+UC Proj+25 Inc+LBNL PM Thu May 6, 2004 16:25:48          Page 84-1
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                         PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #1121 Highland Place / Heart Avenue / Cyclotron Road
**************************************************************************
Average Delay (sec/veh):      0.8        Worst Case Level Of Service:      C
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
            -----------|||--------------|||--------------|||--------------|
Control:        Stop Sign        Stop Sign        Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
            -----------|||--------------|||--------------|||--------------|
Volume Module:
Base Vol:       2    0    0      5    2   13     11   56    0      0  342   43
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    2    0    0      5    2   13     11   56    0      0  342   43
Added Vol:      0    0    0      0    0    0      0   17    0      0   77    0
Future:         1    0    0      2    1    6      5   26    0      0  161   20
Initial Fut:    3    0    0      7    3   19     16   99    0      0  580   63
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     3    0    0      7    3   19     16   99    0      0  580   63
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:     3    0    0      7    3   19     16   99    0      0  580   63
Critical Gap Module:
Critical Gp:  7.1 xxxx xxxxx    7.1  6.5  6.2    4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx    3.5  4.0  3.3    2.2 xxxx xxxxx xxxxx xxxx xxxxx
            -----------|||--------------|||--------------|||--------------|
Capacity Module:
Cnflict Vol:  754 xxxx xxxxx    743  743  612    643 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.:  328 xxxx xxxxx    334  346  497    951 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.:    310 xxxx xxxxx    330  340  497    951 xxxx xxxxx xxxxx xxxx xxxxx
            -----------|||--------------|||--------------|||--------------|
Level Of Service Module:
Stopped Del: 16.7 xxxx xxxxx xxxxx xxxx xxxxx    8.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    C    *    *      *    *    *      A    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx   xxxx  425 xxxxx   xxxx xxxx xxxx   xxxx xxxx xxxx
Shrd StpDel:xxxxx xxxx xxxxx  xxxxx 14.1 xxxxx    8.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *      *    B    *      A    *    *      *    *    *
ApproachDel:     16.7             14.1             xxxxxx           xxxxxx
ApproachLOS:       C                B                *                *

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Cum+UC Proj+25 Inc+LBNL PM Thu May 6, 2004 16:25:48          Page 85-1
--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project
                              PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #1122 Stadium Rim Road / Canyon Road
********************************************************************************
Average Delay (sec/veh):     0.2        Worst Case Level Of Service:      B
********************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       0  0  0  1  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  265    3      0  251    0      0    0    0      6    0    1
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0  265    3      0  251    0      0    0    0      6    0    1
Added Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Future:        0   44    1      0   43    0      0    0    0      1    0    0
Initial Fut:   0  309    4      0  294    0      0    0    0      7    0    1
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    0  309    4      0  294    0      0    0    0      7    0    1
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:    0  309    4      0  294    0      0    0    0      7    0    1
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   605 xxxx   311
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   464 xxxx   734
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   464 xxxx   734
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  486 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.5 xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     *    B    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           12.5
ApproachLOS:      *                *                *                B


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```

Variant—A.M. Peak Hour

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #1 Marin Avenue / San Pablo Avenue
********************************************************************************
Cycle (sec):        100      Critical Vol./Cap. (X):        1.022
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):   94.1
Optimal Cycle:      180      Level Of Service:                 F
********************************************************************************
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected         Protected         Protected
Rights:          Include           Include           Include           Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
           ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    102  363   59   106  891   15    38  672  235   147  768   90
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 102  363   59   106  891   15    38  672  235   147  768   90
Added Vol:     1   15    1     7  153    0     0   20    8     4    2    2
Future:      120  120   64    20  131   14    14   67   30    34  267   10
Initial Fut: 223  498  124   133 1175   29    52  759  273   185 1037  102
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  223  498  124   133 1175   29    52  759  273   185 1037  102
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 223  498  124   133 1175   29    52  759  273   185 1037  102
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  223  498  124   133 1175   29    52  759  273   185 1037  102
           ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.92 0.92  0.95 0.95 0.95  0.95 0.91 0.91  0.95 0.94 0.94
Lanes:      1.00 1.60 0.40  1.00 1.95 0.05  1.00 1.47 0.53  1.00 1.82 0.18
Final Sat.: 1805 2804  698  1805 3509   87  1805 2549  917  1805 3244  319
           ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.12 0.18 0.18  0.07 0.33 0.33  0.03 0.30 0.30  0.10 0.32 0.32
Crit Moves: ****                ****                ****                ****
Green/Cycle:0.12 0.36 0.36  0.12 0.36 0.36  0.17 0.21 0.21  0.15 0.31 0.31
Volume/Cap: 1.03 0.49 0.49  0.61 0.93 0.93  0.17 1.42 1.42  0.68 1.03 1.03
Delay/Veh: 113.1 25.2 25.2  47.0 42.7 42.7  35.7 236 235.7  47.3 69.9 69.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:113.1 25.2 25.2  47.0 42.7 42.7  35.7 236 235.7  47.3 69.9 69.9
DesignQueue:  11   19    5     7   46    1     2   36   13     9   43    4
********************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #2 Marin Avenue / The Alameda
********************************************************************************
Cycle (sec):         65      Critical Vol./Cap. (X):        0.666
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   15.4
Optimal Cycle:       56      Level Of Service:                 B
********************************************************************************
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:  25   25   25    25   25   25    23   23   23    23   23   23
Lanes:        0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  1  0  1  0
           ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    173  189    7    38  279   23    33  494  291    20  420   48
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 173  189    7    38  279   23    33  494  291    20  420   48
Added Vol:     3    1    1     0    7    0     0   18    9     5    5    0
Future:      110    0   10    10  190   20     0   70   50    10  170   10
Initial Fut: 286  190   18    48  476   43    33  582  350    35  595   58
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  286  190   18    48  476   43    33  582  350    35  595   58
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 286  190   18    48  476   43    33  582  350    35  595   58
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  286  190   18    48  476   43    33  582  350    35  595   58
           ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.55 0.55 0.55  0.83 0.83 0.83  0.82 0.82 0.82  0.83 0.83 0.83
Lanes:      1.00 0.91 0.09  0.17 1.68 0.15  0.07 1.21 0.72  0.10 1.73 0.17
Final Sat.: 1036  947   90   266 2641  239   107 1889 1136   160 2712  264
           ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.28 0.20 0.20  0.18 0.18 0.18  0.31 0.31 0.31  0.22 0.22 0.22
Crit Moves: ****                                ****
Green/Cycle:0.41 0.41 0.41  0.41 0.41 0.41  0.46 0.46 0.46  0.46 0.46 0.46
Volume/Cap: 0.67 0.48 0.48  0.44 0.44 0.44  0.67 0.67 0.67  0.47 0.47 0.47
Delay/Veh:  20.1 15.6 15.6  14.7 14.7 14.7  16.0 16.0 16.0  13.1 13.1 13.1
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 20.1 15.6 15.6  14.7 14.7 14.7  16.0 16.0 16.0  13.1 13.1 13.1
DesignQueue:   6    4    0     1   10    1     1   12    7     1   12    1
********************************************************************************
```

```
Cum+UC Proj+25 Inc Var+LBNLWed May 12, 2004 10:50:25          Page 11-1
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #3 Gilman Street / Sixth Street
**************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):       0.688
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   16.5
Optimal Cycle:      46        Level Of Service:              B
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   19   19   19    19   19   19    19   19   19    19   19   19
Lanes:       0  0  1! 0  0   0  1  0  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    122   24   56    11   45   28    21  416  114    47  430   20
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 122   24   56    11   45   28    21  416  114    47  430   20
Added Vol:     1    0    0     0    0    0     0    1   10     0    0    0
Future:       70    0   28     0   30    0     0   37   10    48   67    0
Initial Fut: 193   24   84    11   75   28    21  454  134    95  497   20
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  193   24   84    11   75   28    21  454  134    95  497   20
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 193   24   84    11   75   28    21  454  134    95  497   20
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  193   24   84    11   75   28    21  454  134    95  497   20
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.70 0.70 0.70  0.84 0.84 0.84  0.95 0.95 0.95  0.85 0.85 0.85
Lanes:      0.64 0.08 0.28  0.19 1.32 0.49  0.03 0.75 0.22  0.16 0.81 0.03
Final Sat.:  858  107  373   310 2111  788    62 1341  396   251 1314   53
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22  0.04 0.04 0.04  0.34 0.34 0.34  0.38 0.38 0.38
Crit Moves:      ****                  ****
Green/Cycle: 0.33 0.33 0.33  0.33 0.33 0.33  0.55 0.55 0.55  0.55 0.55 0.55
Volume/Cap: 0.69 0.69 0.69  0.11 0.11 0.11  0.62 0.62 0.62  0.69 0.69 0.69
Delay/Veh:  27.5 27.5 27.5  15.5 15.5 15.5  12.8 12.8 12.8  14.9 14.9 14.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 27.5 27.5 27.5  15.5 15.5 15.5  12.8 12.8 12.8  14.9 14.9 14.9
DesignQueue:   5    1    2     0    2    1     0    8    2     2    9    0
**************************************************************************
```

```
Cum+UC Proj+25 Inc Var+LBNLWed May 12, 2004 10:50:25          Page 12-1
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #4 Gilman Street / San Pablo Avenue
**************************************************************************
Cycle (sec):       100        Critical Vol./Cap. (X):       0.897
Loss Time (sec):    12 (Y+R =  5 sec) Average Delay (sec/veh):   47.2
Optimal Cycle:     108        Level Of Service:              D
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    4   35   35     4   35   35    31   31   31    31   31   31
Lanes:       1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    113  401   25    74 1055  125    75  189   96    62  318   42
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 113  401   25    74 1055  125    75  189   96    62  318   42
Added Vol:     0   16    0     0  165    0     0    0    0     1    0    0
Future:       30  305   60    60   70   20    35   20   10    10   40   32
Initial Fut: 143  722   85   134 1290  145   110  209  107    72  358   74
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  143  722   85   134 1290  145   110  209  107    72  358   74
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 143  722   85   134 1290  145   110  209  107    72  358   74
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  143  722   85   134 1290  145   110  209  107    72  358   74
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.94 0.94  0.56 0.56 0.56  0.86 0.86 0.86
Lanes:      1.00 1.79 0.21  1.00 1.80 0.20  0.52 0.98 0.50  0.14 0.71 0.15
Final Sat.: 1805 3178  374  1805 3197  359   549 1043  534   235 1167  241
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.08 0.23 0.23  0.07 0.40 0.40  0.20 0.20 0.20  0.31 0.31 0.31
Crit Moves: ****                  ****                            ****
Green/Cycle: 0.00 0.37 0.00  0.00 0.37 0.00  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap: xxxx 0.61 xxxx  xxxx 1.09 xxxx  0.55 0.55 0.55  0.84 0.84 0.84
Delay/Veh:   0.0 27.8  0.0   0.0 84.9  0.0  28.0 28.0 28.0  42.5 42.5 42.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 27.8  0.0   0.0 84.9  0.0  28.0 28.0 28.0  42.5 42.5 42.5
DesignQueue:   8   27    5     8   50    9     4    8    4     3   14    3
**************************************************************************
```

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--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #5 Rose Street / Shattuck Avenue
********************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):      0.575
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):     9.9
Optimal Cycle:       52        Level Of Service:              A
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:   17  17  17    17  17  17    27  27  27    27  27  27
Lanes:         1  0  1  1  0  1  0  1  1  0  0  1  0  0  1  0  0  1! 0  0
           ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     55  191  11   174  961  28    28  174  40    32  185  40
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  55  191  11   174  961  28    28  174  40    32  185  40
Added Vol:     0    1   0     4   12   0     0    0   0     0    0   0
Future:       40  140  20    10  170  10    10   10  20    20   10  10
Initial Fut:  95  332  31   188 1143  38    38  184  60    52  195  50
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   95  332  31   188 1143  38    38  184  60    52  195  50
Reduct Vol:    0    0   0     0    0   0     0    0   0     0    0   0
Reduced Vol:  95  332  31   188 1143  38    38  184  60    52  195  50
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   95  332  31   188 1143  38    38  184  60    52  195  50
           ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.17 0.94 0.94 0.53 0.95 0.95 0.91 0.91 0.85 0.89 0.89 0.89
Lanes:       1.00 1.83 0.17 1.00 1.94 0.06 0.17 0.83 1.00 0.17 0.66 0.17
Final Sat.:  331 3259  304 1015 3476 116  297 1438 1615  297 1114  286
           ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.10 0.10 0.19 0.33 0.33 0.13 0.13 0.04 0.18 0.18 0.18
Crit Moves:            ****           ****           ****           ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.46 0.42 0.42 0.42 0.42 0.42 0.42
Volume/Cap:  0.62 0.22 0.22 0.40 0.71 0.71 0.31 0.31 0.09 0.42 0.42 0.42
Delay/Veh:   23.3  4.8  4.8  7.5  8.7  8.7 13.8 13.8 11.8 15.3 15.3 15.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  23.3  4.8  4.8  7.5  8.7  8.7 13.8 13.8 11.8 15.3 15.3 15.3
DesignQueue:   2    7   1     4   24   1     1    4   1     1    4   1
********************************************************************************
```
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```
--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #6 Cedar Street / Martin Luther King Way
********************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):      0.986
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):    33.9
Optimal Cycle:      127        Level Of Service:              C
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:   20  20  20    20  20  20    20  20  20    20  20  20
Lanes:         0  0  1! 0  0  0  0  1! 0  0  0  0  1! 0  0  0  0  1! 0  0
           ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     33  292  44    35  617  26    14  276  62    58  248  30
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  33  292  44    35  617  26    14  276  62    58  248  30
Added Vol:     0    4   1     0   18   0     0   14   1     4    2   0
Future:       10    4  20    20  220  10    10   50  30    30   90  20
Initial Fut:  43  336  65    55  855  36    24  340  93    92  340  50
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   43  336  65    55  855  36    24  340  93    92  340  50
Reduct Vol:    0    0   0     0    0   0     0    0   0     0    0   0
Reduced Vol:  43  336  65    55  855  36    24  340  93    92  340  50
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   43  336  65    55  855  36    24  340  93    92  340  50
           ------------|---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.85 0.85 0.85 0.95 0.95 0.95 0.94 0.94 0.94 0.75 0.75 0.75
Lanes:       0.10 0.76 0.14 0.06 0.90 0.04 0.05 0.75 0.20 0.19 0.71 0.10
Final Sat.:  157 1229  238  105 1632  69    94 1329  363  270  999  147
           ------------|---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.27 0.27 0.52 0.52 0.52 0.26 0.26 0.26 0.34 0.34 0.34
Crit Moves:            ****           ****           ****           ****
Green/Cycle: 0.53 0.53 0.53 0.53 0.53 0.53 0.35 0.35 0.35 0.35 0.35 0.35
Volume/Cap:  0.51 0.51 0.51 0.99 0.99 0.99 0.74 0.74 0.74 0.99 0.99 0.99
Delay/Veh:    9.2  9.2  9.2 36.5 36.5 36.5 26.6 26.6 26.6 58.4 58.4 58.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   9.2  9.2  9.2 36.5 36.5 36.5 26.6 26.6 26.6 58.4 58.4 58.4
DesignQueue:   1    6   1     1   17   1     1    9   2     2    9   1
********************************************************************************
```
Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to WILBUR SMITH, SF, CA

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          AM Peak Hour
```

```
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #7 Cedar Street / Shattuck Avenue
********************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):        0.627
Loss Time (sec):      8 (Y+R =  5 sec) Average Delay (sec/veh):   10.6
Optimal Cycle:       50        Level Of Service:                  B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
          -----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  20   20   20     20   20   20     22   22   22     22   22   22
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  0  1  0
          -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     48  256   41    127  933   52     44  257   86     94  268   56
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  48  256   41    127  933   52     44  257   86     94  268   56
Added Vol:     0    1    0      2   10    0      0   15    0      4    6    0
Future:       20  140   20     10  150   10     10   30   10     40   70   20
Initial Fut:  68  397   61    139 1093   62     54  302   96    138  344   76
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   68  397   61    139 1093   62     54  302   96    138  344   76
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  68  397   61    139 1093   62     54  302   96    138  344   76
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   68  397   61    139 1093   62     54  302   96    138  344   76
          -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.22 0.93 0.93   0.48 0.94 0.94   0.33 0.96 0.96   0.35 0.97 0.97
Lanes:      1.00 1.73 0.27   1.00 1.89 0.11   1.00 0.76 0.24   1.00 0.82 0.18
Final Sat.:  422 3067  471    920 3389  192    621 1390  442    671 1514  335
          -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.13 0.13   0.15 0.32 0.32   0.09 0.22 0.22   0.21 0.23 0.23
Crit Moves:            ****                ****
Green/Cycle: 0.51 0.51 0.51   0.51 0.51 0.51   0.36 0.36 0.36   0.36 0.36 0.36
Volume/Cap: 0.31 0.25 0.25   0.29 0.63 0.63   0.24 0.60 0.60   0.57 0.63 0.63
Delay/Veh:   6.4  2.9  2.9    4.2  4.9  4.9   17.0 20.9 20.9   25.9 21.5 21.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  6.4  2.9  2.9    4.2  4.9  4.9   17.0 20.9 20.9   25.9 21.5 21.5
DesignQueue:   1    7    1      2   21    1      1    7    2      3    8    2
********************************************************************************
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          AM Peak Hour
```

```
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #8 Cedar Street / Oxford Street
********************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):        1.030
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   58.2
Optimal Cycle:      178        Level Of Service:                  E
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
          -----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  16   16   16     16   16   16     16   16   16     16   16   16
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
          -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     45  186   56     34  531   19     18  314   75    144  343   19
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  45  186   56     34  531   19     18  314   75    144  343   19
Added Vol:     2   13    0      0  115    9      1    0   16      0    0    0
Future:       30   20   10     10   10    0     10   40   30     10  120    0
Initial Fut:  77  219   66     44  656   28     29  354  121    154  463   19
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:   77  219   66     44  656   28     29  354  121    154  463   19
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  77  219   66     44  656   28     29  354  121    154  463   19
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:   77  219   66     44  656   28     29  354  121    154  463   19
          -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.76 0.76 0.76   0.96 0.96 0.96   0.92 0.92 0.92   0.67 0.67 0.67
Lanes:      0.21 0.61 0.18   0.06 0.90 0.04   0.06 0.70 0.24   0.24 0.73 0.03
Final Sat.:  306  871  262    110 1639   70    101 1234  422    306  920   38
          -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.25 0.25 0.25   0.40 0.40 0.40   0.29 0.29 0.29   0.50 0.50 0.50
Crit Moves:            ****                ****
Green/Cycle: 0.50 0.49 0.49   0.50 0.50 0.50   0.40 0.39 0.39   0.40 0.40 0.40
Volume/Cap: 0.50 0.51 0.51   0.80 0.80 0.80   0.73 0.75 0.75   1.27 1.27 1.27
Delay/Veh:  10.8 11.5 11.5   17.7 17.7 17.7   23.2 24.6 24.6  157.8  158 157.8
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 10.8 11.5 11.5   17.7 17.7 17.7   23.2 24.6 24.6  157.8  158 157.8
DesignQueue:   1    4    1      1   13    1      1    8    3      4   11    0
********************************************************************************
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                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Cedar Street / Euclid Avenue
********************************************************************************
Cycle (sec):        60        Critical Vol./Cap. (X):      0.599
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):    13.8
Optimal Cycle:      42        Level Of Service:              B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    17   17   17    17   17   17    17   17   17    17   17   17
Lanes:          0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       30   85   29    23  295  141    50  143  117    28  209    8
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    30   85   29    23  295  141    50  143  117    28  209    8
Added Vol:       0    0    0     0   11    3     3   -2    0     0    0    0
Future:         20    0    0     0   10   40    10   30   20    20   80    0
Initial Fut:    50   85   29    23  316  184    60  171  137    48  289    8
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     50   85   29    23  316  184    60  171  137    48  289    8
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    50   85   29    23  316  184    60  171  137    48  289    8
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     50   85   29    23  316  184    60  171  137    48  289    8
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.78 0.78 0.78  0.94 0.94 0.94  0.86 0.86 0.86  0.92 0.92 0.92
Lanes:        0.30 0.52 0.18  0.04 0.61 0.35  0.16 0.47 0.37  0.14 0.84 0.02
Final Sat.:    452  769  262    78 1076  627   266  759  608   242 1457   40
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.11 0.11  0.29 0.29 0.29  0.23 0.23 0.23  0.20 0.20 0.20
Crit Moves:                   ****             ****
Green/Cycle:  0.49 0.49 0.49  0.49 0.49 0.49  0.38 0.38 0.38  0.38 0.38 0.38
Volume/Cap:   0.23 0.23 0.23  0.60 0.60 0.60  0.60 0.60 0.60  0.53 0.53 0.53
Delay/Veh:     8.9  8.9  8.9  12.2 12.2 12.2  16.7 16.7 16.7  15.4 15.4 15.4
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    8.9  8.9  8.9  12.2 12.2 12.2  16.7 16.7 16.7  15.4 15.4 15.4
DesignQueue:     1    1    1     0    6    3     1    4    3     1    6    0
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
```

```
                  Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Grizzly Peak Blvd / Centennial Drive
********************************************************************************
Cycle (sec):       100        Critical Vol./Cap. (X):      0.503
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):    11.5
Optimal Cycle:       0        Level Of Service:              B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:          0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 7:00-9:00 AM
Base Vol:       31   13   13    25   52    4     6  165  143   169   90   16
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    31   13   13    25   52    4     6  165  143   169   90   16
Added Vol:       1    0    4     0    0    0     0    0    9    48    0    0
Future:         33    0   11     0    0    0     0   22   11    22   11    0
Initial Fut:    65   13   28    25   52    4     6  187  163   239  101   16
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     65   13   28    25   52    4     6  187  163   239  101   16
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    65   13   28    25   52    4     6  187  163   239  101   16
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     65   13   28    25   52    4     6  187  163   239  101   16
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.62 0.12 0.26  0.31 0.64 0.05  0.02 0.52 0.46  0.68 0.28 0.04
Final Sat.:    353   71  152   172  359   28    13  398  347   475  201   32
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.18 0.18 0.18  0.14 0.14 0.14  0.47 0.47 0.47  0.50 0.50 0.50
Crit Moves:   ****             ****             ****             ****
Delay/Veh:     9.7  9.7  9.7   9.6  9.6  9.6  11.4 11.4 11.4  12.6 12.6 12.6
Delay Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    9.7  9.7  9.7   9.6  9.6  9.6  11.4 11.4 11.4  12.6 12.6 12.6
LOS by Move:    A    A    A     A    A    A     B    B    B     B    B    B
ApproachDel:        9.7              9.6             11.4             12.6
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:         9.7              9.6             11.4             12.6
LOS by Appr:        A                A                B                B
********************************************************************************
```

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--------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #11 Hearst Avenue / Shattuck Avenue
****************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):           0.534
Loss Time (sec):     8 (Y+R =  6 sec) Average Delay (sec/veh):       8.4
Optimal Cycle:      52          Level Of Service:                    A
****************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  22   22   22    22   22   22    22   22   22    22   22   22
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     19  291   43   199  810   57    31  278   24    11  225   51
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  19  291   43   199  810   57    31  278   24    11  225   51
Added Vol:     3    1  -13     4   11    0     0   40   25    10    5    0
Future:       11   99   22    55  176   22    33   33   33    11   22   77
Initial Fut:  33  391   52   258  997   79    64  351   82    32  252  128
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   33  391   52   258  997   79    64  351   82    32  252  128
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  33  391   52   258  997   79    64  351   82    32  252  128
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   33  391   52   258  997   79    64  351   82    32  252  128
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.26 0.93 0.93  0.49 0.94 0.94  0.78 0.78 0.78  0.80 0.80 0.80
Lanes:      1.00 1.77 0.23  1.00 1.85 0.15  0.26 1.41 0.33  0.16 1.22 0.62
Final Sat.:  500 3129  416   935 3308  262   383 2103  491   238 1871  950
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.12 0.12  0.28 0.30 0.30  0.17 0.17 0.17  0.13 0.13 0.13
Crit Moves:                 ****                ****
Green/Cycle: 0.54 0.54 0.54  0.54 0.54 0.54  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap: 0.12 0.23 0.23  0.51 0.56 0.56  0.49 0.49 0.49  0.40 0.40 0.40
Delay/Veh:   2.6  2.0  2.0   5.8  3.4  3.4  18.8 18.8 18.8  17.6 17.6 17.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  2.6  2.0  2.0   5.8  3.4  3.4  18.8 18.8 18.8  17.6 17.6 17.6
DesignQueue:   1    7    1     4   18    1     2    9    2     1    6    3
****************************************************************************
```

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--------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               AM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #12 Hearst Avenue / Oxford Avenue
****************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):           0.561
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):      11.8
Optimal Cycle:      49          Level Of Service:                    B
****************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  19   19   19    19   19   19    22   22   22    22   22   22
Lanes:        1  0  1  1  0   0  1  0  1  0   0  1  0  1  0   1  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     46  328  374    48  841   38    10  399  114   207  281   27
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  46  328  374    48  841   38    10  399  114   207  281   27
Added Vol:     0   59   91     4   99    3    19   14   -1    10   12   19
Future:       22   55   44    11   33   22     0   88   33    33   77   11
Initial Fut:  68  442  509    63  973   63    29  501  146   250  370   57
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   68  442  509    63  973   63    29  501  146   250  370   57
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  68  442  509    63  973   63    29  501  146   250  370   57
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   68  442  509    63  973   63    29  501  146   250  370   57
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:      1.00 1.00 1.00  0.11 1.78 0.11  0.09 1.48 0.43  1.11 1.64 0.25
Final Sat.: 1900 1805 1805   207 3196  207   155 2675  780  2000 2959  456
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.04 0.24 0.28  0.30 0.30 0.30  0.19 0.19 0.19  0.13 0.13 0.13
Crit Moves:                 ****                ****
Green/Cycle: 0.54 0.54 0.54  0.54 0.54 0.54  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap: 0.07 0.45 0.52  0.57 0.57 0.57  0.55 0.55 0.55  0.37 0.37 0.37
Delay/Veh:   5.2  7.2  7.9   8.2  8.2  8.2  19.3 19.3 19.3  16.8 16.8 16.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  5.2  7.2  7.9   8.2  8.2  8.2  19.3 19.3 19.3  16.8 16.8 16.8
DesignQueue:   1    8    9     1   18    1     1   13    4     6    9    1
****************************************************************************
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          AM Peak Hour
```

```
                 Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Hearst Avenue / Spruce Street
********************************************************************************
Average Delay (sec/veh):     0.8      Worst Case Level Of Service:     B
********************************************************************************
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           ------------|----------------||---------------||--------------|
Control:        Stop Sign          Stop Sign      Uncontrolled      Uncontrolled
Rights:          Include            Include          Include          Include
Lanes:      0  0  0  0     0  0  1! 0  0     0  1  1  0  0     0  0  1  1  0
           ------------|----------------||---------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM – 9:00 AM
Base Vol:     0   0   0      9   0   63     11  843    0      0  430    7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0   0   0      9   0   63     11  843    0      0  430    7
Added Vol:    0   0   0      7   0    0      0  109    0      0   42    1
Future:       0   0   0      0   0   20      0  130    0      0  110    0
Initial Fut:  0   0   0     16   0   83     11 1082    0      0  582    8
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0   0   0     16   0   83     11 1082    0      0  582    8
Reduct Vol:   0   0   0      0   0    0      0   0     0      0   0     0
Final Vol.:   0   0   0     16   0   83     11 1082    0      0  582    8
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
           ------------|----------------||---------------||--------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1149 xxxx  295  590 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  195 xxxx  707  995 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  193 xxxx  707  995 xxxx xxxxx  xxxx xxxx xxxxx
           ------------|----------------||---------------||--------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *    *    *    *    A    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  495 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 14.1 xxxxx  8.7 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *    *    B    *    A    *    *    *    *    *
ApproachDel:   xxxxxx          14.1          xxxxxx          xxxxxx
ApproachLOS:     *               B              *               *
```

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                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          AM Peak Hour
```

```
                 Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Hearst Avenue / Arch Street / Le Conte Avenue
********************************************************************************
Average Delay (sec/veh):     3.0      Worst Case Level Of Service:     B
********************************************************************************
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           ------------|----------------||---------------||--------------|
Control:        Stop Sign          Stop Sign      Uncontrolled      Uncontrolled
Rights:          Include            Include          Include          Include
Lanes:      0  0  0  0     0  0  1! 0  0     1  0  2  0  0     0  0  1  1  0
           ------------|----------------||---------------||--------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM – 9:00 AM
Base Vol:     0   0   0      2   0  130    276  566    0      0  307    4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0   0   0      2   0  130    276  566    0      0  307    4
Added Vol:    0   0   0      0   0    0     24   93    0      0   43    0
Future:       0   0   0      0   0   40     30  100    0      0   90    0
Initial Fut:  0   0   0      2   0  170    330  759    0      0  440    4
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0   0   0      2   0  170    330  759    0      0  440    4
Reduct Vol:   0   0   0      0   0    0      0   0     0      0   0     0
Final Vol.:   0   0   0      2   0  170    330  759    0      0  440    4
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.8 xxxx  6.9  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
           ------------|----------------||---------------||--------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1482 xxxx  222  444 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  118 xxxx  788 1127 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   91 xxxx  788 1127 xxxx xxxxx  xxxx xxxx xxxxx
           ------------|----------------||---------------||--------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  9.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *    *    *    *    A    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  724 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *    *    B    *    *    *    *    *    *    *
ApproachDel:   xxxxxx          11.5          xxxxxx          xxxxxx
ApproachLOS:     *               B              *               *
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Hearst Avenue / Scenic Avenue
********************************************************************************
Average Delay (sec/veh):     0.5      Worst Case Level Of Service:       B
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:         Include           Include          Include           Include
Lanes:      0  0  0  0  0     0  0  0  0  1     0  0  2  0  0     0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:      0    0    0     0    0   37     0  531    0     0  290   55
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     0    0   37     0  531    0     0  290   55
Added Vol:     0    0    0     0    0    1     0    0    0     0   42    2
Future:        0    0    0     0    0   20     0  100    0     0   90   10
Initial Fut:   0    0    0     0    0   58     0  631    0     0  422   67
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     0    0   58     0  631    0     0  422   67
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    0    0    0     0    0   58     0  631    0     0  422   67
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   245 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   762 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   762 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx  10.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *     B     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:   xxxxxx            10.1          xxxxxx            xxxxxx
ApproachLOS:     *                B               *                *
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Hearst Avenue / Euclid Avenue
********************************************************************************
Cycle (sec):         65        Critical Vol./Cap. (X):        0.623
Loss Time (sec):     12 (Y+R =  3 sec) Average Delay (sec/veh):     19.2
Optimal Cycle:       53         Level Of Service:                B
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:    0    0    0    25   25   25     5   16   16    16   16   16
Lanes:      0  0  1! 0  0     0  0  1! 0  0     1  0  0  1  0     0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00-9:00 AM
Base Vol:      2    0    2    47    1  151    75  448    1     1  276   10
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   2    0    2    47    1  151    75  448    1     1  276   10
Added Vol:     0    0    0     3    0    3     3   93    0     0   49    0
Future:        0    0    0    11    0   55    11   99    0     0   77    0
Initial Fut:   2    0    2    61    1  209    86  640    1     1  402   10
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    2    0    2    61    1  209    86  640    1     1  402   10
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   2    0    2    61    1  209    86  640    1     1  402   10
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    2    0    2    61    1  209    86  640    1     1  402   10
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.87 1.00 0.87  0.84 0.84 0.84  0.63 1.00 1.00  1.00 1.00 1.00
Lanes:      0.50 0.00 0.50  0.22 0.01 0.77  1.00 0.99 0.01  0.01 0.97 0.02
Final Sat.:  825    0  825   358    6 1226  1201 1897    3     5 1844   46
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.17 0.17 0.17  0.07 0.34 0.34  0.22 0.22 0.22
Crit Moves:                      ****                ****
Green/Cycle:0.38 0.00 0.38  0.38 0.38 0.38  0.43 0.43 0.43  0.43 0.43 0.43
Volume/Cap: 0.01 0.00 0.01  0.44 0.44 0.44  0.17 0.78 0.78  0.51 0.51 0.51
Delay/Veh:  12.4  0.0 12.4  17.2 17.2 17.2  12.0 23.3 23.3  15.7 15.7 15.7
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 12.4  0.0 12.4  17.2 17.2 17.2  12.0 23.3 23.3  15.7 15.7 15.7
DesignQueue:   0    0    0     1    0    5     2   14    0     0    9    0
********************************************************************************
```

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-------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Hearst Avenue / Le Roy Avenue
*******************************************************************************
Average Delay (sec/veh):      1.6      Worst Case Level Of Service:      B
*******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     0    0    0    19    0   60    59  436    0     0  230    3
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0    0    19    0   60    59  436    0     0  230    3
Added Vol:    0    0    0     0    0    0     0   96    0     0   49    0
Future:       0    0    0     0    0   10    10   90    0     0   70    0
Initial Fut:  0    0    0    19    0   70    69  622    0     0  349    3
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0    0    0    19    0   70    69  622    0     0  349    3
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   0    0    0    19    0   70    69  622    0     0  349    3
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.4 xxxx  6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  815 xxxx  351   352 xxxx xxxxx   xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  244 xxxx  697  1218 xxxx xxxxx   xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  233 xxxx  697  1218 xxxx xxxxx   xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.1 xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *      A    *    *      *    *    *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  489 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 14.0 xxxxx   8.1 xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *      A    *    *      *    *    *
ApproachDel:   xxxxxx          14.0           xxxxxx           xxxxxx
ApproachLOS:     *               B               *                *
```

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-------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          AM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #18 Hearst Avenue / Gayley Road / LaLoma Avenue
*******************************************************************************
Cycle (sec):        65       Critical Vol./Cap. (X):        1.263
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):      71.7
Optimal Cycle:     180            Level Of Service:          E
*******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  - R     L  -  T  - R     L  -  T  - R     L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:  18   18   18    18   18   18    17   17   17    17   17   17
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 7:00-9:00 AM
Base Vol:   274  212   95    12  274   21    28  161  304    21   33    5
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:274  212   95    12  274   21    28  161  304    21   33    5
Added Vol:   33    3   57     0   38    0     0   58   38     3   16    0
Future:      77   11   22     0  132    0     0   88    0    22   22    0
Initial Fut:384  226  174    12  444   21    28  307  342    46   71    5
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 384  226  174    12  444   21    28  307  342    46   71    5
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:384  226  174    12  444   21    28  307  342    46   71    5
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 384  226  174    12  444   21    28  307  342    46   71    5
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.57 0.57 0.57  0.98 0.98 0.98  0.92 0.92 0.92  0.75 0.75 0.85
Lanes:      0.49 0.29 0.22  0.03 0.93 0.04  0.04 0.45 0.51  0.39 0.61 1.00
Final Sat.:  533  314  242    47 1725   82    72  793  883   560  865 1615
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.72 0.72 0.72  0.26 0.26 0.26  0.39 0.39 0.39  0.08 0.08 0.00
Crit Moves:      ****                             ****
Green/Cycle:0.55 0.55 0.55  0.55 0.55 0.55  0.40 0.40 0.00  0.40 0.40 0.40
Volume/Cap: 1.30 1.30 1.30  0.46 0.46 0.46  0.97 0.97 xxxx  0.21 0.21 0.01
Delay/Veh: 161.3  161 161.3  10.2 10.2 10.2  44.2 44.2  0.0  12.2 12.2 10.5
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:161.3  161 161.3  10.2 10.2 10.2  44.2 44.2  0.0  12.2 12.2 10.5
DesignQueue:  7    4    3     0    8    0     1    7   14     1    2    0
*******************************************************************************
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
```

```
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #19 Berkeley Way / Oxford Street
****************************************************************************
Cycle (sec):       70         Critical Vol./Cap. (X):        0.518
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):   7.1
Optimal Cycle:     46         Level Of Service:                 A
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  18   18   18    18   18   18    20   20   20    20   20   20
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     39  717   40    30 1132   11    20   18   72    10    2   12
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  39  717   40    30 1132   11    20   18   72    10    2   12
Added Vol:    38  147    0     0   83   26     3    0    4     0    0    0
PasserByVol:  10  110   10     0  100    0     0    0   20     0    0    0
Initial Fut:  87  974   50    30 1315   37    23   18   96    10    2   12
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   87  974   50    30 1315   37    23   18   96    10    2   12
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  87  974   50    30 1315   37    23   18   96    10    2   12
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   87  974   50    30 1315   37    23   18   96    10    2   12
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.16 0.94 0.94  0.26 0.95 0.95  0.87 0.87 0.87  0.85 0.87 0.87
Lanes:      1.00 1.90 0.10  1.00 1.95 0.05  0.17 0.13 0.70  1.00 0.14 0.86
Final Sat.:  312 3410  175   494 3497   98   277  217 1157  1621  236 1418
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.28 0.29 0.29  0.06 0.38 0.38  0.08 0.08 0.08  0.01 0.01 0.01
Crit Moves:                 ****           ****
Green/Cycle: 0.60 0.60 0.60  0.60 0.60 0.60  0.29 0.29 0.29  0.29 0.29 0.29
Volume/Cap: 0.47 0.48 0.48  0.10 0.63 0.63  0.29 0.29 0.29  0.02 0.03 0.03
Delay/Veh:  12.6  5.3  5.3   4.1  6.5  6.5  21.0 21.0 21.0  18.1 18.1 18.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 12.6  5.3  5.3   4.1  6.5  6.5  21.0 21.0 21.0  18.1 18.1 18.1
DesignQueue:   1   16    1     0   23    1     1    1    3     0    0    0
****************************************************************************
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
```

```
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #20 University Avenue / Sixth Street
****************************************************************************
Cycle (sec):      114         Critical Vol./Cap. (X):        1.002
Loss Time (sec):   16 (Y+R =  5 sec) Average Delay (sec/veh):  101.8
Optimal Cycle:    180         Level Of Service:                 F
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit       Permitted        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   6   23   23     0   23   23     6   15   15     6   15   15
Lanes:        1  0  1  0  1   1  0  1  0  1   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    211  111   19    73  290  325    89  932  333    40  931   21
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 211  111   19    73  290  325    89  932  333    40  931   21
Added Vol:     0   17   12     0    4    1     6  303    0     1   32    0
Future:      150   60   10    10   10   80    10   60   40    10  150   10
Initial Fut: 361  188   41    83  304  406   105 1295  373    51 1113   31
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  361  188   41    83  304  406   105 1295  373    51 1113   31
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 361  188   41    83  304  406   105 1295  373    51 1113   31
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  361  188   41    83  304  406   105 1295  373    51 1113   31
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.98 1.00 0.85  1.00 1.00 0.85  0.95 0.92 0.92  0.95 0.95 0.95
Lanes:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.55 0.45  1.00 1.95 0.05
Final Sat.: 1858 1900 1615  1900 1900 1615  1805 2707  780  1805 3498   97
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.19 0.10 0.03  0.04 0.16 0.25  0.06 0.48 0.48  0.03 0.32 0.32
Crit Moves: ****                 ****           ****           ****
Green/Cycle: 0.44 0.44 0.44  0.25 0.25 0.25  0.06 0.37 0.37  0.05 0.35 0.35
Volume/Cap: 0.44 0.22 0.06  0.18 0.65 1.02  0.90 1.31 1.31  0.54 0.90 0.90
Delay/Veh:  47.8 20.4 18.5  34.8 45.6 94.7 112.1  179 179.2 72.7 45.0 45.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 47.8 20.4 18.5  34.8 45.6 94.7 112.1  179 179.2 72.7 45.0 45.0
DesignQueue:  19    7    1     4   15   21     6   59   17     3   49    1
****************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #21 University Avenue / San Pablo Avenue
****************************************************************************
Cycle (sec):       114          Critical Vol./Cap. (X):        0.971
Loss Time (sec):    16 (Y+R =  5 sec) Average Delay (sec/veh):    132.2
Optimal Cycle:     172          Level Of Service:                  F
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   5    21   21    5    21   21    5    22   22    5    22   22
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    100  457   75   190  837   83    56  957   49    63  644   93
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 100  457   75   190  837   83    56  957   49    63  644   93
Added Vol:     0    3    7    83   50    0     0  315    1     1   33   10
Future:       50  200   40    60   30   20    10   60   10    10  120  100
Initial Fut: 150  660  122   333  917  103    66 1332   60    74  797  203
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  150  660  122   333  917  103    66 1332   60    74  797  203
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 150  660  122   333  917  103    66 1332   60    74  797  203
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  150  660  122   333  917  103    66 1332   60    74  797  203
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.94 0.94  0.95 0.94 0.94  0.95 0.92 0.92
Lanes:      1.00 1.69 0.31  1.00 1.80 0.20  1.00 1.91 0.09  1.00 1.59 0.41
Final Sat.: 1805 2977  550  1805 3197  359  1805 3434  155  1805 2791  711
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.08 0.22 0.22  0.18 0.29 0.29  0.04 0.39 0.39  0.04 0.29 0.29
Crit Moves:       ****          ****               ****          ****
Green/Cycle: 0.13 0.28 0.28  0.29 0.44 0.44  0.04 0.25 0.25  0.04 0.25 0.25
Volume/Cap:  0.65 0.79 0.79  0.65 0.65 0.65  0.83 1.55 1.55  0.93 1.14 1.14
Delay/Veh:   61.0 44.5 44.5  41.8 27.3 27.3 116.3  297 296.5 138.5  120 120.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  61.0 44.5 44.5  41.8 27.3 27.3 116.3  297 296.5 138.5  120 120.4
DesignQueue:    8   32    6    16   35    4     4   70    3     5   41   10
****************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #22 University Avenue / Martin Luther King Way
****************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        1.026
Loss Time (sec):    12 (Y+R =  5 sec) Average Delay (sec/veh):     42.3
Optimal Cycle:     180          Level Of Service:                  D
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit       Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   5    23   23    23   23   23    17   17   17    17   17   17
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    178  568   80    57  833   87    81  703  185    41  477   47
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 178  568   80    57  833   87    81  703  185    41  477   47
Added Vol:     1    3    3     0   14    0     2  409   -2     0   42    0
Future:       70    0    0     0  230   30    10  130   20    20  160   80
Initial Fut: 249  571   83    57 1077  117    93 1242  203    61  679  127
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  249  571   83    57 1077  117    93 1242  203    61  679  127
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 249  571   83    57 1077  117    93 1242  203    61  679  127
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  249  571   83    57 1077  117    93 1242  203    61  679  127
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.99 0.93 0.93  1.00 0.94 0.94  0.17 0.93 0.93  1.00 0.93 0.93
Lanes:      1.00 1.75 0.25  1.00 1.80 0.20  1.00 1.72 0.28  1.00 1.68 0.32
Final Sat.: 1880 3092  449  1900 3207  348   315 3038  496  1900 2968  555
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.13 0.18 0.18  0.03 0.34 0.34  0.29 0.41 0.41  0.03 0.23 0.23
Crit Moves: ****               ****               ****
Green/Cycle: 0.45 0.45 0.45  0.35 0.35 0.35  0.37 0.37 0.37  0.37 0.37 0.37
Volume/Cap:  0.30 0.41 0.41  0.08 0.95 0.95  0.80 1.11 1.11  0.09 0.62 0.62
Delay/Veh:   26.1 11.1 11.1  13.4 35.0 35.0  59.9 79.4 79.4  13.6 18.9 18.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  26.1 11.1 11.1  13.4 35.0 35.0  59.9 79.4 79.4  13.6 18.9 18.9
DesignQueue:    8   12    2     1   27    3     2   31    5     1   16    3
****************************************************************************
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #23 University Avenue / Milvia Street
********************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):       0.683
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   14.3
Optimal Cycle:      49          Level Of Service:               B
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    21   21   21     21   21   21     20   20   20     20   20   20
Lanes:          1  0  0  1  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      100   98   21      6  203   63     37  656  137     18  406   15
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   100   98   21      6  203   63     37  656  137     18  406   15
Added Vol:       0    0    0      0    0    0      0  413    0      0   43    0
Future:         10   10   10     10   10   10     20   80   20     20  240   20
Initial Fut:   110  108   31     16  213   73     57 1149  157     38  689   35
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    110  108   31     16  213   73     57 1149  157     38  689   35
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   110  108   31     16  213   73     57 1149  157     38  689   35
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    110  108   31     16  213   73     57 1149  157     38  689   35
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.73 0.97 0.97   0.95 0.95 0.95   0.83 0.83 0.83   0.79 0.79 0.79
Lanes:        1.00 0.78 0.22   0.05 0.71 0.24   0.08 1.69 0.23   0.10 1.81 0.09
Final Sat.:   1391 1428  410     96 1276  437    132 2659  363    149 2706  137
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.08 0.08 0.08   0.17 0.17 0.17   0.43 0.43 0.43   0.25 0.25 0.25
Crit Moves:                    ****              ****
Green/Cycle:  0.32 0.32 0.32   0.32 0.32 0.32   0.55 0.55 0.55   0.55 0.55 0.55
Volume/Cap:   0.24 0.23 0.23   0.52 0.52 0.52   0.78 0.78 0.78   0.46 0.46 0.46
Delay/Veh:    17.5 17.0 17.0   21.1 21.1 21.1   14.9 14.9 14.9    9.6  9.6  9.6
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   17.5 17.0 17.0   21.1 21.1 21.1   14.9 14.9 14.9    9.6  9.6  9.6
DesignQueue:     3    3    1      0    5    2      1   20    3      1   12    1
********************************************************************************
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #24 University Avenue / SB Shattuck Avenue
********************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):       0.679
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   40.9
Optimal Cycle:      44          Level Of Service:               D
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:     0    0    0     16   16   16     16   16   16     16   16   16
Lanes:          0  0  0  0  0    0  1  1  1  0    1  0  1  1  0    0  1  0  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:        0    0    0     49  767  105    115  401  162     26  356  314
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:     0    0    0     49  767  105    115  401  162     26  356  314
Added Vol:       0    0    0      0   19    6     55  234  124      0   37   36
Future:          0    0    0     11  132   66     22   55   11     11  220   99
Initial Fut:     0    0    0     60  918  177    192  690  297     37  613  449
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:      0    0    0     60  918  177    192  690  297     37  613  449
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:     0    0    0     60  918  177    192  690  297     37  613  449
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:      0    0    0     60  918  177    192  690  297     37  613  449
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   1.00 1.00 1.00   0.78 0.78 0.78   0.29 0.82 0.82   0.70 0.70 0.70
Lanes:        0.00 0.00 0.00   0.16 2.38 0.46   1.00 1.40 0.60   0.10 1.67 1.23
Final Sat.:      0    0    0    231 3542  683    552 2169  934    134 2216 1623
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00   0.26 0.26 0.26   0.35 0.32 0.32   0.28 0.28 0.28
Crit Moves:                    ****              ****
Green/Cycle:  0.00 0.00 0.00   0.36 0.36 0.36   0.30 0.30 0.30   0.00 0.53 0.53
Volume/Cap:   0.00 0.00 0.00   0.72 0.72 0.72   1.16 1.06 1.06   xxxx 0.52 0.52
Delay/Veh:     0.0  0.0  0.0   23.6 23.6 23.6  145.3 73.1 73.1    0.0 12.4 12.4
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:    0.0  0.0  0.0   23.6 23.6 23.6  145.3 73.1 73.1    0.0 12.4 12.4
DesignQueue:     0    0    0      2   26    5      6   22    9      2   13    9
********************************************************************************
```

```
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #25 University Avenue / NB Shattuck Avenue
****************************************************************************
Cycle (sec):        75        Critical Vol./Cap. (X):       0.481
Loss Time (sec):    15 (Y+R =  4 sec) Average Delay (sec/veh):   17.0
Optimal Cycle:      47        Level Of Service:                B
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:  19    0   19     0    0    0     0   13    0     0   13    0
Lanes:        2  0  1! 0  1    0  0  0  0  0    0  0  2  0  0    0  0  2  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     458    0  168     0    0    0     0  444    0     0  235    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  458    0  168     0    0    0     0  444    0     0  235    0
Added Vol:     53    0   38     0    0    0     0  234    0     0   20    0
Future:       220    0   20     0    0    0     0    0    0     0   80    0
Initial Fut:  731    0  226     0    0    0     0  678    0     0  335    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   731    0  226     0    0    0     0  678    0     0  335    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  731    0  226     0    0    0     0  678    0     0  335    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   731    0  226     0    0    0     0  678    0     0  335    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.81 1.00 0.84  1.00 1.00 1.00  1.00 0.86 1.00  1.00 0.86 1.00
Lanes:       2.69 0.00 1.31  0.00 0.00 0.00  0.00 2.00 0.00  0.00 2.00 0.00
Final Sat.:  4146    0 2082     0    0    0     0 3249    0     0 3249    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00 0.11  0.00 0.00 0.00  0.00 0.21 0.00  0.00 0.10 0.00
Crit Moves:  ****                               ****           ****
Green/Cycle: 0.37 0.00 0.37  0.00 0.00 0.00  0.00 0.43 0.00  0.00 0.43 0.00
Volume/Cap:  0.48 0.00 0.30  0.00 0.00 0.00  0.00 0.48 0.00  0.00 0.24 0.00
Delay/Veh:   19.1  0.0 17.1   0.0  0.0  0.0   0.0 16.4  0.0   0.0 13.8  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  19.1  0.0 17.1   0.0  0.0  0.0   0.0 16.4  0.0   0.0 13.8  0.0
DesignQueue:   20    0    6     0    0    0     0   17    0     0    8    0
****************************************************************************
```

```
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #26 University Avenue / Oxford Street
****************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):       0.942
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):   40.5
Optimal Cycle:     134        Level Of Service:                D
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   5   18   18     5   18   18    18   18   18    18   18   18
Lanes:        1  0  1  1  0    1  0  1  1  0    1  1  0  0  1    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     147  487    4    41 1101   77   300   38  217     6   12   23
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  147  487    4    41 1101   77   300   38  217     6   12   23
Added Vol:     10   54   -2    -3   79   11   132   -6  147     0   -1    0
Future:        55   99    0    11   88   33    22   11   22     0   11   11
Initial Fut:  212  640    2    49 1268  121   454   43  386     6   22   34
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   212  640    2    49 1268  121   454   43  386     6   22   34
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  212  640    2    49 1268  121   454   43  386     6   22   34
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   212  640    2    49 1268  121   454   43  386     6   22   34
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.86 0.86 0.86  0.32 0.84 0.84  0.64 0.64 0.77  0.82 0.82 0.82
Lanes:       1.00 1.99 0.01  1.00 1.83 0.17  1.83 0.17 1.00  0.10 0.35 0.55
Final Sat.:  1625 3239   10   599 2927  279  2221  210 1454   150  552  853
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.20 0.20  0.08 0.43 0.43  0.20 0.20 0.27  0.04 0.04 0.04
Crit Moves:  ****                ****                          ****
Green/Cycle: 0.41 0.41 0.41  0.41 0.41 0.41  0.30 0.30 0.30  0.30 0.30 0.30
Volume/Cap:  0.32 0.48 0.48  0.20 1.06 1.06  0.68 0.68 0.89  0.13 0.13 0.13
Delay/Veh:   14.4 15.5 15.5  14.3 62.5 62.5  25.1 25.1 43.9  17.2 17.2 17.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  14.4 15.5 15.5  14.3 62.5 62.5  25.1 25.1 43.9  17.2 17.2 17.2
DesignQueue:    5   14    0     1   30    3    12    1   10     0    1    1
****************************************************************************
```

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--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Univeristy Drive (East Gate)  / Gayley Road
********************************************************************************
Average Delay (sec/veh):     3.9        Worst Case Level Of Service:       E
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       1  0  1  0 0    0  0  0  1 0    1  0  0  0 1    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:      69  476    0    0  543   75   53    0   73    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   69  476    0    0  543   75   53    0   73    0    0    0
Added Vol:    -13   95    0    0  100  -21   -2    0   -1    0    0    0
Future:        20   70    0    0  110   10   10    0   20    0    0    0
Initial Fut:   76  641    0    0  753   64   61    0   92    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    76  641    0    0  753   64   61    0   92    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    76  641    0    0  753   64   61    0   92    0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  817 xxxx xxxxx  xxxx xxxx xxxxx 1578 xxxx   785 xxxx xxxx xxxxx
Potent Cap.:  820 xxxx xxxxx  xxxx xxxx xxxxx  122 xxxx   396 xxxx xxxx xxxxx
Move Cap.:    820 xxxx xxxxx  xxxx xxxx xxxxx  113 xxxx   396 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:  9.8 xxxx xxxxx xxxxx xxxx xxxxx 69.1 xxxx  16.8 xxxxx xxxx xxxxx
LOS by Move:    A   *     *     *    *     *    F    *     C    *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx   xxxx    0 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *    *    *     *    *     *     *
ApproachDel:    xxxxxx           xxxxxx           37.7           xxxxxx
ApproachLOS:       *                *                E                *
```

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--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               AM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #28 Addison Street / Oxford Street
********************************************************************************
Average Delay (sec/veh):     1.3        Worst Case Level Of Service:       E
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       1  0  2  0 0    0  0  1  1 0    0  0  1! 0  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      54  647    0    0 1165   61    4    0   31    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   54  647    0    0 1165   61    4    0   31    0    0    0
Added Vol:     20   60    0    0  207   18    2    0    2    0    0    0
PasserByVol:   20  140    0    0   90   10    0    0   10    0    0    0
Initial Fut:   94  847    0    0 1462   89    6    0   43    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume:   103  931    0    0 1607   98    7    0   47    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   103  931    0    0 1607   98    7    0   47    0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1286 xxxx xxxxx  xxxx xxxx xxxxx 2107 xxxx   141 xxxx xxxx xxxxx
Potent Cap.:  407 xxxx xxxxx  xxxx xxxx xxxxx   34 xxxx   661 xxxx xxxx xxxxx
Move Cap.:    407 xxxx xxxxx  xxxx xxxx xxxxx   27 xxxx   661 xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 16.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    C   *     *     *    *     *     *    *     *    *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx  xxxx xxxx xxxxx xxxx  171 xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 35.5 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    E     *    *     *     *
ApproachDel:    xxxxxx           xxxxxx           35.5           xxxxxx
ApproachLOS:       *                *                E                *
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #29 Center Street / SB Shattuck Avenue
********************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):          0.450
Loss Time (sec):    12 (Y+R =  9 sec) Average Delay (sec/veh):    16.9
Optimal Cycle:      65        Level Of Service:                  B
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted         Permitted
Rights:          Include          Include           Include           Include
Min. Green:     0    0    0     20   20   20     0   22   22     33   33    0
Lanes:         0 0  0  0 0    0 1  1  1 0    0 0  0  1 0    0 1  0  0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0    15  779   71     0   69   51    17  102    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    15  779   71     0   69   51    17  102    0
Added Vol:      0    0    0     0   87    0     0    2    0     0    0    0
Future:         0    0    0     0  130   20     0   50   30    30   40    0
Initial Fut:    0    0    0    15  996   91     0  121   81    47  142    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0    15  996   91     0  121   81    47  142    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0    15  996   91     0  121   81    47  142    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0    15  996   91     0  121   81    47  142    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  0.80 0.80 0.80  1.00 0.85 0.85  0.80 0.80 1.00
Lanes:       0.00 0.00 0.00  0.04 2.71 0.25  0.00 0.60 0.40  0.25 0.75 0.00
Final Sat.:     0    0    0    62 4119  376     0  969  649   377 1138    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.24 0.24 0.24  0.00 0.12 0.12  0.12 0.12 0.00
Crit Moves:                  ****              ****
Green/Cycle: 0.00 0.00 0.00  0.31 0.31 0.31  0.00 0.34 0.34  0.51 0.51 0.00
Volume/Cap:  0.00 0.00 0.00  0.79 0.79 0.79  0.00 0.37 0.37  0.25 0.25 0.00
Delay/Veh:    0.0  0.0  0.0  19.0 19.0 19.0   0.0 18.2 18.2   3.6  3.6  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0  19.0 19.0 19.0   0.0 18.2 18.2   3.6  3.6  0.0
DesignQueue:    0    0    0     0   26    2     0    3    2     1    3    0
********************************************************************************
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #30 Center Street / NB Shattuck Avenue
********************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):          0.399
Loss Time (sec):     8 (Y+R =  9 sec) Average Delay (sec/veh):     5.3
Optimal Cycle:      60        Level Of Service:                  A
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted         Permitted
Rights:          Include          Include           Include           Include
Min. Green:    30   30   30     0    0    0    22   22    0     0   22   22
Lanes:         0 1  1  1 0    0 0  0  0 0    0 1  0  0 0    0 0  0  1 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      42  616   51     0    0    0    26   56    0     0   77   26
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   42  616   51     0    0    0    26   56    0     0   77   26
Added Vol:      0  107   -2     0    0    0     0    2    0     0    0    0
Future:        30  200   60     0    0    0    10   40    0     0   40   30
Initial Fut:   72  923  109     0    0    0    36   98    0     0  117   56
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    72  923  109     0    0    0    36   98    0     0  117   56
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   72  923  109     0    0    0    36   98    0     0  117   56
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    72  923  109     0    0    0    36   98    0     0  117   56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.79 0.79 0.79  1.00 1.00 1.00  0.79 0.79 1.00  1.00 0.86 0.86
Lanes:       0.19 2.51 0.30  0.00 0.00 0.00  0.27 0.73 0.00  0.00 0.68 0.32
Final Sat.:   295 3787  447     0    0    0   405 1103    0     0 1106  529
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.24 0.24  0.00 0.00 0.00  0.09 0.09 0.00  0.00 0.11 0.11
Crit Moves:       ****                                               ****
Green/Cycle: 0.54 0.54 0.54  0.00 0.00 0.00  0.34 0.34 0.00  0.00 0.34 0.34
Volume/Cap:  0.45 0.45 0.45  0.00 0.00 0.00  0.26 0.26 0.00  0.00 0.31 0.31
Delay/Veh:    2.6  2.6  2.6   0.0  0.0  0.0  11.5 11.5  0.0   0.0 17.4 17.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   2.6  2.6  2.6   0.0  0.0  0.0  11.5 11.5  0.0   0.0 17.4 17.4
DesignQueue:    1   16    2     0    0    0     1    2    0     0    3    1
********************************************************************************
```

                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour

                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #31 Center Street / Oxford Street
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.674
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   13.3
Optimal Cycle: 46   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 19   19   19   19   19   19   19   19   19   19   19   19
Lanes: 1 0 1 1 0   1 0 1 1 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 50 663   42   11 1145   39   26   10   43   19   6   8
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 663   42   11 1145   39   26   10   43   19   6   8
Added Vol: 0   77   -2   -5 214   0   4   -4   0   0   0   0
Future: 30   90   10   0   70   30   60   0   30   0   0   0
Initial Fut: 80 830   50   6 1429   69   90   6   73   19   6   8
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 80 830   50   6 1429   69   90   6   73   19   6   8
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 80 830   50   6 1429   69   90   6   73   19   6   8
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   80 830   50   6 1429   69   90   6   73   19   6   8
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.11 0.85 0.85 0.28 0.85 0.85 0.70 0.70 0.70 0.74 0.74 0.74
Lanes: 1.00 1.89 0.11 1.00 1.91 0.09 0.53 0.04 0.43 0.58 0.18 0.24
Final Sat.:   210 3037 183   525 3078 149   709   47 575   804 254 339
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.38 0.27 0.27 0.01 0.46 0.46 0.13 0.13 0.13 0.02 0.02 0.02
Crit Moves: ****   ****   ****
Green/Cycle: 0.58 0.58 0.58 0.58 0.58 0.58 0.29 0.29 0.29 0.29 0.29 0.29
Volume/Cap: 0.65 0.47 0.47 0.02 0.79 0.79 0.43 0.43 0.43 0.08 0.08 0.08
Delay/Veh: 32.7 8.6 8.6   5.8 14.0 14.0 22.2 22.2 22.2 17.1 17.1 17.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 32.7 8.6 8.6   5.8 14.0 14.0 22.2 22.2 22.2 17.1 17.1 17.1
DesignQueue: 1   13   1   0   24   1   2   0   2   0   0   0
****

                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour

                    Level Of Service Computation Report
               2000 HCM 4-Way Stop Method (Future Volume Alternative)
****
Intersection #32 Stadium Rim Road / Gayley Road
****
Cycle (sec):   100   Critical Vol./Cap. (X):   1.286
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   95.5
Optimal Cycle: 0   Level Of Service: F
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 0 1 0   0 1 0 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 0 386   19   128 471   0   12   5   14   18   1 118
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 386   19   128 471   0   12   5   14   18   1 118
Added Vol: 0   74   30   34   65   0   0   0   0   25   0   8
Future: 0   66   11   22 110   0   0   0   0   11   0   22
Initial Fut: 0 526   60   184 646   0   12   5   14   54   1 148
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 526   60   184 646   0   12   5   14   54   1 148
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 526   60   184 646   0   12   5   14   54   1 148
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 526   60   184 646   0   12   5   14   54   1 148
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.90 0.10 0.22 0.78 0.00 0.39 0.16 0.45 0.26 0.01 0.73
Final Sat.:   0 580   66   143 502   0   179   75 209   144   3 395
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx 0.91 0.91 1.29 1.29 xxxx 0.07 0.07 0.07 0.37 0.37 0.37
Crit Moves: **** **** ****   ****   ****
Delay/Veh: 0.0 39.3 39.3 158.4 158 0.0 10.8 10.8 10.8 13.2 13.2 13.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 39.3 39.3 158.4 158 0.0 10.8 10.8 10.8 13.2 13.2 13.2
LOS by Move: *   E   E   F   F   *   B   B   B   B   B   B
ApproachDel: 39.3   158.4   10.8   13.2
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 39.3   158.4   10.8   13.2
LOS by Appr: E   F   B   B
****

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #33 Allston Way / Oxford Street
********************************************************************************
Average Delay (sec/veh):      1.9        Worst Case Level Of Service:       E
********************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Uncontrolled      Uncontrolled       Stop Sign        Stop Sign
Rights:           Include           Include           Include          Include
Lanes:        0  1  1  0  0     0  1  0  1  0     1  0  0  0  1     0  0  0  0  0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      17  798    0    59 1111   34    16    0   33     0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   17  798    0    59 1111   34    16    0   33     0    0    0
Added Vol:      0   75    0     0  214    0     0    0    0     0    0    0
Future:        10  130    0    10   80   10     0    0   30     0    0    0
Initial Fut:   27 1003    0    69 1405   44    16    0   63     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93  0.93 0.93 0.93
PHF Volume:    29 1078    0    74 1511   47    17    0   68     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    29 1078    0    74 1511   47    17    0   68     0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
            ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1050 xxxx xxxxx  1078 xxxx xxxxx  2042 xxxx    10 xxxx xxxx xxxxx
Potent Cap.:  503 xxxx xxxxx   654 xxxx xxxxx    37 xxxx   805 xxxx xxxx xxxxx
Move Cap.:    503 xxxx xxxxx   654 xxxx xxxxx    32 xxxx   805 xxxx xxxx xxxxx
            ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 12.6 xxxx xxxxx  11.2 xxxx xxxxx 204.1 xxxx   9.9 xxxxx xxxx xxxxx
LOS by Move:   B    *    *     B    *    *     F    *    A     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 12.6 xxxx xxxxx  11.2 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    B    *    *     B    *    *     *    *    *     *    *    *
ApproachDel:     xxxxxx           xxxxxx           49.2           xxxxxx
ApproachLOS:       *                *              E                *
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #34 Kittridge Street / Oxford Street / Fulton Street
********************************************************************************
Average Delay (sec/veh): OVERFLOW      Worst Case Level Of Service:       F
********************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
            ------------|---------------||---------------||---------------|
Control:        Uncontrolled      Uncontrolled       Stop Sign        Stop Sign
Rights:           Include           Include           Include          Include
Lanes:        0  1  0  1  0     0  1  0  1  0     0  0  1! 0  0     0  0  1! 0  0
            ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      13  801    0     0 1122   18     6    0   23     0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   13  801    0     0 1122   18     6    0   23     0    0    0
Added Vol:      0   68   23    69  145    0     0   27    0     0    2    3    7
Future:         0  120    0     0   70   30    10    0   10     0    0    0
Initial Fut:   13  989   23    69 1337   48    16   27   33     2    3    7
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    13  989   23    69 1337   48    16   27   33     2    3    7
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    13  989   23    69 1337   48    16   27   33     2    3    7
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5  6.9   7.5  6.5  6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
            ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  513 xxxx xxxxx  1012 xxxx xxxxx  1521 2303    0  1257 2322  506
Potent Cap.:  701 xxxx xxxxx   693 xxxx xxxxx    55   26    0    86   25  517
Move Cap.:    701 xxxx xxxxx   693 xxxx xxxxx    44   23    0     0   22  517
            ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 10.2 xxxx xxxxx  10.8 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   B    *    *     B    *    *     *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   49 xxxxx  xxxx    0 xxxxx
Shrd StpDel: 10.2 xxxx xxxxx  10.8 xxxx xxxxx  xxxxx  466 xxxxx  xxxxx xxxx xxxxx
Shared LOS:    B    *    *     B    *    *     *    F    *     *    *    *
ApproachDel:     xxxxxx           xxxxxx           466.0          xxxxxx
ApproachLOS:       *                *              F              F
```

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
```

```
                   Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #35 Stadium Rim Road / Centennial Drive
********************************************************************************
Cycle (sec):        100         Critical Vol./Cap. (X):        0.355
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):    9.9
Optimal Cycle:        0          Level Of Service:               A
********************************************************************************
Approach:       North Bound      South Bound       East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Min. Green:   0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        0  0  0  1  0     0  1  0  0  0     0  0  0  0  0     0  0  1! 0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0   70  160    94   22    0     0    0    0   114    0   71
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0   70  160    94   22    0     0    0    0   114    0   71
Added Vol:    0    0    0    64    0    0     0    0    0     0    0   33
Future:       0   22   22    22   11    0     0    0    0    22    0   11
Initial Fut:  0   92  182   180   33    0     0    0    0   136    0  115
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0   92  182   180   33    0     0    0    0   136    0  115
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0   92  182   180   33    0     0    0    0   136    0  115
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0   92  182   180   33    0     0    0    0   136    0  115
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.34 0.66  0.85 0.15 0.00  0.00 0.00 0.00  0.54 0.00 0.46
Final Sat.:   0  264  523   585  107    0     0    0    0   384    0  324
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.35 0.35  0.31 0.31 xxxx  xxxx xxxx xxxx  0.35 xxxx 0.35
Crit Moves:       ****          ****                              ****
Delay/Veh:    0.0  9.6  9.6  10.1 10.1  0.0   0.0  0.0  0.0  10.2  0.0 10.2
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  9.6  9.6  10.1 10.1  0.0   0.0  0.0  0.0  10.2  0.0 10.2
LOS by Move:   *    A    A     B    B    *     *    *    *     B    *    B
ApproachDel:       9.6             10.1            xxxxxx            10.2
Delay Adj:         1.00            1.00             xxxxx            1.00
ApprAdjDel:        9.6             10.1            xxxxxx            10.2
LOS by Appr:        A               B                *               B
********************************************************************************
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                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
```

```
                   Level Of Service Computation Report
               2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #36 Bancroft Way / Shattuck Avenue
********************************************************************************
Cycle (sec):         65         Critical Vol./Cap. (X):        0.621
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   10.7
Optimal Cycle:       42          Level Of Service:               B
********************************************************************************
Approach:       North Bound      South Bound       East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:  18    18    0     0   18   18     0    0    0    16   16   16
Lanes:        1  0  2  0  0     0  0  1  1  0     0  0  1! 0  0     1  0  0  1  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    29  912    0     0  788   12     1    0   62   116   51   71
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 29  912    0     0  788   12     1    0   62   116   51   71
Added Vol:    0  124    0     0   90    0     0    0    0    12    0    9
Future:      11  308    0     0  209   11     0    0    0    33   11   11
Initial Fut: 40 1344    0     0 1087   23     1    0   62   161   62   91
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  40 1344    0     0 1087   23     1    0   62   161   62   91
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 40 1344    0     0 1087   23     1    0   62   161   62   91
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  40 1344    0     0 1087   23     1    0   62   161   62   91
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.23 0.86 1.00  1.00 0.85 0.85  0.78 1.00 0.78  0.65 0.82 0.82
Lanes:      1.00 2.00 0.00  0.00 1.96 0.04  0.02 0.00 0.98  1.00 0.41 0.59
Final Sat.: 439 3249    0     0 3172   67    23    0 1453  1228  631  927
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.09 0.41 0.00  0.00 0.34 0.34  0.04 0.00 0.04  0.13 0.10 0.10
Crit Moves:       ****               ****                        ****
Green/Cycle: 0.63 0.63 0.00  0.00 0.63 0.63  0.25 0.00 0.25  0.25 0.25 0.25
Volume/Cap: 0.14 0.66 0.00  0.00 0.54 0.54  0.17 0.00 0.17  0.53 0.40 0.40
Delay/Veh:   6.0  9.2  0.0   0.0  7.8  7.8  20.3  0.0 20.3  27.8 23.6 23.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  6.0  9.2  0.0   0.0  7.8  7.8  20.3  0.0 20.3  27.8 23.6 23.6
DesignQueue:  1   20    0     0   16    0     0    0    0     2    4    3
********************************************************************************
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```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #37 Bancroft Way / Fulton Street
********************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):          0.421
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):       9.7
Optimal Cycle:      49         Level Of Service:                   A
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include            Ignore
Min. Green:    17  17   0      0  17   17     0   0    0     24  24   24
Lanes:          0   1   1  0   0   0   2  1  0   0   0   0  0   0   1   1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      13  146   0      0 1071   79     0   0    0     84  173  650
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   13  146   0      0 1071   79     0   0    0     84  173  650
Added Vol:     13    0   0      0  127   20     0   0    0      2   24   91
Future:        10   10   0      0   60   10     0   0    0     10   20  110
Initial Fut:   36  156   0      0 1258  109     0   0    0     96  217  851
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:    36  156   0      0 1258  109     0   0    0     96  217    0
Reduct Vol:     0    0   0      0    0    0     0   0    0      0    0    0
Reduced Vol:   36  156   0      0 1258  109     0   0    0     96  217    0
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
Final Vol.:    36  156   0      0 1258  109     0   0    0     96  217    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.71 0.71 1.00   1.00 0.90 0.90  1.00 1.00 1.00  0.81 0.81 1.00
Lanes:       0.37 1.63 0.00   0.00 2.76 0.24  0.00 0.00 0.00  0.61 1.39 1.00
Final Sat.:   506 2194   0      0 4716  409     0   0    0    941 2127 1900
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07 0.00   0.00 0.27 0.27  0.00 0.00 0.00  0.10 0.10 0.00
Crit Moves:                   ****                              ****
Green/Cycle: 0.51 0.51 0.00   0.00 0.51 0.51  0.00 0.00 0.00  0.37 0.37 0.00
Volume/Cap:  0.14 0.14 0.00   0.00 0.53 0.53  0.00 0.00 0.00  0.28 0.28 0.00
Delay/Veh:    6.6  6.6  0.0    0.0  8.9  8.9   0.0  0.0  0.0   15.0 15.0  0.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   6.6  6.6  0.0    0.0  8.9  8.9   0.0  0.0  0.0   15.0 15.0  0.0
DesignQueue:    1    3   0      0   24    2     0   0    0      2    5    0
********************************************************************************
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
```

```
                  Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #38 Bancroft Way / Ellsworth Street
********************************************************************************
Average Delay (sec/veh):      6.4        Worst Case Level Of Service:       C
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign         Stop Sign        Uncontrolled       Uncontrolled
Rights:          Include           Include           Include            Include
Lanes:          1   1   0  0   0   0   0   0  1  0   0   0   0  0   0   1   1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     241   60   0      0   0   11     0   0    0      0  674   39
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  241   60   0      0   0   11     0   0    0      0  674   39
Added Vol:     96    0   0      0   0    0     0   0    0      0  128    0
Future:        10    0   0      0   0    0     0   0    0      0  130    0
Initial Fut:  347   60   0      0   0   11     0   0    0      0  932   39
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   347   60   0      0   0   11     0   0    0      0  932   39
Reduct Vol:     0    0   0      0   0    0     0   0    0      0    0    0
Final Vol.:   347   60   0      0   0   11     0   0    0      0  932   39
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx xxxx  6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx xxxx  3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  466  971 xxxxx  xxxx xxxx   486 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  510  255 xxxxx  xxxx xxxx   586 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    501  255 xxxxx  xxxx xxxx   586 xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 16.0 xxxx xxxxx xxxxx xxxx  11.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   C    *    *      *    *    B     *    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT   LT - LTR - RT    LT - LTR - RT
Shared Cap.:  401 xxxxx xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 25.7 xxxx xxxxx xxxxx xxxx  xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:    D    *    *      *    *    *     *    *    *      *    *    *
ApproachDel:      21.6             11.3           xxxxxx           xxxxxx
ApproachLOS:       C                B               *                *
```

```
--------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
****************************************************************************
Intersection #39 Bancroft Way / Dana Street
****************************************************************************
Average Delay (sec/veh):     0.0        Worst Case Level Of Service:      A
****************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  0  0 0    0  0  0  0 0    0  0  0  0 0    0  1  2  0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0     0    0    0     0    0    0    145  721    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0     0    0    0     0    0    0    145  721    0
Added Vol:      0    0    0     0    0    0     0    0    0      4  128    0
Future:         0    0    0     0    0    0     0    0    0     50  130    0
Initial Fut:    0    0    0     0    0    0     0    0    0    199  979    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0     0    0    0     0    0    0    199  979    0
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
Final Vol.:     0    0    0     0    0    0     0    0    0    199  979    0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx
LOS by Move:   *    *    *      *    *    *      *    *    *      A    *    *
Movement:    LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.0 xxxx xxxxx
Shared LOS:    *    *    *      *    *    *      *    *    *      A    *    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       *                *                *                *
```

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--------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #40 Bancroft Way / Telegraph Avenue
****************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):          0.328
Loss Time (sec):     8 (Y+R = 23 sec) Average Delay (sec/veh):    21.6
Optimal Cycle:      46        Level Of Service:                  C
****************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    15    0    0     0    0    0     0    0    0     0   23    0
Lanes:          2  0  0  0 0    0  0  0  0 0    0  0  0  0 0    0  0  3  0 0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     427    0    0     0    0    0     0    0    0     0  460    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  427    0    0     0    0    0     0    0    0     0  460    0
Added Vol:     24    0    0     0    0    0     0    0    0     0  144    0
Future:       100    0    0     0    0    0     0    0    0     0   70    0
Initial Fut:  551    0    0     0    0    0     0    0    0     0  674    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   551    0    0     0    0    0     0    0    0     0  674    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  551    0    0     0    0    0     0    0    0     0  674    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   551    0    0     0    0    0     0    0    0     0  674    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 0.91 1.00
Lanes:       2.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 3.00 0.00
Final Sat.:  3502    0    0     0    0    0     0    0    0     0 5187    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.13 0.00
Crit Moves:  ****                                               ****
Green/Cycle: 0.23 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.35 0.00
Volume/Cap:  0.68 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.37 0.00
Delay/Veh:   28.2  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 16.2  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  28.2  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 16.2  0.0
DesignQueue:   16    0    0     0    0    0     0    0    0     0   16    0
****************************************************************************
```

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                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
```

```
                    Level Of Service Computation Report
               2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #41 Bancroft Way / Bowditch Street
********************************************************************************
Cycle (sec):       100        Critical Vol./Cap. (X):        0.597
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):   14.1
Optimal Cycle:       0              Level Of Service:            B
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1 0  0  0 0    0 0  0  0 0    0 0  0  0 0    0 1  1  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      191    0    0      0    0    0      0    0    0     99  494    0
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   191    0    0      0    0    0      0    0    0     99  494    0
Added Vol:       0    0    0      0    0    0      0    0    0      3  144    0
Future:         10    0    0      0    0    0      0    0    0     20   60    0
Initial Fut:   201    0    0      0    0    0      0    0    0    122  698    0
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    201    0    0      0    0    0      0    0    0    122  698    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   201    0    0      0    0    0      0    0    0    122  698    0
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    201    0    0      0    0    0      0    0    0    122  698    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:        1.00 0.00 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.30 1.70 0.00
Final Sat.:    625    0    0      0    0    0      0    0    0    204 1189    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.32 xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   0.60 0.59 xxxx
Crit Moves:   ****                                              ****
Delay/Veh:    11.1  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   15.2 14.7  0.0
Delay Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   11.1  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   15.2 14.7  0.0
LOS by Move:    B    *    *      *    *    *      *    *    *      C    B    *
ApproachDel:       11.1           xxxxxx           xxxxxx           14.8
Delay Adj:         1.00           xxxxx            xxxxx            1.00
ApprAdjDel:        11.1           xxxxxx           xxxxxx           14.8
LOS by Appr:        B               *                *               B
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
```

```
                    Level Of Service Computation Report
               2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #42 Bancroft Way / College Avenue
********************************************************************************
Cycle (sec):       100        Critical Vol./Cap. (X):        0.747
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):   17.0
Optimal Cycle:       0              Level Of Service:            C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1 0  0  0 0    0 0  0  0 0    0 0  0  0 0    0 1  1  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      343    0    0      0    0    0      0    0    0     34  203    0
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   343    0    0      0    0    0      0    0    0     34  203    0
Added Vol:     157    0    0      0    0    0      0    0    0      2  132    0
Future:         11    0    0      0    0    0      0    0    0     22   66    0
Initial Fut:   511    0    0      0    0    0      0    0    0     58  401    0
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    511    0    0      0    0    0      0    0    0     58  401    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   511    0    0      0    0    0      0    0    0     58  401    0
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    511    0    0      0    0    0      0    0    0     58  401    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:        1.00 0.00 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.25 1.75 0.00
Final Sat.:    684    0    0      0    0    0      0    0    0    148 1039    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.75 xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   0.39 0.39 xxxx
Crit Moves:   ****                                              ****
Delay/Veh:    21.4  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   12.2 12.1  0.0
Delay Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   21.4  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   12.2 12.1  0.0
LOS by Move:    C    *    *      *    *    *      *    *    *      B    B    *
ApproachDel:       21.4           xxxxxx           xxxxxx           12.1
Delay Adj:         1.00           xxxxx            xxxxx            1.00
ApprAdjDel:        21.4           xxxxxx           xxxxxx           12.1
LOS by Appr:        C               *                *               B
********************************************************************************
```

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
****
Intersection #43 Bancroft Way / Piedmont Avenue
****
Cycle (sec):   100   Critical Vol./Cap. (X):   1.284
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   102.6
Optimal Cycle: 0   Level Of Service: F
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 1 0 0 0   0 0 0 1 0   0 0 0 0 0   0 0 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 131 553   0   0 344 123   0   0   0   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 131 553   0   0 344 123   0   0   0   0   0   0
Added Vol: 104 141   0   0   47   30   0   0   0   0   0   0
Future: 11   66   0   0   44   66   0   0   0   0   0   0
Initial Fut: 246 760   0   0 435 219   0   0   0   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 246 760   0   0 435 219   0   0   0   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 246 760   0   0 435 219   0   0   0   0   0   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   246 760   0   0 435 219   0   0   0   0   0   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.24 0.76 0.00 0.00 0.67 0.33 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:   192 592   0   0 534 269   0   0   0   0   0   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 1.28 1.28 xxxx xxxx 0.82 0.82 xxxx xxxx xxxx xxxx xxxx xxxx
Crit Moves: ****   ****
Delay/Veh: 153.6 154 0.0   0.0 24.1 24.1   0.0 0.0 0.0   0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 153.6 154 0.0   0.0 24.1 24.1   0.0 0.0 0.0   0.0 0.0 0.0
LOS by Move: F   F   *   *   C   C   *   *   *   *   *   *
ApproachDel: 153.6   24.1   xxxxxx   xxxxxx
Delay Adj: 1.00   1.00   xxxxx   xxxxx
ApprAdjDel: 153.6   24.1   xxxxxx   xxxxxx
LOS by Appr: F   C   *   *
****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #44 Durant Avenue / Shattuck Avenue
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.753
Loss Time (sec):   12 (Y+R = 5 sec) Average Delay (sec/veh):   14.4
Optimal Cycle: 59   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Prot+Permit   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 19   19   19   5   19   19   17   17   17   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   0 1 0 1 0   0 0 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 55 943 136   67 886   8   9   70   35   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 943 136   67 886   8   9   70   35   0   0   0
Added Vol: 0 124 106   66   36   0   0   0   0   0   0   0
Future: 10   90   70   40 180   10   200   40   0   0   0   0
Initial Fut: 65 1157 312   173 1102   18   209 110   35   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 65 1157 312   173 1102   18   209 110   35   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 65 1157 312   173 1102   18   209 110   35   0   0   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   65 1157 312   173 1102   18   209 110   35   0   0   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.95 1.00 0.95 0.95 0.95 0.95 0.95 1.00 1.00 1.00
Lanes: 1.00 1.58 0.42 1.00 1.97 0.03 1.00 0.76 0.24 0.00 0.00 0.00
Final Sat.: 1900 2843 767 1900 3552   58 1805 1369 436   0   0   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.03 0.41 0.41 0.09 0.31 0.31 0.12 0.08 0.08 0.00 0.00 0.00
Crit Moves: ****   ****   ****
Green/Cycle: 0.45 0.45 0.45 0.10 0.55 0.55 0.26 0.28 0.28 0.00 0.00 0.00
Volume/Cap: 0.08 0.90 0.90 0.90 0.56 0.56 0.44 0.29 0.29 0.00 0.00 0.00
Delay/Veh: 4.7 15.7 15.7 69.6 2.8 2.8 21.8 18.9 18.9   0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 4.7 15.7 15.7 69.6 2.8 2.8 21.8 18.9 18.9   0.0 0.0 0.0
DesignQueue: 1   25   7   6   19   0   6   3   1   0   0   0
****

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #45 Durant Avenue / Fulton Street
*************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.459
Loss Time (sec):     8 (Y+R =  3 sec) Average Delay (sec/veh):   10.9
Optimal Cycle:      51        Level Of Service:                  B
*************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted        Permitted
Rights:          Include          Include           Include          Include
Min. Green:    0     0     0    21    21     0    22    22    22     0     0     0
Lanes:        0 0 0 0 0    1 1 1 0 0    1 0 1 1 0    0 0 0 0 0
           ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0     0     0   459   656     0   123   262    27     0     0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0     0     0   459   656     0   123   262    27     0     0     0
Added Vol:      0     0     0    96    34     0    13   159     0     0     0     0
Future:         0     0     0    30    40     0    20    90    30     0     0     0
Initial Fut:    0     0     0   585   730     0   156   511    57     0     0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0     0     0   585   730     0   156   511    57     0     0     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0     0     0   585   730     0   156   511    57     0     0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0     0     0   585   730     0   156   511    57     0     0     0
           ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 1.00  1.00  0.95 0.95  1.00  0.99 0.94  0.94  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  1.33 1.67  0.00  1.00 1.80  0.20  0.00 0.00  0.00
Final Sat.:     0     0     0  2409  3006     0  1872  3199   357     0     0     0
           ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.24 0.24  0.00  0.08 0.16  0.16  0.00 0.00  0.00
Crit Moves:                   ****              ****
Green/Cycle: 0.00 0.00  0.00  0.53 0.53  0.00  0.35 0.35  0.35  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.46 0.46  0.00  0.24 0.46  0.46  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   7.4  7.4   0.0  15.9 17.7  17.7   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   7.4  7.4   0.0  15.9 17.7  17.7   0.0  0.0   0.0
DesignQueue:    0     0     0    11    13     0     4    13     1     0     0     0
*************************************************************************
```

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-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
-------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #46 Durant Avenue / Telegraph Avenue
*************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.371
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   12.0
Optimal Cycle:      43        Level Of Service:                  B
*************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted         Permitted        Permitted
Rights:          Include          Include           Include          Include
Min. Green:    0    18    18     0     0     0    17    17     0     0     0     0
Lanes:        0 0 1 1 0    0 0 0 0 0    0 1 2 0 0    0 0 0 0 0
           ------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0   362    86     0     0     0    73   387     0     0     0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   362    86     0     0     0    73   387     0     0     0     0
Added Vol:      0     7    24     0     0     0    17   142     0     0     0     0
Future:         0   110    40     0     0     0     0   130     0     0     0     0
Initial Fut:    0   479   150     0     0     0    90   659     0     0     0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   479   150     0     0     0    90   659     0     0     0     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    0   479   150     0     0     0    90   659     0     0     0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0   479   150     0     0     0    90   659     0     0     0     0
           ------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.92  0.92  1.00 1.00  1.00  0.91 0.91  1.00  1.00 1.00  1.00
Lanes:       0.00 1.52  0.48  0.00 0.00  0.00  0.36 2.64  0.00  0.00 0.00  0.00
Final Sat.:     0  2650   830     0     0     0   623  4564     0     0     0     0
           ------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.18  0.00 0.00  0.00  0.14 0.14  0.00  0.00 0.00  0.00
Crit Moves:       ****                             ****
Green/Cycle: 0.00 0.49  0.49  0.00 0.00  0.00  0.39 0.39  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.37  0.37  0.00 0.00  0.00  0.37 0.37  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  8.8   8.8   0.0  0.0   0.0  14.7 14.7   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.8   8.8   0.0  0.0   0.0  14.7 14.7   0.0   0.0  0.0   0.0
DesignQueue:    0     9     3     0     0     0     2    15     0     0     0     0
*************************************************************************
```

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--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #47 Durant Avenue / College Avenue
********************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        0.466
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    13.9
Optimal Cycle:      42          Level Of Service:              B
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:     0   18   18     0    0    0    16   16   16     0    0    0
Lanes:          0  0  0  1  0   0  1  0  0  0   1  0  1  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:        0  213   66    13   23    0    64  228   87     0    0    0
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     0  213   66    13   23    0    64  228   87     0    0    0
Added Vol:       0   29   52     0    2    0   128   42    2     0    0    0
Future:          0   11   99     0   22    0    22   99   44     0    0    0
Initial Fut:     0  253  217    13   47    0   214  369  133     0    0    0
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:      0  253  217    13   47    0   214  369  133     0    0    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:     0  253  217    13   47    0   214  369  133     0    0    0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:      0  253  217    13   47    0   214  369  133     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   1.00 0.94 0.94  0.92 0.92 1.00  0.96 0.91 0.91  1.00 1.00 1.00
Lanes:        0.00 0.54 0.46  0.22 0.78 0.00  1.00 1.47 0.53  0.00 0.00 0.00
Final Sat.:      0  959  823   377 1362    0  1824 2547  918     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.26 0.26  0.03 0.03 0.00  0.12 0.14 0.14  0.00 0.00 0.00
Crit Moves:        ****                           ****
Green/Cycle:  0.00 0.57 0.57  0.57 0.57 0.00  0.31 0.31 0.31  0.00 0.00 0.00
Volume/Cap:   0.00 0.47 0.47  0.06 0.06 0.00  0.38 0.47 0.47  0.00 0.00 0.00
Delay/Veh:     0.0  7.0  7.0   6.5  6.5  0.0  19.0 19.1 19.1   0.0  0.0  0.0
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    0.0  7.0  7.0   6.5  6.5  0.0  19.0 19.1 19.1   0.0  0.0  0.0
DesignQueue:     0    4    4     0    1    0     5   10    3     0    0    0
********************************************************************************
```

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--------------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #48 Durant Avenue / Piedmont Avenue
********************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        1.150
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):    59.7
Optimal Cycle:       0          Level Of Service:              F
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:          0  0  1  0  0   0  0  1  0  0   1  0  0  0  1   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:        0  489    0     0  345    0   158    0   86     0    0    0
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     0  489    0     0  345    0   158    0   86     0    0    0
Added Vol:       0  160    0     0   47    0    85    0    9     0    0    0
Future:          0   50    0     0   40    0    30    0   60     0    0    0
Initial Fut:     0  699    0     0  432    0   273    0  155     0    0    0
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:      0  699    0     0  432    0   273    0  155     0    0    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:     0  699    0     0  432    0   273    0  155     0    0    0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:      0  699    0     0  432    0   273    0  155     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.00 1.00 0.00  0.00 1.00 0.00  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:      0  608    0     0  579    0   471    0  557     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      xxxx 1.15 xxxx  xxxx 0.75 xxxx  0.58 xxxx 0.28  xxxx xxxx xxxx
Crit Moves:        ****              ****        ****
Delay/Veh:     0.0  107  0.0   0.0 24.8  0.0  20.0  0.0 11.5   0.0  0.0  0.0
Delay Adj:    1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    0.0  107  0.0   0.0 24.8  0.0  20.0  0.0 11.5   0.0  0.0  0.0
LOS by Move:   *    F    *     *    C    *     C    *    B     *    *    *
ApproachDel:       107.5             24.8              16.9            xxxxxx
Delay Adj:         1.00              1.00              1.00            xxxxx
ApprAdjDel:        107.5             24.8              16.9            xxxxxx
LOS by Appr:         F                 C                 C               *
********************************************************************************
```

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                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
```

```
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #49 Channing Way / Shattuck Avenue
********************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):          0.655
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     7.3
Optimal Cycle:      46                Level Of Service:            A
********************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   16   16   16    16   16   16    22   22   22    22   22   22
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      42 1070   96    19  868   19    12   59   42    62   28   39
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   42 1070   96    19  868   19    12   59   42    62   28   39
Added Vol:      0  227   44     0   36    0     0    0    0     3    3    3
Future:        20  130   20    40   90   70    30   40   20    30   10   10
Initial Fut:   62 1427  160    59  994   89    42   99   62    95   38   52
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    62 1427  160    59  994   89    42   99   62    95   38   52
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   62 1427  160    59  994   89    42   99   62    95   38   52
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    62 1427  160    59  994   89    42   99   62    95   38   52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.26 0.94 0.94  0.12 0.94 0.94  0.88 0.88 0.88  0.76 0.76 0.76
Lanes:       1.00 1.80 0.20  1.00 1.84 0.16  0.21 0.49 0.30  0.51 0.21 0.28
Final Sat.:   494 3197  358   219 3274  293   345  812  509   741  296  405
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.45 0.45  0.27 0.30 0.30  0.12 0.12 0.12  0.13 0.13 0.13
Crit Moves:       ****                                            ****
Green/Cycle: 0.54 0.54 0.54  0.54 0.54 0.54  0.34 0.34 0.34  0.34 0.34 0.34
Volume/Cap:  0.23 0.83 0.83  0.50 0.56 0.56  0.36 0.36 0.36  0.38 0.38 0.38
Delay/Veh:    3.8  7.1  7.1  16.6  3.4  3.4  18.0 18.0 18.0  18.5 18.5 18.5
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   3.8  7.1  7.1  16.6  3.4  3.4  18.0 18.0 18.0  18.5 18.5 18.5
DesignQueue:    1   27    3     1   18    2     1    2    2     2    1    1
********************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
```

```
                    Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #50 Channing Way / Fulton Street
********************************************************************************
Cycle (sec):       100        Critical Vol./Cap. (X):          0.604
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):    14.7
Optimal Cycle:       0                Level Of Service:            B
********************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  0  0   0  1  0  1  0   0  0  0  1  0   0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0    0    0    86  543   51     0  132   20     7   72    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    86  543   51     0  132   20     7   72    0
Added Vol:      0    0    0    32    2    0     0   44    0     0    6    0
Future:         0    0    0     0   30    0     0   90    0    10   40    0
Initial Fut:    0    0    0   118  575   51     0  266   20    17  118    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0   118  575   51     0  266   20    17  118    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0   118  575   51     0  266   20    17  118    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0   118  575   51     0  266   20    17  118    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.00 0.00  0.32 1.54 0.14  0.00 0.93 0.07  0.13 0.87 0.00
Final Sat.:     0    0    0   195  975   88     0  579   44    73  509    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx xxxx  0.60 0.59 0.58  xxxx 0.46 0.46  0.23 0.23 xxxx
Crit Moves:                       ****                ****         ****
Delay/Veh:    0.0  0.0  0.0  16.7 15.9 15.3   0.0 13.1 13.1  10.6 10.6  0.0
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0  16.7 15.9 15.3   0.0 13.1 13.1  10.6 10.6  0.0
LOS by Move:   *    *    *     C    C    C     *    B    B     B    B    *
ApproachDel:     xxxxxx           16.0             13.1           10.6
Delay Adj:       xxxxx            1.00             1.00           1.00
ApprAdjDel:      xxxxxx           16.0             13.1           10.6
LOS by Appr:       *                C                B              B
********************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #51 Channing Way / Telegraph Avenue
****************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):       0.491
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):      11.9
Optimal Cycle:      43              Level Of Service:            B
****************************************************************************
Approach:     North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   18   18   18     0    0    0    17   17    0     0   17   17
Lanes:         0    1    0    1    0    0    0    0    0    0    1    0    0    0    0    0    1    0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00-9:00 AM (WB thru adjusted due
Base Vol:      56  423   79     0    0    0    16  179    0     0   98    9
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   56  423   79     0    0    0    16  179    0     0   98    9
Added Vol:      0   30   68     0    0    0     0   76    0     0    6    0
Future:        10   40   30     0    0    0    60   30    0     0   30   50
Initial Fut:   66  493  177     0    0    0    76  285    0     0  134   59
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    66  493  177     0    0    0    76  285    0     0  134   59
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   66  493  177     0    0    0    76  285    0     0  134   59
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    66  493  177     0    0    0    76  285    0     0  134   59
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.88 0.88 0.88  1.00 1.00 1.00  0.90 0.90 1.00  1.00 0.96 0.96
Lanes:       0.18 1.34 0.48  0.00 0.00 0.00  0.21 0.79 0.00  0.00 0.69 0.31
Final Sat.:   301 2247  807     0    0    0   360 1349    0     0 1265  557
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22 0.22  0.00 0.00 0.00  0.21 0.21 0.00  0.00 0.11 0.11
Crit Moves:       ****                            ****
Green/Cycle: 0.45 0.45 0.45  0.00 0.00 0.00  0.43 0.43 0.00  0.00 0.43 0.43
Volume/Cap:  0.49 0.49 0.49  0.00 0.00 0.00  0.49 0.49 0.00  0.00 0.25 0.25
Delay/Veh:   11.0 11.0 11.0   0.0  0.0  0.0  13.9 13.9  0.0   0.0 12.0 12.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  11.0 11.0 11.0   0.0  0.0  0.0  13.9 13.9  0.0   0.0 12.0 12.0
DesignQueue:    1   10    4     0    0    0     2    6    0     0    3    1
****************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #52 Channing Way / College Avenue
****************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):       0.626
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):      21.3
Optimal Cycle:      43              Level Of Service:            C
****************************************************************************
Approach:     North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   18   18   18    18   18   18     0    0    0    17   17   17
Lanes:         0    0    1!   0    0    0    0    1!   0    0    0    0    1!   0    0    0    0    1!   0    0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM (WB thru, NB righ
Base Vol:      26  256   22     6   92    2    21   76   31    88  150   43
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   26  256   22     6   92    2    21   76   31    88  150   43
Added Vol:     25   81   -4     0    4    0     0    9    2     2   77    0
Future:        20   50   20     0   60   10    10   40   30    70   40   30
Initial Fut:   71  387   38     6  156   12    31  125   63   158  267   73
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    71  387   38     6  156   12    31  125   63   158  267   73
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   71  387   38     6  156   12    31  125   63   158  267   73
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    71  387   38     6  156   12    31  125   63   158  267   73
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.93 0.93 0.93  0.99 0.99 0.99  0.96 0.96 0.96  0.98 0.98 0.98
Lanes:       0.14 0.78 0.08  0.03 0.90 0.07  0.14 0.57 0.29  0.32 0.53 0.15
Final Sat.:   252 1374  135    65 1688  130   258 1042  525   591  998  273
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28 0.28  0.09 0.09 0.09  0.12 0.12 0.12  0.27 0.27 0.27
Crit Moves:       ****                                            ****
Green/Cycle: 0.58 0.58 0.58  0.58 0.58 0.58  0.30 0.30 0.30  0.30 0.30 0.30
Volume/Cap:  0.49 0.49 0.49  0.16 0.16 0.16  0.40 0.40 0.40  0.90 0.90 0.90
Delay/Veh:    6.6  6.6  6.6   4.2  4.2  4.2  20.5 20.5 20.5  42.2 42.2 42.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   6.6  6.6  6.6   4.2  4.2  4.2  20.5 20.5 20.5  42.2 42.2 42.2
DesignQueue:    1    6    1     0    2    0     1    3    2     4    7    2
****************************************************************************
```

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--------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #53 Haste Street / Shattuck Avenue
********************************************************************************
Cycle (sec):          65       Critical Vol./Cap. (X):        0.712
Loss Time (sec):       8 (Y+R =  6 sec) Average Delay (sec/veh):       46.0
Optimal Cycle:        47       Level Of Service:               D
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   21  21   0     0  21  21     0   0   0    18  18  18
Lanes:         1  0  2  0    0  0  1  1  0   0  0  0  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     66 1117    0     0  903   46     0    0    0   185  276   75
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  66 1117    0     0  903   46     0    0    0   185  276   75
Added Vol:     0  271    0     0   33    5     0    0    0     4    8    0
Future:       10  130    0     0  110   20     0    0    0    30  110   20
Initial Fut:  76 1518    0     0 1046   71     0    0    0   219  394   95
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   76 1518    0     0 1046   71     0    0    0   219  394   95
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  76 1518    0     0 1046   71     0    0    0   219  394   95
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   76 1518    0     0 1046   71     0    0    0   219  394   95
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900
Adjustment:  0.17 0.95 1.00  1.00 0.94 0.94  1.00 1.00 1.00 0.91 0.91 0.91
Lanes:       1.00 2.00 0.00  0.00 1.87 0.13  0.00 0.00 0.00 0.62 1.11 0.27
Final Sat.:  315 3610    0     0 3347  227     0    0    0  1072 1929  465
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.42 0.00  0.00 0.31 0.31  0.00 0.00 0.00 0.20 0.20 0.20
Crit Moves:       ****                  ****                        ****
Green/Cycle: 0.37 0.37 0.00  0.00 0.37 0.37  0.00 0.00 0.00 0.51 0.51 0.51
Volume/Cap:  0.65 1.14 0.00  0.00 0.84 0.84  0.00 0.00 0.00 0.40 0.40 0.40
Delay/Veh:   35.2 83.6  0.0   0.0 18.2 18.2   0.0  0.0  0.0 10.6 10.6 10.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  35.2 83.6  0.0   0.0 18.2 18.2   0.0  0.0  0.0 10.6 10.6 10.6
DesignQueue:   2   39    0     0   26    2     0    0    0     4    7    2
********************************************************************************
```

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--------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #54 Haste Street / Fulton Street
********************************************************************************
Cycle (sec):          80       Critical Vol./Cap. (X):        0.379
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):       15.2
Optimal Cycle:        53       Level Of Service:               B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0   0   0     0  25  25     0   0   0    20  20   0
Lanes:         0  0  0  0    0  0  1  1  0   0  0  0  0   0  1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0     0  433  145     0    0    0    23  380    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0     0  433  145     0    0    0    23  380    0
Added Vol:     0    0    0     0    1    1     0    0    0     0   12    0
Future:        0    0    0     0   50   20     0    0    0     0  140    0
Initial Fut:   0    0    0     0  484  166     0    0    0    23  532    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0     0  484  166     0    0    0    23  532    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0    0    0     0  484  166     0    0    0    23  532    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0    0     0  484  166     0    0    0    23  532    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 0.91 0.91  1.00 1.00 1.00 0.95 0.95 1.00
Lanes:       0.00 0.00 0.00  0.00 1.49 0.51  0.00 0.00 0.00 0.08 1.92 0.00
Final Sat.:    0    0    0     0 2586  887     0    0    0   150 3460    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.00 0.19 0.19  0.00 0.00 0.00 0.15 0.15 0.00
Crit Moves:                        ****                        ****
Green/Cycle: 0.00 0.00 0.00  0.00 0.49 0.49  0.00 0.00 0.00 0.41 0.41 0.00
Volume/Cap:  0.00 0.00 0.00  0.00 0.38 0.38  0.00 0.00 0.00 0.38 0.38 0.00
Delay/Veh:    0.0  0.0  0.0   0.0 13.2 13.2   0.0  0.0  0.0 17.4 17.4  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0   0.0 13.2 13.2   0.0  0.0  0.0 17.4 17.4  0.0
DesignQueue:   0    0    0     0   11    4     0    0    0     1   15    0
********************************************************************************
```

```
--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                       AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #55 Haste Street / Telegraph Avenue
****************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        0.447
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    16.9
Optimal Cycle:      40          Level Of Service:               B
****************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted        Permitted         Permitted        Permitted
Rights:        Include          Include           Include          Include
Min. Green:  16  16    0     0    0    0     0    0    0     0   16   16
Lanes:        0   1   1  0   0  0   0  0  0   0  0   0  0  0   0  0   1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    216  520    0     0    0    0     0    0    0     0  334   34
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 216  520    0     0    0    0     0    0    0     0  334   34
Added Vol:     0   98    0     0    0    0     0    0    0     0   12    0
Future:       20   50    0     0    0    0     0    0    0     0   90   30
Initial Fut: 236  668    0     0    0    0     0    0    0     0  436   64
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  236  668    0     0    0    0     0    0    0     0  436   64
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 236  668    0     0    0    0     0    0    0     0  436   64
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  236  668    0     0    0    0     0    0    0     0  436   64
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.95 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 0.93 0.93
Lanes:      0.52 1.48 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 1.74 0.26
Final Sat.:  942 2668    0     0    0    0     0    0    0     0 3088  453
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.25 0.25 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.14 0.14
Crit Moves:      ****                                            ****
Green/Cycle: 0.34 0.34 0.34  0.00 0.00 0.00  0.00 0.00 0.00  0.53 0.53 0.53
Volume/Cap: 0.73 0.73 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.26 0.26
Delay/Veh:  21.6 21.6  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  8.6  8.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 21.6 21.6  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  8.6  8.6
DesignQueue:   6   17    0     0    0    0     0    0    0     0    8    1
****************************************************************************
```

```
--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                       AM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #56 Haste Street / College Avenue
****************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        0.630
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    11.3
Optimal Cycle:      40          Level Of Service:               B
****************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted        Permitted         Permitted        Permitted
Rights:        Include          Include           Include          Include
Min. Green:  16  16    0     0    0    0     0   16   16     0    0    0
Lanes:        0   1   0  0   0  0   0  0  1   0  0   0  0  0   0  1   0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:    167  267    0     0  115   69     0    0    0    48  223   21
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 167  267    0     0  115   69     0    0    0    48  223   21
Added Vol:    19  102    0     0    6    0     0    0    0     0   12    0
Future:       30   40    0     0   90   60     0    0    0    30   30   40
Initial Fut: 216  409    0     0  211  129     0    0    0    78  265   61
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  216  409    0     0  211  129     0    0    0    78  265   61
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 216  409    0     0  211  129     0    0    0    78  265   61
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  216  409    0     0  211  129     0    0    0    78  265   61
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.76 0.76 1.00  1.00 0.95 0.95  1.00 1.00 1.00  0.91 0.91 0.91
Lanes:      0.35 0.65 0.00  0.00 0.62 0.38  0.00 0.00 0.00  0.39 1.31 0.30
Final Sat.:  496  940    0     0 1119  684     0    0    0   665 2260  520
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.44 0.44 0.00  0.00 0.19 0.19  0.00 0.00 0.00  0.12 0.12 0.12
Crit Moves:      ****                                            ****
Green/Cycle: 0.63 0.63 0.00  0.00 0.63 0.63  0.00 0.00 0.00  0.25 0.25 0.25
Volume/Cap: 0.69 0.69 0.00  0.00 0.30 0.30  0.00 0.00 0.00  0.48 0.48 0.48
Delay/Veh:   8.2  8.2  0.0   0.0  3.4  3.4   0.0  0.0  0.0  22.8 22.8 22.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  8.2  8.2  0.0   0.0  3.4  3.4   0.0  0.0  0.0  22.8 22.8 22.8
DesignQueue:   3    6    0     0    3    2     0    0    0     2    7    2
****************************************************************************
```

```
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          AM Peak Hour
```

```
               Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #57 Dwight Way / Martin Luther King Way
****************************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):        0.877
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):   22.3
Optimal Cycle:      83        Level Of Service:                 C
****************************************************************************
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||-------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:  18   18   18    18   18   18    21   21   21     0    0    0
Lanes:        0    1    0 1   0    0    1    0 1   0    0    1    0 1   0    0    0    0    0    0
------------|---------------||---------------||---------------||-------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    62  690   66    88  868  163    68  419   83     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 62  690   66    88  868  163    68  419   83     0    0    0
Added Vol:    3    9    0     0   15   10     0  117   19     0    0    0
Future:      20   30   10    10  200   50    10   50   10     0    0    0
Initial Fut: 85  729   76    98 1083  223    78  586  112     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  85  729   76    98 1083  223    78  586  112     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 85  729   76    98 1083  223    78  586  112     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  85  729   76    98 1083  223    78  586  112     0    0    0
------------|---------------||---------------||---------------||-------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.60 0.60 0.60  0.74 0.74 0.74  0.91 0.91 0.91  1.00 1.00 1.00
Lanes:      0.19 1.64 0.17  0.14 1.54 0.32  0.20 1.51 0.29  0.00 0.00 0.00
Final Sat.:  218 1874  195   195 2158  444   347 2607  498     0    0    0
------------|---------------||---------------||---------------||-------------|
Capacity Analysis Module:
Vol/Sat:    0.39 0.39 0.39  0.50 0.50 0.50  0.22 0.22 0.22  0.00 0.00 0.00
Crit Moves:                 ****             ****
Green/Cycle: 0.53 0.53 0.53  0.53 0.53 0.53  0.30 0.30 0.30  0.00 0.00 0.00
Volume/Cap: 0.74 0.74 0.74  0.95 0.95 0.95  0.75 0.75 0.75  0.00 0.00 0.00
Delay/Veh:  13.2 13.2 13.2  25.4 25.4 25.4  27.1 27.1 27.1   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 13.2 13.2 13.2  25.4 25.4 25.4  27.1 27.1 27.1   0.0  0.0  0.0
DesignQueue:   2   14    1     2   22    5     2   17    3     0    0    0
****************************************************************************
```

```
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          AM Peak Hour
```

```
               Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #58 Dwight Way / Shattuck Avenue
****************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.924
Loss Time (sec):    12 (Y+R =  5 sec) Average Delay (sec/veh):   17.0
Optimal Cycle:      92        Level Of Service:                 B
****************************************************************************
Approach:     North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||-------------|
Control:        Permitted       Prot+Permit       Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0    0    1    0  1    0    1    1    0  0    1    0    1    0  0    0    0    0    0
------------|---------------||---------------||---------------||-------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0 1094  113    95  989    0    66  420  151     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 1094  113    95  989    0    66  420  151     0    0    0
Added Vol:    0  231    0     3   34    0    39   77    0     0    0    0
Future:       0  130   30    10  110    0    20   50   10     0    0    0
Initial Fut:  0 1455  143   108 1133    0   125  547  161     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 1455  143   108 1133    0   125  547  161     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0 1455  143   108 1133    0   125  547  161     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0 1455  143   108 1133    0   125  547  161     0    0    0
------------|---------------||---------------||---------------||-------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.94 0.94  0.22 0.95 0.95  0.90 0.90 0.90  1.00 1.00 1.00
Lanes:      0.00 1.82 0.18  1.00 2.00 0.00  0.30 1.31 0.39  0.00 0.00 0.00
Final Sat.:    0 3244  319   425 3610    0   511 2235  658     0    0    0
------------|---------------||---------------||---------------||-------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.45 0.45  0.25 0.31 0.00  0.24 0.24 0.24  0.00 0.00 0.00
Crit Moves:      ****        ****                  ****
Green/Cycle: 0.00 0.49 0.49  0.55 0.55 0.00  0.27 0.27 0.27  0.00 0.00 0.00
Volume/Cap: 0.00 0.92 0.92  0.46 0.57 0.00  0.92 0.92 0.92  0.00 0.00 0.00
Delay/Veh:   0.0 15.6 15.6  10.6  3.0  0.0  39.6 39.6 39.6   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 15.6 15.6  10.6  3.0  0.0  39.6 39.6 39.6   0.0  0.0  0.0
DesignQueue:   0   30    3     4   20    0     4   15    5     0    0    0
****************************************************************************
```

```
-----------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
-----------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*****************************************************************************
Intersection #59 Dwight Way / Fulton Street
*****************************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):        0.494
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   13.6
Optimal Cycle:      45        Level Of Service:                B
*****************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   0    0   21   21    0    0    0   16   16    0    0    0
Lanes:        0  0  0  0  1    2  0  0  0  0    0  0  1  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0   12  449    0    0    0  620    6    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0   12  449    0    0    0  620    6    0    0    0
Added Vol:    0    0    0    1    0    0    0   80    0    0    0    0
Future:       0    0   10   30    0    0    0   70   30    0    0    0
Initial Fut:  0    0   22  480    0    0    0  770   36    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0   22  480    0    0    0  770   36    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0    0   22  480    0    0    0  770   36    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0    0   22  480    0    0    0  770   36    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.59 1.00 1.00 1.00 0.94 0.94 1.00 1.00 1.00
Lanes:      0.00 0.00 1.00 2.00 0.00 0.00 0.00 1.91 0.09 0.00 0.00 0.00
Final Sat.:   0    0 1644 2260    0    0    0 3425  160    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.00 0.01 0.21 0.00 0.00 0.00 0.22 0.22 0.00 0.00 0.00
Crit Moves:             ****             ****
Green/Cycle: 0.00 0.00 0.43 0.43 0.00 0.00 0.00 0.46 0.46 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.03 0.49 0.00 0.00 0.00 0.49 0.49 0.00 0.00 0.00
Delay/Veh:  0.0  0.0  11.6 16.2  0.0  0.0  0.0 12.2 12.2  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  11.6 16.2  0.0  0.0  0.0 12.2 12.2  0.0  0.0  0.0
DesignQueue:  0    0    0   11    0    0    0   17    1    0    0    0
*****************************************************************************
```

```
-----------------------------------------------------------------------------
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
-----------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
*****************************************************************************
Intersection #60 Dwight Way / Telegraph Avenue
*****************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):        0.763
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   18.3
Optimal Cycle:      52        Level Of Service:                B
*****************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   0   15   15    0    0    0   17   17   17    0    0    0
Lanes:        0  0  1  1  0    0  0  0  0  0    0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0  697   78    0    0    0   66  479  565    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0  697   78    0    0    0   66  479  565    0    0    0
Added Vol:    0   30    0    0    0    0   68   13    3    0    0    0
Future:       0   66   11    0    0    0   11   66   44    0    0    0
Initial Fut:  0  793   89    0    0    0  145  558  612    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0  793   89    0    0    0  145  558  612    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0  793   89    0    0    0  145  558  612    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0  793   89    0    0    0  145  558  612    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.94 0.94 1.00 1.00 1.00 0.82 0.82 0.82 1.00 1.00 1.00
Lanes:      0.00 1.80 0.20 0.00 0.00 0.00 0.22 0.85 0.93 0.00 0.00 0.00
Final Sat.:   0 3197  359    0    0    0  344 1325 1453    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:   0.00 0.25 0.25 0.00 0.00 0.00 0.42 0.42 0.42 0.00 0.00 0.00
Crit Moves:      ****                      ****
Green/Cycle: 0.00 0.33 0.33 0.00 0.00 0.00 0.55 0.55 0.55 0.00 0.00 0.00
Volume/Cap: 0.00 0.76 0.76 0.00 0.00 0.00 0.76 0.76 0.76 0.00 0.00 0.00
Delay/Veh:  0.0 23.8 23.8  0.0  0.0  0.0 14.5 14.5 14.5  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 23.8 23.8  0.0  0.0  0.0 14.5 14.5 14.5  0.0  0.0  0.0
DesignQueue:  0   21    2    0    0    0    3   10   11    0    0    0
*****************************************************************************
```

```
--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #61 Dwight Way / College Avenue
********************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):          0.570
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    12.5
Optimal Cycle:      39         Level Of Service:                  B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   16   16    16   16    0    15   15   15     0    0    0
Lanes:         0   0   0  1   0  1  0  0   0  1  0  1  0   0    0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  365   51    10  150    0    68  352   85     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  365   51    10  150    0    68  352   85     0    0    0
Added Vol:     0  113    0     0    6    0     7    5    0     0    0    0
Future:        0   50   10    20   90    0    20   20   10     0    0    0
Initial Fut:   0  528   61    30  246    0    95  377   95     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96
PHF Volume:    0  550   64    31  256    0    99  393   99     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  550   64    31  256    0    99  393   99     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  550   64    31  256    0    99  393   99     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.99 0.99  0.92 0.92 1.00  0.90 0.90 0.90  1.00 1.00 1.00
Lanes:      0.00 0.90 0.10  0.11 0.89 0.00  0.34 1.33 0.33  0.00 0.00 0.00
Final Sat.:    0 1679  194   190 1558    0   575 2282  575     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.33 0.33  0.16 0.16 0.00  0.17 0.17 0.17  0.00 0.00 0.00
Crit Moves:      ****                            ****
Green/Cycle:0.00 0.57 0.57  0.57 0.57 0.00  0.30 0.30 0.30  0.00 0.00 0.00
Volume/Cap: 0.00 0.57 0.57  0.29 0.29 0.00  0.57 0.57 0.57  0.00 0.00 0.00
Delay/Veh:   0.0  7.7  7.7   5.2  5.2  0.0  21.1 21.1 21.1   0.0  0.0  0.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  7.7  7.7   5.2  5.2  0.0  21.1 21.1 21.1   0.0  0.0  0.0
DesignQueue:   0    9    1     0    4    0     3   10    3     0    0    0
********************************************************************************
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #62 Dwight Way / Piedmont Avenue / Warring Street
********************************************************************************
Cycle (sec):        65         Critical Vol./Cap. (X):          0.471
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    10.9
Optimal Cycle:      61         Level Of Service:                  B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   22    0    29   29    0    24   24   24    24    0   24
Lanes:         0   0   1  1   0   0  1  1  0   0  1  0  1  0  1  0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: 7:00 AM - 9:00 AM
Base Vol:      0  583    0     8  324    0    91  143  238    42    0   48
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  583    0     8  324    0    91  143  238    42    0   48
Added Vol:     0  205    0     0   18    0     2    0    3     0    0    0
Future:        0   77   11    11   44    0    11   11   33    11    0   11
Initial Fut:   0  865   11    19  386    0   104  154  274    53    0   59
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  865   11    19  386    0   104  154  274    53    0   59
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0  865   11    19  386    0   104  154  274    53    0   59
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  865   11    19  386    0   104  154  274    53    0   59
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.95 0.95  0.86 0.86 1.00  0.71 1.00 0.85  0.77 1.00 0.77
Lanes:      0.00 1.97 0.03  0.09 1.91 0.00  1.00 1.00 1.00  0.47 0.00 0.53
Final Sat.:    0 3558   45   153 3117    0  1345 1900 1615   695    0  774
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.24 0.24  0.12 0.12 0.00  0.08 0.08 0.17  0.08 0.00 0.08
Crit Moves:      ****                            ****
Green/Cycle:0.00 0.51 0.51  0.51 0.51 0.00  0.37 0.37 0.37  0.37 0.00 0.37
Volume/Cap: 0.00 0.48 0.48  0.24 0.24 0.00  0.21 0.22 0.46  0.21 0.00 0.21
Delay/Veh:   0.0  8.8  8.8   7.1  7.1  0.0  15.0 14.8 18.1  14.9  0.0 14.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  8.8  8.8   7.1  7.1  0.0  15.0 14.8 18.1  14.9  0.0 14.9
DesignQueue:   0   16    0     0    7    0     2    4    6     1    0    1
********************************************************************************
```

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-------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #63 Dwight Avenue / Prospect Street
*************************************************************************
Average Delay (sec/veh):      6.3     Worst Case Level Of Service:      B
*************************************************************************
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0    0    0     14    0  109    246  72    0     0   53   15
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     14    0  109    246  72    0     0   53   15
Added Vol:     0    0    0      0    0    0      0   0    0     0    0    0
Future:        0    0    0      0    0   20     30   0    0     0   20    0
Initial Fut:   0    0    0     14    0  129    276  72    0     0   73   15
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     14    0  129    276  72    0     0   73   15
Reduct Vol:    0    0    0      0    0    0      0   0    0     0    0    0
Final Vol.:    0    0    0     14    0  129    276  72    0     0   73   15
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx   705 xxxx    81     88 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   406 xxxx   985   1520 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:  xxxx xxxx xxxxx   339 xxxx   985   1520 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx  xxxx xxxx xxxxx
LOS by Move:  *    *    *      *    *    *      A    *    *      *    *    *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx  830 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.2 xxxxx   7.9 xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:   *    *    *      *    B    *      A    *    *      *    *    *
ApproachDel:   xxxxxx            10.2            xxxxxx           xxxxxx
ApproachLOS:      *                B                *                *
```
```
-------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             AM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #64 Adeline Street / Ward Avenue / Shattuck Avenue
*************************************************************************
Cycle (sec):       65         Critical Vol./Cap. (X):        0.904
Loss Time (sec):    8 (Y+R =  6 sec) Average Delay (sec/veh):    20.6
Optimal Cycle:     83          Level Of Service:                 C
*************************************************************************
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Protected        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0   25   25     0   25   25    19    0   19     0    0    0
Lanes:       0  0  0  1  0    0  0  2  0  1    2  0  0  0  1   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      0  784    3      0  736  546    723   0    4     0    0    0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  784    3      0  736  546    723   0    4     0    0    0
Added Vol:     0  189    0      0   24    8     61   0    0     0    0    0
Future:        0   50    0      0   40   70    100   0    0     0    0    0
Initial Fut:   0 1023    3      0  800  624    884   0    4     0    0    0
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0 1023    3      0  800  624    884   0    4     0    0    0
Reduct Vol:    0    0    0      0    0    0      0   0    0     0    0    0
Reduced Vol:   0 1023    3      0  800  624    884   0    4     0    0    0
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0 1023    3      0  800  624    884   0    4     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00   1.00 0.95 0.85   0.92 1.00 0.85  1.00 1.00 1.00
Lanes:      0.00 0.99 0.01   0.00 2.00 1.00   2.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:    0 1894    6      0 3610 1615   3502   0 1615     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.54 0.54   0.00 0.22 0.39   0.25 0.00 0.00  0.00 0.00 0.00
Crit Moves:      ****            ****            ****
Green/Cycle: 0.00 0.58 0.58   0.00 0.58 0.58   0.29 0.00 0.29  0.00 0.00 0.00
Volume/Cap: 0.00 0.92 0.92   0.00 0.38 0.66   0.86 0.00 0.01  0.00 0.00 0.00
Delay/Veh:   0.0 26.1 26.1    0.0  7.7 12.8   31.4  0.0 16.4   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 26.1 26.1    0.0  7.7 12.8   31.4  0.0 16.4   0.0  0.0  0.0
DesignQueue:   0   18    0      0   13   10     24   0    0     0    0    0
*************************************************************************
```

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-----------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
-----------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #65 Derby Street / Warring Street
*******************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        1.620
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):  243.2
Optimal Cycle:       0          Level Of Service:                  F
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:      0 0  0 0  0    0 0  1! 0  0    0 1  0 0  0    0 0  0 1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     0    0    0  650    0   31   14   20    0    0   34  779
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  0    0    0  650    0   31   14   20    0    0   34  779
Added Vol:    0    0    0   22    0    0    0    0    0    0    0  205
Future:       0    0    0   90    0   10    0   10    0    0    0   90
Initial Fut:  0    0    0  762    0   41   14   30    0    0   34 1074
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0    0    0  762    0   41   14   30    0    0   34 1074
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  0    0    0  762    0   41   14   30    0    0   34 1074
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0    0    0  762    0   41   14   30    0    0   34 1074
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.00 0.00 0.95 0.00 0.05 0.32 0.68 0.00 0.00 0.03 0.97
Final Sat.:   0    0    0  574    0   31  166  355    0    0   21  663
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx xxxx xxxx 1.33 xxxx 1.33 0.08 0.08 xxxx xxxx 1.62 1.62
Crit Moves:                ****           ****           ****
Delay/Veh:   0.0  0.0  0.0 177.3 0.0 177.3 10.5 10.5  0.0  0.0 300 300.2
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0 177.3 0.0 177.3 10.5 10.5  0.0  0.0 300 300.2
LOS by Move:  *    *    *    F    *    F    B    B    *    *    F    F
ApproachDel:    xxxxxx          177.3           10.5           300.2
Delay Adj:       xxxxx           1.00            1.00            1.00
ApprAdjDel:     xxxxxx          177.3           10.5           300.2
LOS by Appr:      *               F               B               F
*******************************************************************************
```

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-----------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           AM Peak Hour
-----------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
*******************************************************************************
Intersection #66 Derby Street / Claremont Blvd.
*******************************************************************************
Cycle (sec):        65          Critical Vol./Cap. (X):        0.744
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   31.8
Optimal Cycle:      61          Level Of Service:                  C
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:  18    0   18    0    0    0    0   35   35   35   35    0
Lanes:      0 0  1! 0  0    0 0  0 0  0    0 0  0 1  0    0 1  0 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     5    0   64    0    0    0    0  665   12   52  813    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  5    0   64    0    0    0    0  665   12   52  813    0
Added Vol:    0    0    0    0    0    0    0   22    0    0  205    0
Future:       0    0    0    0    0    0    0  100    0    0   90    0
Initial Fut:  5    0   64    0    0    0    0  787   12   52 1108    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   5    0   64    0    0    0    0  787   12   52 1108    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  5    0   64    0    0    0    0  787   12   52 1108    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   5    0   64    0    0    0    0  787   12   52 1108    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 1.00 0.87 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.07 0.00 0.93 0.00 0.00 0.00 0.00 0.98 0.02 0.04 0.96 0.00
Final Sat.:  120    0 1536    0    0    0    0 1868   28   85 1815    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.04 0.00 0.04 0.00 0.00 0.00 0.00 0.42 0.42 0.61 0.61 0.00
Crit Moves: ****                                           ****
Green/Cycle:0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.60 0.60 0.60 0.60 0.00
Volume/Cap: 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.71 0.71 1.02 1.02 0.00
Delay/Veh:  18.3  0.0 18.3  0.0  0.0  0.0  0.0 12.8 12.8 45.7 45.7  0.0
User DelAdj:1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.3  0.0 18.3  0.0  0.0  0.0  0.0 12.8 12.8 45.7 45.7  0.0
DesignQueue:  0    0    2    0    0    0    0   13    0    1   19    0
*******************************************************************************
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #67 Ashby Avenue / Seventh Street
********************************************************************************
Cycle (sec):         95        Critical Vol./Cap. (X):        0.977
Loss Time (sec):     12 (Y+R =  4 sec) Average Delay (sec/veh):    54.0
Optimal Cycle:      156        Level Of Service:                D
********************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted       Split Phase      Split Phase
Rights:         Include          Include          Include          Include
Min. Green:   4   19   19     4   19   19     4   22   22     4   20   20
Lanes:        0  1  0  1  0   0  1  0  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:     62  162   54    54  193  224   433  915  306   111  663   25
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  62  162   54    54  193  224   433  915  306   111  663   25
Added Vol:     0    0    0     0    0    0     0   96    0     0   12    0
Future:      100   70   20    60   20   30    50   60   40    50   60   30
Initial Fut: 162  232   74   114  213  254   483 1071  346   161  735   55
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  162  232   74   114  213  254   483 1071  346   161  735   55
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 162  232   74   114  213  254   483 1071  346   161  735   55
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  162  232   74   114  213  254   483 1071  346   161  735   55
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.55 0.55 0.55  0.85 0.85 0.85  0.95 0.91 0.91  0.95 0.94 0.94
Lanes:      0.69 0.99 0.32  0.39 0.73 0.88  1.00 1.51 0.49  1.00 1.86 0.14
Final Sat.:  721 1032  329   632 1180 1408  1805 2628  849  1805 3325  249
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.22 0.22 0.22  0.18 0.18 0.18  0.27 0.41 0.41  0.09 0.22 0.22
Crit Moves:      ****            ****                 ****            ****
Green/Cycle: 0.26 0.26 0.26  0.26 0.26 0.26  0.40 0.40 0.40  0.22 0.21 0.21
Volume/Cap:  0.86 0.86 0.86  0.69 0.69 0.69  0.67 1.02 1.02  0.41 1.07 1.07
Delay/Veh:  47.1 47.1 47.1  34.3 34.3 34.3  23.6 54.5 54.5  34.2 94.3 94.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 47.1 47.1 47.1  34.3 34.3 34.3  23.6 54.5 54.5  34.2 94.3 94.3
DesignQueue:   7    9    3     5    9   10    16   38   12     7   33    2
********************************************************************************
```

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--------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #68 Ashby Avenue / San Pablo Avenue
********************************************************************************
Cycle (sec):        100        Critical Vol./Cap. (X):        0.973
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    42.2
Optimal Cycle:      163        Level Of Service:                D
********************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   4   17   17     4   19   19    18   18   18    18   18   18
Lanes:        1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 7:00-9:00 AM
Base Vol:    173  521   53   137  741  128    84  584  134    51  613  135
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 173  521   53   137  741  128    84  584  134    51  613  135
Added Vol:     2   20   57     0   28    2     0   81   14    30    8    0
Future:       20  220   20    20  320   30    20  120   10    20   80   50
Initial Fut: 195  761  130   157 1089  160   104  785  158   101  701  185
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  195  761  130   157 1089  160   104  785  158   101  701  185
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 195  761  130   157 1089  160   104  785  158   101  701  185
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  195  761  130   157 1089  160   104  785  158   101  701  185
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.93 0.93  0.16 0.93 0.93  0.60 0.60 0.60
Lanes:      1.00 1.71 0.29  1.00 1.74 0.26  1.00 1.66 0.34  0.20 1.43 0.37
Final Sat.: 1805 3015  515  1805 3088  454   300 2930  590   233 1615  426
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.11 0.25 0.25  0.09 0.35 0.35  0.35 0.27 0.27  0.43 0.43 0.43
Crit Moves: ****                 ****                 ****            ****
Green/Cycle: 0.11 0.35 0.35  0.12 0.36 0.36  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap:  0.97 0.72 0.72  0.72 0.97 0.97  0.78 0.60 0.60  0.97 0.97 0.97
Delay/Veh:  99.7 30.1 30.1  53.0 50.2 50.2  47.7 21.6 21.6  48.9 48.9 48.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 99.7 30.1 30.1  53.0 50.2 50.2  47.7 21.6 21.6  48.9 48.9 48.9
DesignQueue:  10   29    5     8   42    6     3   26    5     3   23    6
********************************************************************************
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                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
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                 Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #69 Ashby Avenue / Adeline Street
********************************************************************************
Cycle (sec):         140      Critical Vol./Cap. (X):        0.624
Loss Time (sec):      16 (Y+R =  4 sec) Average Delay (sec/veh):     42.1
Optimal Cycle:        96      Level Of Service:                D
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected         Protected         Protected        Protected
Rights:         Include           Include           Include          Include
Min. Green:   4   38   38     6   38   38     4   22   22     4   32   32
Lanes:       1  0  1  1  0   1  0  2  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     74  567   61    11  438   96   189  564   49    83  549   14
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  74  567   61    11  438   96   189  564   49    83  549   14
Added Vol:     4   16    0     0    2    6    45   78    1     0   19    0
Future:       30   50   10    10   10   50    50  110   20    10  190    0
Initial Fut: 108  633   71    21  450  152   284  752   70    93  758   14
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  108  633   71    21  450  152   284  752   70    93  758   14
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 108  633   71    21  450  152   284  752   70    93  758   14
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  108  633   71    21  450  152   284  752   70    93  758   14
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.94 0.94  0.95 0.88 0.88  0.95 0.94 0.94  0.95 0.95 0.95
Lanes:      1.00 1.80 0.20  1.00 2.24 0.76  1.00 1.83 0.17  1.00 1.96 0.04
Final Sat.: 1805 3197  359  1805 3730 1260  1805 3260  303  1805 3534   65
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.06 0.20 0.20  0.01 0.12 0.12  0.16 0.23 0.23  0.05 0.21 0.21
Crit Moves:  ****                ****            ****            ****
Green/Cycle:0.09 0.31 0.31  0.05 0.27 0.27  0.22 0.43 0.43  0.10 0.31 0.31
Volume/Cap: 0.70 0.64 0.64  0.24 0.44 0.44  0.70 0.53 0.53  0.53 0.70 0.70
Delay/Veh:  76.0 43.1 43.1  65.5 42.5 42.5  57.5 25.5 25.5  70.0 44.3 44.3
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 76.0 43.1 43.1  65.5 42.5 42.5  57.5 25.5 25.5  70.0 44.3 44.3
DesignQueue:   8   36    4     2   26    9    18   35    3     7   43    1
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                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            AM Peak Hour
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                 Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #70 Ashby Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):          80      Critical Vol./Cap. (X):        0.568
Loss Time (sec):      12 (Y+R =  5 sec) Average Delay (sec/veh):     16.8
Optimal Cycle:        53      Level Of Service:                B
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted        Permitted
Rights:         Include           Include           Include          Include
Min. Green:  21   21   21     6   21   21    20   20   20    20   20   20
Lanes:       0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:     77  590   26   124  450   35    33  557   31    40  550  182
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  77  590   26   124  450   35    33  557   31    40  550  182
Added Vol:     0  112    0     6   12    6    58   20    0     0   13   16
Future:       30   20   10    20   10   10    10  110   10    10  150   10
Initial Fut: 107  722   36   150  472   51   101  687   41    50  713  208
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  107  722   36   150  472   51   101  687   41    50  713  208
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 107  722   36   150  472   51   101  687   41    50  713  208
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  107  722   36   150  472   51   101  687   41    50  713  208
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.25 1.67 0.08  0.45 1.40 0.15  0.24 1.66 0.10  0.10 1.47 0.43
Final Sat.:  470 3172  158   847 2665  288   463 3149  188   196 2790  814
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.23 0.23 0.23  0.18 0.18 0.18  0.22 0.22 0.22  0.26 0.26 0.26
Crit Moves:       ****                                            ****
Green/Cycle:0.40 0.40 0.40  0.40 0.40 0.40  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap: 0.57 0.57 0.57  0.44 0.44 0.44  0.49 0.49 0.49  0.57 0.57 0.57
Delay/Veh:  20.2 20.2 20.2  18.4 18.4 18.4  14.0 14.0 14.0  15.0 15.0 15.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 20.2 20.2 20.2  18.4 18.4 18.4  14.0 14.0 14.0  15.0 15.0 15.0
DesignQueue:   3   20    1     4   13    1     3   18    1     1   19    5
********************************************************************************
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365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #71 Ashby Avenue / Telegraph Avenue
****
Cycle (sec):   80   Critical Vol./Cap. (X):   0.909
Loss Time (sec):   12 (Y+R = 6 sec) Average Delay (sec/veh):   26.9
Optimal Cycle: 100   Level Of Service: C
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Prot+Permit   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 21 21 21   0 21 21   25 25 25   25 25 25
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 150 985   80   148 623 103   86 549 120   89 573   83
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 150 985   80   148 623 103   86 549 120   89 573   83
Added Vol: 3   29   0   0   3   0   0   25   0   0   26   2
Future: 50   40   10   10   60   30   20   90   20   10   80   10
Initial Fut: 203 1054   90   158 686 133   106 664 140   99 679   95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 203 1054   90   158 686 133   106 664 140   99 679   95
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 203 1054   90   158 686 133   106 664 140   99 679   95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   203 1054   90   158 686 133   106 664 140   99 679   95
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.26 0.94 0.94 0.27 0.93 0.93 0.21 0.93 0.93 0.19 0.93 0.93
Lanes: 1.00 1.84 0.16 1.00 1.68 0.32 1.00 1.65 0.35 1.00 1.75 0.25
Final Sat.:   494 3286 281   515 2951 572   393 2904 612   361 3110 435
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.41 0.32 0.32 0.31 0.23 0.23 0.27 0.23 0.23 0.27 0.22 0.22
Crit Moves: ****   ****   ****
Green/Cycle: 0.43 0.43 0.43 0.53 0.53 0.53 0.32 0.32 0.32 0.32 0.32 0.32
Volume/Cap: 0.96 0.75 0.75 0.58 0.44 0.44 0.83 0.71 0.71 0.85 0.67 0.67
Delay/Veh: 74.4 22.7 22.7 23.0 12.5 12.5 68.1 26.5 26.5 73.6 25.7 25.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 74.4 22.7 22.7 23.0 12.5 12.5 68.1 26.5 26.5 73.6 25.7 25.7
DesignQueue: 5   29   2   6   15   3   3   21   4   3   22   3
****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #72 Ashby Avenue / College Avenue
****
Cycle (sec):   60   Critical Vol./Cap. (X):   1.196
Loss Time (sec):   12 (Y+R = 4 sec) Average Delay (sec/veh):   38.3
Optimal Cycle: 180   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18 18 18   18 18 18   30 30 30   30 30 30
Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol: 79 323   26   118 232   95   33 490   92   4 611 229
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 79 323   26   118 232   95   33 490   92   4 611 229
Added Vol: 0   29   0   4   3   0   18   7   0   0   28   66
Future: 20   20   10   20   20   60   20   80   10   10   20   30
Initial Fut: 99 372   36   142 255 155   71 577 102   14 659 325
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 99 372   36   142 255 155   71 577 102   14 659 325
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 99 372   36   142 255 155   71 577 102   14 659 325
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   99 372   36   142 255 155   71 577 102   14 659 325
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.81 0.81 0.81 0.73 0.73 0.73 0.84 0.84 0.84 0.94 0.94 0.94
Lanes: 0.20 0.73 0.07 0.26 0.46 0.28 0.09 0.77 0.14 0.01 0.66 0.33
Final Sat.:   301 1130 109   355 637 387   150 1222 216   25 1185 584
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.33 0.33 0.33 0.40 0.40 0.40 0.47 0.47 0.47 0.56 0.56 0.56
Crit Moves: ****   ****
Green/Cycle: 0.38 0.38 0.38 0.45 0.45 0.45 0.53 0.53 0.53 0.54 0.54 0.54
Volume/Cap: 0.88 0.88 0.88 0.89 0.89 0.89 0.90 0.90 0.90 1.04 1.04 1.04
Delay/Veh: 33.1 33.1 33.1 30.0 30.0 30.0 27.5 27.5 27.5 53.7 53.7 53.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.1 33.1 33.1 30.0 30.0 30.0 27.5 27.5 27.5 53.7 53.7 53.7
DesignQueue: 2   8   1   3   5   3   1   10   2   0   12   6
****

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #73 Ashby Avenue / Claremont Avenue
********************************************************************************
Cycle (sec):         80         Critical Vol./Cap. (X):       0.850
Loss Time (sec):     12 (Y+R =  6 sec) Average Delay (sec/veh):   28.4
Optimal Cycle:       82         Level Of Service:                 C
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase       Split Phase        Permitted        Permitted
Rights:          Include           Include           Include           Include
Min. Green:   16   16   16     16   16   16     28   28   28     28   28   28
Lanes:         0    1    0  1   1    1    0  1   0    1    0  1   0    1    0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:      35  288  153   321  272   59    43  504   13    90  637  429
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   35  288  153   321  272   59    43  504   13    90  637  429
Added Vol:      0    0    0    22    0    0     0   11    0     0   94  205
Future:        20   10   30    40   50   10    30   60   10    30   20   50
Initial Fut:   55  298  183   383  322   69    73  575   23   120  751  684
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    55  298  183   383  322   69    73  575   23   120  751  684
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   55  298  183   383  322   69    73  575   23   120  751  684
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    55  298  183   383  322   69    73  575   23   120  751  684
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
Lanes:       0.21 1.11 0.68  1.48 1.25 0.27  0.22 1.71 0.07  0.15 0.97 0.88
Final Sat.:   370 2007 1233  2680 2253  483   393 3094  124   279 1743 1588
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15 0.15  0.14 0.14 0.14  0.19 0.19 0.19  0.43 0.43 0.43
Crit Moves:  ****             ****                               ****
Green/Cycle: 0.20 0.20 0.20  0.20 0.20 0.20  0.45 0.45 0.45  0.45 0.45 0.45
Volume/Cap:  0.74 0.74 0.74  0.71 0.71 0.71  0.41 0.41 0.41  0.96 0.96 0.96
Delay/Veh:   34.2 34.2 34.2  32.2 32.2 32.2  12.6 12.6 12.6  31.3 31.3 31.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  34.2 34.2 34.2  32.2 32.2 32.2  12.6 12.6 12.6  31.3 31.3 31.3
DesignQueue:    2   11    7    14   12    3     2   15    1     3   21   19
********************************************************************************
```

```
--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #74 Tunnel Road / SR 13
********************************************************************************
Cycle (sec):         65         Critical Vol./Cap. (X):       0.841
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   17.5
Optimal Cycle:       66         Level Of Service:                 B
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected         Split Phase       Split Phase
Rights:          Include           Include           Include             Ovl
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0    0    2  1   2    0    1  0   0    0    0  0   1    0    0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 7:00 AM - 9:00 AM
Base Vol:       0 1293  435   487  608    0     0    0    0   205    0  307
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0 1293  435   487  608    0     0    0    0   205    0  307
Added Vol:      0  299    0    17   16    0     0    0    0     0    0    0
Future:         0   80    0    60   70    0     0    0    0     0    0   20
Initial Fut:    0 1672  435   564  694    0     0    0    0   205    0  327
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0 1672  435   564  694    0     0    0    0   205    0  327
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0 1672  435   564  694    0     0    0    0   205    0  327
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0 1672  435   564  694    0     0    0    0   205    0  327
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 0.95 0.85  0.92 1.00 1.00  1.00 1.00 1.00  0.95 1.00 0.75
Lanes:       0.00 2.00 1.00  2.00 1.00 0.00  0.00 0.00 0.00  1.00 0.00 2.00
Final Sat.:     0 3610 1615  3502 1900    0     0    0    0  1805    0 2842
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.46 0.27  0.16 0.37 0.00  0.00 0.00 0.00  0.11 0.00 0.12
Crit Moves:       ****             ****                               ****
Green/Cycle: 0.00 0.55 0.55  0.19 0.74 0.00  0.00 0.00 0.00  0.13 0.00 0.33
Volume/Cap:  0.00 0.84 0.49  0.84 0.49 0.00  0.00 0.00 0.00  0.84 0.00 0.35
Delay/Veh:    0.0 15.7  9.4  34.7  3.7  0.0   0.0  0.0  0.0  49.7  0.0 16.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 15.7  9.4  34.7  3.7  0.0   0.0  0.0  0.0  49.7  0.0 16.9
DesignQueue:    0   31    8    17    7    0     0    0    0     7    0    8
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
```

```
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #167 Piedmont Avenue / Channing Way
********************************************************************************
Average Delay (sec/veh):      16.5        Worst Case Level Of Service:      F
********************************************************************************
Approach:      North Bound        South Bound        East Bound         West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled       Uncontrolled        Stop Sign          Stop Sign
Rights:         Include            Include            Include            Include
Lanes:      0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     65  457   24    23  308   38    25   19   23    20   58   18
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  65  457   24    23  308   38    25   19   23    20   58   18
Added Vol:    35  160    0     0   14   42     0    0    5     0    0    0
Future:       11   78    4     4   52    6     4    3    4     3   10    3
Initial Fut: 111  695   28    27  374   86    29   22   32    23   68   21
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 111  695   28    27  374   86    29   22   32    23   68   21
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.: 111  695   28    27  374   86    29   22   32    23   68   21
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5  6.2   7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  460 xxxx xxxxx   723 xxxx xxxxx  1447 1416  417  1429 1445  709
Potent Cap.: 1112 xxxx xxxxx   889 xxxx xxxxx   111  139  640   114  133  438
Move Cap.:   1112 xxxx xxxxx   889 xxxx xxxxx    51  120  640    84  115  438
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:  8.6 xxxx xxxxx   9.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   A    *    *     A    *    *     *    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  103 xxxxx  xxxx  123 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  117 xxxxx xxxxx  126 xxxxx
Shared LOS:    *    *    *     *    *    *     *    F    *     *    F    *
ApproachDel:    xxxxxx            xxxxxx           116.6            126.4
ApproachLOS:      *                 *                F                F
```

```
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour
```

```
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #1121 Highland Place / Heart Avenue / Cyclotron Road
********************************************************************************
Average Delay (sec/veh):       1.4        Worst Case Level Of Service:      C
********************************************************************************
Approach:      North Bound        South Bound        East Bound         West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign          Stop Sign        Uncontrolled       Uncontrolled
Rights:         Include            Include            Include            Include
Lanes:      0  1  0  0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      4    1    0    12    0   57    12  281    4     0   53    2
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   4    1    0    12    0   57    12  281    4     0   53    2
Added Vol:     0    0    0     0    0    0     0  115    0     0   19   0
Future:        1    0    0     2    1    6     5   26    0     0  161   20
Initial Fut:   5    1    0    14    1   63    17  422    4     0  233   22
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    5    1    0    14    1   63    17  422    4     0  233   22
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    5    1    0    14    1   63    17  422    4     0  233   22
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx   7.1  6.5  6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5  4.0  3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  734  713 xxxxx   703  704  244   255 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  338  360 xxxxx   355  364  800  1322 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    308  355 xxxxx   351  359  800  1322 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  315 xxxx xxxxx  xxxx  642 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 16.7 xxxx xxxxx xxxxx 11.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    C    *    *     *    B    *     *    *    *     *    *    *
ApproachDel:     16.7             11.4             xxxxxx            xxxxxx
ApproachLOS:      C                 B                 *                *
```

                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              AM Peak Hour

                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
****
Intersection #1122 Stadium Rim Road / Canyon Road
****
Average Delay (sec/veh):   0.1   Worst Case Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 0 1 0   0 0 1 0 0   0 0 0 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 246   4   0 134   0   0   0   0   1   0   2
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0 246   4   0 134   0   0   0   0   1   0   2
Added Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Future: 0   43   1   0   23   0   0   0   0   0   0   0
Initial Fut: 0 289   5   0 157   0   0   0   0   1   0   2
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume: 0 289   5   0 157   0   0   0   0   1   0   2
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Final Vol.:   0 289   5   0 157   0   0   0   0   1   0   2
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   449 xxxx   292
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   572 xxxx   752
Move Cap.:   xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   572 xxxx   752
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   xxxx 681 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.3 xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   B   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   10.3
ApproachLOS: *   *   *   B

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Variant—P.M. Peak Hour

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #1 Marin Avenue / San Pablo Avenue
****************************************************************************
Cycle (sec):         90      Critical Vol./Cap. (X):        1.167
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):   96.9
Optimal Cycle:      180      Level Of Service:                 F
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Protected        Protected        Protected        Protected
Rights:        Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    227 1022  114  169  659   18   18  656  137  145  736  154
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 227 1022  114  169  659   18   18  656  137  145  736  154
Added Vol:     5  126    3    1   21    0    0    3    1    1   18   19
Future:       30  209   50   90  221   28   27  181   10   47  163   90
Initial Fut: 262 1357  167  260  901   46   45  840  148  193  917  263
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 262 1357  167  260  901   46   45  840  148  193  917  263
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 262 1357  167  260  901   46   45  840  148  193  917  263
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 262 1357  167  260  901   46   45  840  148  193  917  263
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.93 0.93 0.95 0.94 0.94 0.95 0.93 0.93 0.95 0.92 0.92
Lanes:      1.00 1.78 0.22 1.00 1.90 0.10 1.00 1.70 0.30 1.00 1.55 0.45
Final Sat.: 1805 3163  389 1805 3411  174 1805 3002  529 1805 2713  778
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.15 0.43 0.43 0.14 0.26 0.26 0.02 0.28 0.28 0.11 0.34 0.34
Crit Moves:      ****           ****           ****           ****
Green/Cycle: 0.17 0.37 0.37 0.12 0.32 0.32 0.02 0.24 0.24 0.09 0.31 0.31
Volume/Cap: 0.83 1.17 1.17 1.17 0.83 0.83 1.10 1.17 1.17 1.17 1.10 1.10
Delay/Veh:  53.1  112 112.4 152.4 34.0 34.0 214.0  122 122.2 163.0 88.5 88.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 53.1  112 112.4 152.4 34.0 34.0 214.0  122 122.2 163.0 88.5 88.5
DesignQueue: 11   48    6   12   33    2    2   34    6    9   35   10
****************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #2 Marin Avenue / The Alameda
****************************************************************************
Cycle (sec):         70      Critical Vol./Cap. (X):        0.869
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   22.4
Optimal Cycle:       75      Level Of Service:                 C
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted        Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:  25   25   25   25   25   25   23   23   23   23   23   23
Lanes:        0  1  0  1  0    0  1  0  1  0    0  1  0  1  0    0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    316  322    1   43  178   77   50  534  193   17  480   69
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 316  322    1   43  178   77   50  534  193   17  480   69
Added Vol:    21    6    5    0    1    0    0    5    1    1    1   16    0
Future:      130  110   10   10   30   70   20  200   80   10   70   10
Initial Fut: 467  438   16   53  209  147   70  739  274   28  566   79
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 467  438   16   53  209  147   70  739  274   28  566   79
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 467  438   16   53  209  147   70  739  274   28  566   79
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 467  438   16   53  209  147   70  739  274   28  566   79
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.61 0.61 0.61 0.70 0.70 0.70 0.78 0.78 0.78 0.80 0.80 0.80
Lanes:      1.00 0.96 0.04 0.26 1.02 0.72 0.13 1.36 0.51 0.08 1.69 0.23
Final Sat.: 1152 1111   41  347 1366  961  192 2031  753  126 2549  356
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.41 0.39 0.39 0.15 0.15 0.15 0.36 0.36 0.36 0.22 0.22 0.22
Crit Moves: ****                            ****
Green/Cycle: 0.47 0.47 0.47 0.47 0.47 0.47 0.42 0.42 0.42 0.42 0.42 0.42
Volume/Cap: 0.87 0.84 0.84 0.33 0.33 0.33 0.87 0.87 0.87 0.53 0.53 0.53
Delay/Veh:  26.4 24.5 24.5 12.4 12.4 12.4 26.9 26.9 26.9 16.8 16.8 16.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 26.4 24.5 24.5 12.4 12.4 12.4 26.9 26.9 26.9 16.8 16.8 16.8
DesignQueue: 10   10    0    1    4    3    2   18    7    1   13    2
****************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #3 Gilman Street / Sixth Street
****************************************************************************
Cycle (sec):          70        Critical Vol./Cap. (X):        1.267
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):      128.7
Optimal Cycle:       180        Level Of Service:                  F
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  19   19   19    19   19   19    19   19   19    19   19   19
Lanes:        0  0  1! 0  0   0  1  0  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     346   46  159    24   47   52    28  497  109    53  489   11
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  346   46  159    24   47   52    28  497  109    53  489   11
Added Vol:      9    0    0     0    0    0     0    0    2     0    1    0
PasserByVol:  120    0   93    20   90    0     0  193  180   122   41    0
Initial Fut:  475   46  252    44  137   52    28  690  291   175  531   11
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   475   46  252    44  137   52    28  690  291   175  531   11
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  475   46  252    44  137   52    28  690  291   175  531   11
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   475   46  252    44  137   52    28  690  291   175  531   11
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.96 0.65 0.65  0.79 0.79 0.79  0.94 0.94 0.94  0.61 0.61 0.61
Lanes:       0.52 0.07 0.41  0.38 1.17 0.45  0.03 0.68 0.29  0.24 0.74 0.02
Final Sat.:   946   92  502   564 1755  666    49 1216  513   282  857   18
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.50 0.50 0.50  0.08 0.08 0.08  0.57 0.57 0.57  0.62 0.62 0.62
Crit Moves:       ****                             ****
Green/Cycle: 0.27 0.27 0.31  0.31 0.31 0.31  0.63 0.63 0.63  0.63 0.63 0.63
Volume/Cap:  1.85 1.85 1.60  0.25 0.25 0.25  0.90 0.90 0.90  0.99 0.99 0.99
Delay/Veh:   417.0  417 302.4 18.5 18.5 18.5 22.9 22.9 22.9 42.9 42.9 42.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  417.0  417 302.4 18.5 18.5 18.5 22.9 22.9 22.9 42.9 42.9 42.9
DesignQueue:   15    1    7     1    4    1     0   12    5     3    9    0
****************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #4 Gilman Street / San Pablo Avenue
****************************************************************************
Cycle (sec):         100        Critical Vol./Cap. (X):        1.073
Loss Time (sec):      12 (Y+R =  5 sec) Average Delay (sec/veh):       69.2
Optimal Cycle:       180        Level Of Service:                  E
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   4   35   35     4   35   35    31   31   31    31   31   31
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:     140 1057   87   126  830  112   174  345  155    40  233   82
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  140 1057   87   126  830  112   174  345  155    40  233   82
Added Vol:      1  135    0     0   23    0     0    0    0     0    0    0
PasserByVol:   60  183   40    20  180   30   107   50  120    10   30   44
Initial Fut:  201 1375  127   146 1033  142   281  395  275    50  263  126
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   201 1375  127   146 1033  142   281  395  275    50  263  126
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  201 1375  127   146 1033  142   281  395  275    50  263  126
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   201 1375  127   146 1033  142   281  395  275    50  263  126
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 0.94 0.94  0.95 0.93 0.93  0.57 0.57 0.57  0.67 0.67 0.67
Lanes:       1.00 1.83 0.17  1.00 1.76 0.24  0.59 0.83 0.58  0.11 0.60 0.29
Final Sat.:  1805 3262  301  1805 3117  428   636  894  622   145  764  366
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.42 0.42  0.08 0.33 0.33  0.44 0.44 0.44  0.34 0.34 0.34
Crit Moves:       ****             ****             ****
Green/Cycle: 0.12 0.39 0.39  0.08 0.35 0.35  0.41 0.41 0.41  0.41 0.41 0.41
Volume/Cap:  0.94 1.07 1.07  1.07 0.95 0.95  1.07 1.07 1.07  0.84 0.84 0.84
Delay/Veh:   91.9 76.6 76.6 144.3 47.2 47.2 81.2 81.2 81.2 41.0 41.0 41.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  91.9 76.6 76.6 144.3 47.2 47.2 81.2 81.2 81.2 41.0 41.0 41.0
DesignQueue:   10   52    5     8   41    6    10   14   10     2    9    4
****************************************************************************
```

```
--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #5 Rose Street / Shattuck Avenue
****************************************************************************
Cycle (sec):          70        Critical Vol./Cap. (X):        0.759
Loss Time (sec):       8 (Y+R =  4 sec) Average Delay (sec/veh):       16.3
Optimal Cycle:        52        Level Of Service:               B
****************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     17  17  17    17  17  17    27  27  27    27  27  27
Lanes:          1  0  1  1  0  1  0  1  1  0  0  1  0  0  1  0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      159 641  14   112 444  26    69 253  49    29 214 228
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   159 641  14   112 444  26    69 253  49    29 214 228
Added Vol:       0  10   0     1   2   0     0   0   0     0   0   4
Future:         60 230  20    10 220  10    10  10  30    20  10  10
Initial Fut:   219 881  34   123 666  36    79 263  79    49 224 242
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    219 881  34   123 666  36    79 263  79    49 224 242
Reduct Vol:      0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:   219 881  34   123 666  36    79 263  79    49 224 242
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    219 881  34   123 666  36    79 263  79    49 224 242
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:   0.32 0.94 0.94 0.23 0.94 0.94 0.77 0.77 0.85 0.88 0.88 0.88
Lanes:        1.00 1.93 0.07 1.00 1.90 0.10 0.23 0.77 1.00 0.10 0.43 0.47
Final Sat.:    602 3455 133   428 3397 184   338 1124 1615  159 726 784
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.36 0.25 0.25 0.29 0.20 0.20 0.23 0.23 0.05 0.31 0.31 0.31
Crit Moves:   ****                                         ****
Green/Cycle:  0.48 0.48 0.48 0.48 0.48 0.48 0.41 0.41 0.41 0.41 0.41 0.41
Volume/Cap:   0.76 0.53 0.53 0.60 0.41 0.41 0.58 0.58 0.12 0.76 0.76 0.76
Delay/Veh:    26.0 13.1 13.1 18.2 12.0 12.0 17.5 17.5 13.0 22.8 22.8 22.8
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   26.0 13.1 13.1 18.2 12.0 12.0 17.5 17.5 13.0 22.8 22.8 22.8
DesignQueue:     5  19   1     3  14   1     2   6   2     1   6   6
****************************************************************************
```

```
--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #6 Cedar Street / Martin Luther King Way
****************************************************************************
Cycle (sec):          65        Critical Vol./Cap. (X):        1.088
Loss Time (sec):       8 (Y+R =  5 sec) Average Delay (sec/veh):       51.7
Optimal Cycle:       180        Level Of Service:               D
****************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     20  20  20    20  20  20    20  20  20    20  20  20
Lanes:          0  0  1! 0  0  0  0  1! 0  0  0  0  1! 0  0  0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       53 614  65    30 541  12    20 297  57    68 296  65
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    53 614  65    30 541  12    20 297  57    68 296  65
Added Vol:       2  28   4     0   3   0     0   2   0     1  13   0
Future:         20 210  30    20  80  10    10 110  10    10  30  10
Initial Fut:    75 852  99    50 624  22    30 409  67    79 339  75
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     75 852  99    50 624  22    30 409  67    79 339  75
Reduct Vol:      0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:    75 852  99    50 624  22    30 409  67    79 339  75
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:     75 852  99    50 624  22    30 409  67    79 339  75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:   0.90 0.90 0.90 0.88 0.88 0.88 0.93 0.93 0.93 0.73 0.73 0.73
Lanes:        0.07 0.83 0.10 0.07 0.90 0.03 0.06 0.81 0.13 0.16 0.69 0.15
Final Sat.:    125 1419 165   120 1503  53   105 1433 235   223 958 212
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.60 0.60 0.60 0.42 0.42 0.42 0.29 0.29 0.29 0.35 0.35 0.35
Crit Moves:        ****                                    ****
Green/Cycle:  0.55 0.55 0.55 0.55 0.55 0.55 0.33 0.33 0.33 0.33 0.33 0.33
Volume/Cap:   1.09 1.09 1.09 0.75 0.75 0.75 0.88 0.88 0.88 1.09 1.09 1.09
Delay/Veh:    66.2 66.2 66.2 13.2 13.2 13.2 37.9 37.9 37.9 90.2 90.2 90.2
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   66.2 66.2 66.2 13.2 13.2 13.2 37.9 37.9 37.9 90.2 90.2 90.2
DesignQueue:     1  16   2     1  11   0     1  11   2     2   9   2
****************************************************************************
```

```
Cum+UC Proj+25 Inc Var+LBNLWed May 12, 2004 10:59:37        Page 15-1      Cum+UC Proj+25 Inc Var+LBNLWed May 12, 2004 10:59:37        Page 16-1
------------------------------------------------------------------------   ------------------------------------------------------------------------
                  365330 LBNL LRDP EIR                                                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                    PM Peak Hour                                                               PM Peak Hour
------------------------------------------------------------------------   ------------------------------------------------------------------------
              Level Of Service Computation Report                                        Level Of Service Computation Report
        2000 HCM Operations Method (Future Volume Alternative)                     2000 HCM Operations Method (Future Volume Alternative)
************************************************************************    ************************************************************************
Intersection #7 Cedar Street / Shattuck Avenue                             Intersection #8 Cedar Street / Oxford Street
************************************************************************    ************************************************************************
Cycle (sec):        65        Critical Vol./Cap. (X):      0.765           Cycle (sec):        65        Critical Vol./Cap. (X):      1.104
Loss Time (sec):     8 (Y+R =  5 sec) Average Delay (sec/veh):    16.8     Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    62.9
Optimal Cycle:      52             Level Of Service:            B          Optimal Cycle:     180             Level Of Service:            E
************************************************************************    ************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound   Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L - T - R       L - T - R       L - T - R       L - T - R    Movement:     L - T - R       L - T - R       L - T - R       L - T - R
-----------|---------------||---------------||---------------||-------------|   -----------|---------------||---------------||---------------||-------------|
Control:        Permitted        Permitted        Permitted        Permitted   Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include   Rights:          Include          Include          Include          Include
Min. Green:   20  20  20    20  20  20    22  22  22    22  22  22        Min. Green:   16  16  16    16  16  16    16  16  16    16  16  16
Lanes:       1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  0  1  0   Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||-------------|   -----------|---------------||---------------||---------------||-------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM                 Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    138 795  56   144 619  72    86 275  67    59 341 150        Base Vol:     91 464  81    17 196  17    18 307  57    61 340  31
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00   Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 138 795  56   144 619  72    86 275  67    59 341 150        Initial Bse:  91 464  81    17 196  17    18 307  57    61 340  31
Added Vol:     0   8   0     0   1   0     0   6   0     1  14   1        Added Vol:    17 112   0     0  14   2     4   0   2     0  -3   0
Future:       20 230  40    20 210  10    10  80  40    60  20  40        future:       40  80  20    10  10   0    20 120  40    50 100  10
Initial Fut: 158 1033 96   164 830  82    96 361 107   120 375 191        Initial Fut: 148 656 101    27 220  19    42 427  99   111 437  41
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00   User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00   PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  158 1033 96   164 830  82    96 361 107   120 375 191        PHF Volume:  148 656 101    27 220  19    42 427  99   111 437  41
Reduct Vol:    0   0   0     0   0   0     0   0   0     0   0   0        Reduct Vol:    0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol: 158 1033 96   164 830  82    96 361 107   120 375 191        Reduced Vol: 148 656 101    27 220  19    42 427  99   111 437  41
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00   PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00   MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  158 1033 96   164 830  82    96 361 107   120 375 191        Final Vol.:  148 656 101    27 220  19    42 427  99   111 437  41
-----------|---------------||---------------||---------------||-------------|   -----------|---------------||---------------||---------------||-------------|
Saturation Flow Module:                                                    Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900   Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.31 0.94 0.94 0.24 0.94 0.94 0.18 0.97 0.97 0.24 0.95 0.95   Adjustment: 0.88 0.88 0.88 0.89 0.89 0.89 0.91 0.91 0.91 0.72 0.72 0.72
Lanes:      1.00 1.83 0.17 1.00 1.82 0.18 1.00 0.77 0.23 1.00 0.66 0.34   Lanes:      0.16 0.73 0.11 0.10 0.83 0.07 0.07 0.76 0.17 0.19 0.74 0.07
Final Sat.:  595 3260 303   460 3243 320   346 1416 420   462 1195 608    Final Sat.:  274 1214 187   173 1406 121   128 1305 303   259 1021  96
-----------|---------------||---------------||---------------||-------------|   -----------|---------------||---------------||---------------||-------------|
Capacity Analysis Module:                                                  Capacity Analysis Module:
Vol/Sat:     0.27 0.32 0.32 0.36 0.26 0.26 0.28 0.25 0.25 0.26 0.31 0.31   Vol/Sat:     0.54 0.54 0.54 0.16 0.16 0.16 0.33 0.33 0.33 0.43 0.43 0.43
Crit Moves:            ****            ****            ****                 Crit Moves:            ****            ****            ****
Green/Cycle: 0.54 0.53 0.53 0.53 0.53 0.53 0.34 0.34 0.34 0.34 0.34 0.34   Green/Cycle: 0.49 0.49 0.49 0.49 0.49 0.49 0.39 0.39 0.39 0.39 0.39 0.39
Volume/Cap:  0.49 0.60 0.60 0.67 0.48 0.48 0.82 0.75 0.75 0.77 0.93 0.93   Volume/Cap:  1.10 1.10 1.10 0.32 0.32 0.32 0.84 0.84 0.84 1.10 1.10 1.10
Delay/Veh:    7.5  4.0  4.0 16.5  3.2  3.2 64.7 27.3 27.3 48.9 43.1 43.1   Delay/Veh:   80.5 80.5 80.5 11.1 11.1 11.1 30.5 30.5 30.5 90.5 90.5 90.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00   User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   7.5  4.0  4.0 16.5  3.2  3.2 64.7 27.3 27.3 48.9 43.1 43.1   AdjDel/Veh:  80.5 80.5 80.5 11.1 11.1 11.1 30.5 30.5 30.5 90.5 90.5 90.5
DesignQueue:   3  19   2     3  15   1     2   9   3     3  10   5        DesignQueue:   3  14   2     1   4   0     1  10   2     3  11   1
************************************************************************    ************************************************************************


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```

```
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
```

```
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #9 Cedar Street / Euclid Avenue
********************************************************************************
Cycle (sec):          60       Critical Vol./Cap. (X):        0.637
Loss Time (sec):       8 (Y+R =  5 sec) Average Delay (sec/veh):   14.0
Optimal Cycle:        42       Level Of Service:                B
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:   17  17   17     17  17   17     17  17   17     17  17   17    0
Lanes:         0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     90  226   29     7  127   44    51  180   49    18   91    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  90  226   29     7  127   44    51  180   49    18   91    0
Added Vol:     0    3    0     0    1    0     3    0    0     0   -2    0
Future:       50   30    0     0   10   20    40  100   40    10   70    0
Initial Fut: 140  259   29     7  138   64    94  280   89    28  159    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 140  259   29     7  138   64    94  280   89    28  159    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 140  259   29     7  138   64    94  280   89    28  159    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 140  259   29     7  138   64    94  280   89    28  159    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.82 0.82 0.82  0.95 0.95 0.95  0.87 0.87 0.87  0.91 0.91 1.00
Lanes:      0.33 0.60 0.07  0.03 0.66 0.31  0.20 0.61 0.19  0.15 0.85 0.00
Final Sat.:  512  948  106    60 1186  550   337 1004  319   259 1468    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.27 0.27 0.27  0.12 0.12 0.12  0.28 0.28 0.28  0.11 0.11 0.00
Crit Moves:      ****                            ****
Green/Cycle: 0.43 0.43 0.43  0.43 0.43 0.43  0.44 0.44 0.44  0.44 0.44 0.00
Volume/Cap: 0.64 0.64 0.64  0.27 0.27 0.27  0.64 0.64 0.64  0.25 0.25 0.00
Delay/Veh:  15.5 15.5 15.5  11.3 11.3 11.3  15.0 15.0 15.0  10.8 10.8  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 15.5 15.5 15.5  11.3 11.3 11.3  15.0 15.0 15.0  10.8 10.8  0.0
DesignQueue:   3    5    1     0    3    1     2    6    2     1    3    0
********************************************************************************
```

```
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
```

```
                 Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #10 Grizzly Peak Blvd / Centennial Drive
********************************************************************************
Cycle (sec):         100       Critical Vol./Cap. (X):        0.944
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):   29.3
Optimal Cycle:         0       Level Of Service:                D
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Min. Green:    0   0    0     0   0    0     0   0    0     0   0    0
Lanes:         0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:    162   65  250    33   30    8     3  159   45    22  111   25
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 162   65  250    33   30    8     3  159   45    22  111   25
Added Vol:    13    0   50     0    0    0     0    0    0     5    0    0
Future:       11    0   33     0    0    0     0   22   22    11   11    0
Initial Fut: 186   65  333    33   30    8     3  181   67    38  122   25
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume: 207   72  370    37   33    9     3  201   74    42  136   28
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 207   72  370    37   33    9     3  201   74    42  136   28
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 207   72  370    37   33    9     3  201   74    42  136   28
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.32 0.11 0.57  0.47 0.42 0.11  0.01 0.72 0.27  0.21 0.66 0.13
Final Sat.:  219   77  392   237  216   58     7  412  152   112  359   73
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.94 0.94 0.94  0.15 0.15 0.15  0.49 0.49 0.49  0.38 0.38 0.38
Crit Moves:      ****              ****                  ****              ****
Delay/Veh:  43.2 43.2 43.2  10.5 10.5 10.5  14.4 14.4 14.4  12.9 12.9 12.9
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 43.2 43.2 43.2  10.5 10.5 10.5  14.4 14.4 14.4  12.9 12.9 12.9
LOS by Move:   E    E    E     B    B    B     B    B    B     B    B    B
ApproachDel:      43.2              10.5              14.4              12.9
Delay Adj:        1.00              1.00              1.00              1.00
ApprAdjDel:       43.2              10.5              14.4              12.9
LOS by Appr:       E                 B                 B                 B
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
```

```
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #11 Hearst Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):           0.940
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     26.4
Optimal Cycle:     107         Level Of Service:                     C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted         Permitted        Permitted
Rights:         Include          Include           Include          Include
Min. Green:  22   22   22    22   22   22    22   22   22    22   22   22
Lanes:        1  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     34  715   63   117  537   54    67  232   20   122  321  136
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  34  715   63   117  537   54    67  232   20   122  321  136
Added Vol:    22    6   -2    -2    1    2     0    5    3    56   39    3
Future:       22  176   33    66  264   44    55   22   22    55   22   99
Initial Fut:  78  897   94   184  803   98   122  259   45   233  382  238
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   78  897   94   184  803   98   122  259   45   233  382  238
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  78  897   94   184  803   98   122  259   45   233  382  238
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   78  897   94   184  803   98   122  259   45   233  382  238
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.24 0.94 0.94  0.20 0.93 0.93  0.53 0.53 0.53  0.63 0.63 0.63
Lanes:      1.00 1.81 0.19  1.00 1.78 0.22  0.57 1.22 0.21  0.55 0.89 0.56
Final Sat.:  458 3222  338   380 3166  386   572 1214  211   656 1075  670
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.17 0.28 0.28  0.48 0.25 0.25  0.21 0.21 0.21  0.36 0.36 0.36
Crit Moves:           ****            ****                          ****
Green/Cycle: 0.41 0.41 0.41  0.41 0.41 0.41  0.39 0.39 0.39  0.39 0.39 0.39
Volume/Cap:  0.42 0.68 0.68  1.19 0.62 0.62  0.55 0.55 0.55  0.92 0.92 0.92
Delay/Veh:  15.3 12.5 12.5 143.3 11.5 11.5  20.7 20.7 20.7  36.9 36.9 36.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 15.3 12.5 12.5 143.3 11.5 11.5  20.7 20.7 20.7  36.9 36.9 36.9
DesignQueue:   2   24    2     5   21    3     3    7    1     6   10    6
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
```

```
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #12 Hearst Avenue / Oxford Avenue
********************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):           1.011
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     51.1
Optimal Cycle:     177         Level Of Service:                     D
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted         Permitted        Permitted
Rights:         Include          Include           Include          Include
Min. Green:  19   19   19    19   19   19    22   22   22    22   22   22
Lanes:        1  0  1  1  0   0  1  0  1  0   0  1  0  1  0   1  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     80  743  315    30  458   25    23  267  115   313  478   52
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  80  743  315    30  458   25    23  267  115   313  478   52
Added Vol:    -1  103   14    17   48   24     2    2    0    68   75    5
Future:       33  121   44    11   77   22     0   88   44    44 1232   11
Initial Fut: 112  967  373    58  583   71    25  357  159   425 1785   68
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 112  967  373    58  583   71    25  357  159   425 1785   68
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 112  967  373    58  583   71    25  357  159   425 1785   68
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 112  967  373    58  583   71    25  357  159   425 1785   68
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.17 0.91 0.91  0.89 0.89 0.89  0.87 0.87 0.87  0.95 0.95 0.95
Lanes:      1.00 1.44 0.56  0.16 1.64 0.20  0.09 1.32 0.59  1.00 1.93 0.07
Final Sat.:  319 2496  963   277 2781  339   152 2175  969  1798 3464  132
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.35 0.39 0.39  0.21 0.21 0.21  0.16 0.16 0.16  0.24 0.52 0.52
Crit Moves:           ****                                          ****
Green/Cycle: 0.32 0.32 0.32  0.32 0.32 0.32  0.58 0.58 0.58  0.58 0.58 0.58
Volume/Cap:  1.10 1.22 1.22  0.66 0.66 0.66  0.29 0.29 0.29  0.41 0.90 0.90
Delay/Veh: 144.8  132 131.5  24.6 24.6 24.6   8.5  8.5  8.5   9.1 19.4 19.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 144.8  132 131.5  24.6 24.6 24.6   8.5  8.5  8.5   9.1 19.4 19.4
DesignQueue:   3   30   12     2   17    2     0    7    3     8   36    1
********************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
```

```
                   Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #13 Hearst Avenue / Spruce Street
********************************************************************************
Average Delay (sec/veh):     1.0        Worst Case Level Of Service:       C
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L - T - R         L - T - R         L - T - R         L - T - R
           ---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign      Uncontrolled      Uncontrolled
Rights:          Include           Include          Include          Include
Lanes:      0  0  0  0      0  0  1! 0  0     0  1  1  0  0     0  0  1  1  0
           ---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0     11    0   48    34  579    0     0  792   13
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     11    0   48    34  579    0     0  792   13
Added Vol:     0    0    0      1    0    0     0   33    0     0  149    6
Future:        0    0    0      0    0   20     0  130    0     0  170    0
Initial Fut:   0    0    0     12    0   68    34  742    0     0 1111   19
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     12    0   68    34  742    0     0 1111   19
Reduct Vol:    0    0    0      0    0    0     0    0    0     0    0    0
Final Vol.:    0    0    0     12    0   68    34  742    0     0 1111   19
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
           ---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1560 xxxx   565  1130 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   105 xxxx   473   626 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   101 xxxx   473   626 xxxx xxxxx  xxxx xxxx xxxxx
           ---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx  xxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *      B    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  304 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 21.0 xxxxx  11.1 xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:    *    *    *     *    C    *      B    *    *      *    *    *
ApproachDel:   xxxxxx           21.0           xxxxxx           xxxxxx
ApproachLOS:      *               C               *               *
```

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```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
```

```
                   Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #14 Hearst Avenue / Arch Street / Le Conte Avenue
********************************************************************************
Average Delay (sec/veh):     3.0        Worst Case Level Of Service:       C
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L - T - R         L - T - R         L - T - R         L - T - R
           ---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign      Uncontrolled      Uncontrolled
Rights:          Include           Include          Include          Include
Lanes:      0  0  0  0      0  0  1! 0  0     1  0  2  0  0     0  0  1  1  0
           ---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0      6    0  135   146  439    0     0  668    6
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0      6    0  135   146  439    0     0  668    6
Added Vol:     0    0    0      0    0    0     3   31    0     0  155    0
Future:        0    0    0      0    0   40    50  100    0     0  150    0
Initial Fut:   0    0    0      6    0  175   199  570    0     0  973    6
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0      6    0  175   199  570    0     0  973    6
Reduct Vol:    0    0    0      0    0    0     0    0    0     0    0    0
Final Vol.:    0    0    0      6    0  175   199  570    0     0  973    6
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8 xxxx   6.9   4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx  xxxxx xxxx xxxxx
           ---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1659 xxxx   489   979 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    90 xxxx   530   713 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    71 xxxx   530   713 xxxx xxxxx  xxxx xxxx xxxxx
           ---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  12.0 xxxx xxxxx  xxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *      B    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  436 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 19.0 xxxxx  xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:    *    *    *     *    C    *      *    *    *      *    *    *
ApproachDel:   xxxxxx           19.0           xxxxxx           xxxxxx
ApproachLOS:      *               C               *               *
```

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```
-----------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
-----------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Unsignalized Method (Future Volume Alternative)
*****************************************************************************
Intersection #15 Hearst Avenue / Scenic Avenue
*****************************************************************************
Average Delay (sec/veh):     1.3      Worst Case Level Of Service:       B
*****************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include          Include         Include          Include
Lanes:       0  0  0  0     0  0  0  0  1    0  0  2  0  0    0  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00-6:00 PM
Base Vol:      0    0    0     0    0  109     0  437    0     0  566   54
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     0    0  109     0  437    0     0  566   54
Added Vol:     0    0    0     0    0   11     0    0    0     0  143    0
Future:        0    0    0     0    0   30     0  100    0     0  140   10
Initial Fut:   0    0    0     0    0  150     0  537    0     0  849   64
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     0    0  150     0  537    0     0  849   64
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    0    0    0     0    0  150     0  537    0     0  849   64
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx   457 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx   557 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx   557 xxxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx  13.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *     B     *    *    *     *    *    *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:    xxxxxx           13.8           xxxxxx           xxxxxx
ApproachLOS:      *                B              *                *
```

```
-----------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
-----------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
*****************************************************************************
Intersection #16 Hearst Avenue / Euclid Avenue
*****************************************************************************
Cycle (sec):        80        Critical Vol./Cap. (X):        0.680
Loss Time (sec):    12 (Y+R =  3 sec) Average Delay (sec/veh):     18.8
Optimal Cycle:      54        Level Of Service:               B
*****************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0    25    0   25     5   16    0    16   16   16
Lanes:       0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:      4    0    1    57    0  115   120  307    0     2  503   23
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   4    0    1    57    0  115   120  307    0     2  503   23
Added Vol:     0    0    0     0    0    0     0   31    0     0  132    3
Future:        0    0    0    11    0   44    44   88    0     0  143   11
Initial Fut:   4    0    1    68    0  159   164  426    0     2  778   37
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    4    0    1    68    0  159   164  426    0     2  778   37
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   4    0    1    68    0  159   164  426    0     2  778   37
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    4    0    1    68    0  159   164  426    0     2  778   37
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.86 1.00 0.86  0.82 1.00 0.82  0.56 1.00 1.00  0.99 0.99 0.99
Lanes:      0.80 0.00 0.20  0.30 0.00 0.70  1.00 1.00 0.00  0.01 0.95 0.04
Final Sat.: 1306    0  326   467    0 1091  1066 1900    0     5 1798   86
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00  0.15 0.00 0.15  0.15 0.22 0.00  0.43 0.43 0.43
Crit Moves:                 ****                                    ****
Green/Cycle:0.31 0.00 0.31  0.31 0.00 0.31  0.54 0.54 0.00  0.54 0.54 0.54
Volume/Cap: 0.01 0.00 0.01  0.47 0.00 0.47  0.29 0.42 0.00  0.80 0.80 0.80
Delay/Veh:  19.0  0.0 19.0  25.3  0.0 25.3  11.4 12.3  0.0  21.9 21.9 21.9
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 19.0  0.0 19.0  25.3  0.0 25.3  11.4 12.3  0.0  21.9 21.9 21.9
DesignQueue:   0    0    0     2    0    5     3    9    0     0   18    1
*****************************************************************************
```

```
--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #17 Hearst Avenue / Le Roy Avenue
**************************************************************************
Average Delay (sec/veh):    1.5        Worst Case Level Of Service:      C
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:      Stop Sign        Stop Sign      Uncontrolled      Uncontrolled
Rights:        Include          Include         Include          Include
Lanes:     0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:      0    0    0   12    0   56   38  355    0    0  523   21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0   12    0   56   38  355    0    0  523   21
Added Vol:     0    0    0    0    0    0    0   31    0    0  135    0
Future:        0    0    0    0    0   10   20   90    0    0  140   10
Initial Fut:   0    0    0   12    0   66   58  476    0    0  798   31
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0   12    0   66   58  476    0    0  798   31
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:    0    0    0   12    0   66   58  476    0    0  798   31
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.4 xxxx  6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5 xxxx  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1396 xxxx  814  829 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  146 xxxx  381  811 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  138 xxxx  381  811 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  9.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *    *    *    *    A    *    *    *    *    *
Movement:    LT  - LTR - RT    LT  - LTR - RT    LT  - LTR - RT    LT  - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx  300 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 21.2 xxxxx  9.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *    *    C    *    A    *    *    *    *    *
ApproachDel:   xxxxxx              21.2             xxxxxx           xxxxxx
ApproachLOS:      *                  C                 *                *
```

```
--------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #18 Hearst Avenue / Gayley Road / LaLoma Avenue
**************************************************************************
Cycle (sec):        70        Critical Vol./Cap. (X):        1.213
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):      95.3
Optimal Cycle:     180         Level Of Service:                 F
**************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  - R    L  -  T  - R    L  -  T  - R    L  -  T  - R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:        Include          Include          Include          Include
Min. Green:   18   18   18   18   18   18   17   17   17   17   17   17
Lanes:     0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    318  288   19    4  203   49   28   52  288   69  197   40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 318  288   19    4  203   49   28   52  288   69  197   40
Added Vol:    46   28   11    0   12    0    0   11   21   14   90    0
Future:       99   33   11    0    0   22   22   33   66   11   66   11
Initial Fut: 463  349   41    4  215   71   50   96  375   94  353   51
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  463  349   41    4  215   71   50   96  375   94  353   51
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 463  349   41    4  215   71   50   96  375   94  353   51
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  463  349   41    4  215   71   50   96  375   94  353   51
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.67 0.67 0.67 0.96 0.96 0.96 0.67 0.67 0.67 0.73 0.73 0.85
Lanes:      0.54 0.41 0.05 0.01 0.75 0.24 0.10 0.18 0.72 0.21 0.79 1.00
Final Sat.:  693  522   61   25 1351  446  123  236  922  292 1097 1615
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.67 0.67 0.67 0.16 0.16 0.16 0.41 0.41 0.41 0.32 0.32 0.03
Crit Moves:      ****                            ****
Green/Cycle: 0.55 0.55 0.55 0.55 0.55 0.55 0.34 0.34 0.34 0.34 0.34 0.34
Volume/Cap: 1.21 1.21 1.21 0.29 0.29 0.29 1.21 1.21 1.21 0.96 0.96 0.09
Delay/Veh: 124.6  125 124.6  9.1  9.1  9.1 138.0  138 138.0 54.8 54.8 15.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 124.6  125 124.6  9.1  9.1  9.1 138.0  138 138.0 54.8 54.8 15.6
DesignQueue:   9    7    1    0    4    1    1    3   10    3   10    1
**************************************************************************
```

```
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
```

```
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #19 Berkeley Way / Oxford Street
**************************************************************************
Cycle (sec):       75        Critical Vol./Cap. (X):        0.560
Loss Time (sec):    8 (Y+R =  4 sec) Average Delay (sec/veh):   10.0
Optimal Cycle:     46        Level Of Service:                 A
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18  18  18     18  18  18     20  20  20     20  20  20
Lanes:         1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   1  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      48 1039     3     4  890    22    72    2    51    29   18   42
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:   48 1039     3     4  890    22    72    2    51    29   18   42
Added Vol:      5   94     0     0  113     3    23    0    34     0    0    0
Future:        20  160     0     0  170     0     0   10     0    20    0   10
Initial Fut:   73 1293     3     4 1173    25   105    2    95    49   18   52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:    73 1293     3     4 1173    25   105    2    95    49   18   52
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0    0
Reduced Vol:   73 1293     3     4 1173    25   105    2    95    49   18   52
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Final Vol.:    73 1293     3     4 1173    25   105    2    95    49   18   52
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900 1900
Adjustment:  0.18 0.95  0.95  0.15 0.95  0.95  0.75 0.75  0.75  0.75 0.89 0.89
Lanes:       1.00 1.99  0.01  1.00 1.96  0.04  0.52 0.01  0.47  1.00 0.26 0.74
Final Sat.:   342 3602     8   293 3524    75   741   14   671  1423  434 1255
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.36  0.36  0.01 0.33  0.33  0.14 0.14  0.14  0.03 0.04 0.04
Crit Moves:       ****              ****              ****
Green/Cycle: 0.63 0.63  0.63  0.63 0.63  0.63  0.27 0.27  0.27  0.27 0.27 0.27
Volume/Cap:  0.34 0.57  0.57  0.02 0.53  0.53  0.53 0.53  0.53  0.13 0.16 0.16
Delay/Veh:    7.6  8.5   8.5   5.3  8.1   8.1  24.9 24.9  24.9  21.0 21.2 21.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
AdjDel/Veh:   7.6  8.5   8.5   5.3  8.1   8.1  24.9 24.9  24.9  21.0 21.2 21.2
DesignQueue:    1   22     0     0   20     0     3    0     3     2    1    2
**************************************************************************
```

```
                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
```

```
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #20 University Avenue / Sixth Street
**************************************************************************
Cycle (sec):      128        Critical Vol./Cap. (X):        1.049
Loss Time (sec):   16 (Y+R =  5 sec) Average Delay (sec/veh):  107.9
Optimal Cycle:    180        Level Of Service:                 F
**************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    6  23  23      0  23  23      6  15  15      6  15  15
Lanes:         1  0  1  0  1   1  0  1  0  1   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:     343  353    48   101  239   465   163  827   212    42 1205   33
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:  343  353    48   101  239   465   163  827   212    42 1205   33
Added Vol:      0    4     2     0   19     8     1   38     0     5  277    0
Future:        10   70    40   100  130   100    20   20    20    20  120   10
Initial Fut:  353  427    90   201  388   573   184 1065   232    67 1602   43
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:   353  427    90   201  388   573   184 1065   232    67 1602   43
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0    0
Reduced Vol:  353  427    90   201  388   573   184 1065   232    67 1602   43
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Final Vol.:   353  427    90   201  388   573   184 1065   232    67 1602   43
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900 1900
Adjustment:  0.98 1.00  0.85  1.00 1.00  0.85  0.95 0.92  0.92  0.95 0.95 0.95
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.64  0.36  1.00 1.95 0.05
Final Sat.:  1856 1900  1615  1900 1900  1615  1805 2884   628  1805 3502   94
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.22  0.06  0.11 0.20  0.35  0.10 0.37  0.37  0.04 0.46 0.46
Crit Moves:  ****              ****  ****              ****
Green/Cycle: 0.33 0.33  0.33  0.28 0.28  0.28  0.08 0.39  0.39  0.05 0.36 0.36
Volume/Cap:  0.58 0.68  0.17  0.38 0.73  1.27  1.27 0.94  0.94  0.79 1.27 1.27
Delay/Veh:   57.3 42.9  31.1  39.2 50.3 183.4 222.8 50.4  50.4 112.4  168 167.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
AdjDel/Veh:  57.3 42.9  31.1  39.2 50.3 183.4 222.8 50.4  50.4 112.4  168 167.9
DesignQueue:   22   22     4    11   21    32    12   50    11     5   82    2
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #21 University Avenue / San Pablo Avenue
****************************************************************************
Cycle (sec):        128         Critical Vol./Cap. (X):        1.113
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):    199.1
Optimal Cycle:      180         Level Of Service:                  F
****************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    5   21   21    5   21   21    5   22   22    5   22   22
Lanes:       1  0  1  1  0  1  0  1  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:     233  945   93  141  681   84   87  986  105   71  906  125
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  233  945   93  141  681   84   87  986  105   71  906  125
Added Vol:      1   19    1   12    8    0    0   39    0    6  281   89
Future:        50   90   10   20  220   60   90  190   80   10   60   20
Initial Fut:  284 1054  104  173  909  144  177 1215  185   87 1247  234
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   284 1054  104  173  909  144  177 1215  185   87 1247  234
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  284 1054  104  173  909  144  177 1215  185   87 1247  234
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   284 1054  104  173  909  144  177 1215  185   87 1247  234
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.95 0.94 0.94 0.95 0.93 0.93 0.95 0.93 0.93 0.95 0.93 0.93
Lanes:       1.00 1.82 0.18 1.00 1.73 0.27 1.00 1.74 0.26 1.00 1.68 0.32
Final Sat.:  1805 3243  320 1805 3051  483 1805 3070  467 1805 2967  557
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.33 0.33 0.10 0.30 0.30 0.10 0.40 0.40 0.05 0.42 0.42
Crit Moves:  ****           ****           ****           ****
Green/Cycle: 0.14 0.28 0.28 0.10 0.28 0.28 0.09 0.21 0.21 0.05 0.37 0.37
Volume/Cap:  1.14 1.16 1.16 1.01 1.06 1.06 1.14 1.88 1.88 0.97 1.14 1.14
Delay/Veh:   153.6  130 129.7 128.0 93.3 93.3 171.7  454 453.6 148.6  111 111.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  153.6  130 129.7 128.0 93.3 93.3 171.7  454 453.6 148.6  111 111.3
DesignQueue:   18   59    6   11   50    8   12   76   12    6   62   12
****************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #22 University Avenue / Martin Luther King Way
****************************************************************************
Cycle (sec):         85         Critical Vol./Cap. (X):        0.986
Loss Time (sec):     12 (Y+R =  5 sec) Average Delay (sec/veh):     42.5
Optimal Cycle:      180         Level Of Service:                  D
****************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Prot+Permit      Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    5   23   23   23   23   23   17   17   17   17   17   17
Lanes:       1  0  1  1  0  1  0  1  1  0  1  0  1  1  0  1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     282  902   78   46  702   77   80  679  134   71  727   81
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  282  902   78   46  702   77   80  679  134   71  727   81
Added Vol:     12   25    0    0    3    1    0   52    0    3  367    0
Future:        30  200   20   30   60   10   30  170   40   10   70   10
Initial Fut:  324 1127   98   76  765   88  110  901  174   84 1164   91
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   324 1127   98   76  765   88  110  901  174   84 1164   91
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  324 1127   98   76  765   88  110  901  174   84 1164   91
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   324 1127   98   76  765   88  110  901  174   84 1164   91
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.37 0.94 0.94 0.13 0.94 0.94 0.14 0.93 0.93 0.14 0.94 0.94
Lanes:       1.00 1.84 0.16 1.00 1.79 0.21 1.00 1.68 0.32 1.00 1.85 0.15
Final Sat.:   709 3281  285  251 3189  367  268 2953  570  268 3311  259
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.46 0.34 0.34 0.30 0.24 0.24 0.41 0.31 0.31 0.31 0.35 0.35
Crit Moves:  ****           ****           ****
Green/Cycle: 0.52 0.52 0.52 0.39 0.39 0.39 0.33 0.33 0.33 0.33 0.33 0.33
Volume/Cap:  0.88 0.66 0.66 0.78 0.62 0.62 1.23 0.92 0.92 0.94 1.05 1.05
Delay/Veh:   37.8 12.8 12.8 66.6 21.2 21.2 198.4 39.7 39.7 107.5 70.1 70.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  37.8 12.8 12.8 66.6 21.2 21.2 198.4 39.7 39.7 107.5 70.1 70.1
DesignQueue:   14   28    2    2   24    3    4   31    6    3   40    3
****************************************************************************
```

```
                    365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                        PM Peak Hour
```

```
               Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #23 University Avenue / Milvia Street
****************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):       0.649
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   23.7
Optimal Cycle:      49         Level Of Service:               C
****************************************************************************
Approach:      North Bound        South Bound        East Bound         West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:   21   21   21    21   21   21    20   20   20    20   20   20
Lanes:         1  0  0  1  0    0  0  1! 0  0    0  1  0  1  0    0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     127  218   44    13  102   74    47  649  108    22  651   33
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  127  218   44    13  102   74    47  649  108    22  651   33
Added Vol:      0    0    0     0    0    0     0   52    0     0  371    0
Future:        10   10   10    10   10   10    20  180   20    10   80   20
Initial Fut:  137  228   54    23  112   84    67  881  128    32 1102   53
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   137  228   54    23  112   84    67  881  128    32 1102   53
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  137  228   54    23  112   84    67  881  128    32 1102   53
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   137  228   54    23  112   84    67  881  128    32 1102   53
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.70 0.97 0.97  0.90 0.90 0.90  0.66 0.66 0.66  0.85 0.85 0.85
Lanes:       1.00 0.81 0.19  0.11 0.51 0.38  0.12 1.64 0.24  0.05 1.86 0.09
Final Sat.:  1336 1492  353   180  875  656   157 2064  300    87 2995  144
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.15 0.15  0.13 0.13 0.13  0.43 0.43 0.43  0.37 0.37 0.37
Crit Moves:       ****                  ****        ****                  ****
Green/Cycle: 0.35 0.35 0.35  0.35 0.35 0.35  0.47 0.47 0.47  0.47 0.47 0.47
Volume/Cap:  0.30 0.44 0.44  0.37 0.37 0.37  0.90 0.90 0.90  0.78 0.78 0.78
Delay/Veh:   19.5 21.1 21.1  20.1 20.1 20.1  29.2 29.2 29.2  20.4 20.4 20.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  19.5 21.1 21.1  20.1 20.1 20.1  29.2 29.2 29.2  20.4 20.4 20.4
DesignQueue:    4    6    2     1    3    2     2   21    3     1   26    1
****************************************************************************
```

```
                    365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                        PM Peak Hour
```

```
               Level Of Service Computation Report
         2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #24 University Avenue / SB Shattuck Avenue
****************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):       0.953
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   24.6
Optimal Cycle:     116         Level Of Service:               C
****************************************************************************
Approach:      North Bound        South Bound        East Bound         West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    0    0    0    16   16   16    16   16   16    16   16   16
Lanes:         0  0  0  0  0    0  1  1  1  0    1  0  1  1  0    0  1  0  1  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:       0    0    0    55  576  146   131  374  254    74  642  640
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    55  576  146   131  374  254    74  642  640
Added Vol:      0    0    0     0   99   50     7   30   16     5  321    5
Future:         0    0    0    33  253   33    44  110   55    11   88  143
Initial Fut:    0    0    0    88  928  229   182  514  325    90 1051  788
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    0    0    88  928  229   182  514  325    90 1051  788
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0    88  928  229   182  514  325    90 1051  788
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:     0    0    0    88  928  229   182  514  325    90 1051  788
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  0.77 0.77 0.77  0.17 0.81 0.81  0.68 0.68 0.68
Lanes:       0.00 0.00 0.00  0.21 2.24 0.55  1.00 1.23 0.77  0.14 1.63 1.23
Final Sat.:     0    0    0   312 3288  811   320 1875 1186   180 2099 1574
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.28 0.28 0.28  0.57 0.27 0.27  0.50 0.50 0.50
Crit Moves:                        ****        ****
Green/Cycle: 0.00 0.00 0.00  0.30 0.30 0.30  0.60 0.60 0.60  0.60 0.60 0.60
Volume/Cap:  0.00 0.00 0.00  0.95 0.95 0.95  0.95 0.46 0.46  0.84 0.84 0.84
Delay/Veh:    0.0  0.0  0.0  41.8 41.8 41.8  68.0  9.2  9.2  16.0 16.0 16.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0  41.8 41.8 41.8  68.0  9.2  9.2  16.0 16.0 16.0
DesignQueue:    0    0    0     3   29    7     3    9    6     2   19   15
****************************************************************************
```

```
--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #25 University Avenue / NB Shattuck Avenue
****************************************************************************
Cycle (sec):        75      Critical Vol./Cap. (X):        0.623
Loss Time (sec):    15 (Y+R =  4 sec) Average Delay (sec/veh):   18.6
Optimal Cycle:      54               Level Of Service:          B
****************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected         Protected         Protected         Protected
Rights:         Include           Include           Include           Include
Min. Green:    19   0   19     0    0    0     0   13    0     0   13    0
Lanes:         2  0  1! 0  1   0  0  0  0  0   0  0  2  0  0   0  0  2  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      938    0  208     0    0    0     0  454    0     0  433    0
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   938    0  208     0    0    0     0  454    0     0  433    0
Added Vol:     155    0   13     0    0    0     0   30    0     0  176    0
Future:        150    0   40     0    0    0     0    0    0     0   70    0
Initial Fut:  1243    0  261     0    0    0     0  484    0     0  679    0
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   1243    0  261     0    0    0     0  484    0     0  679    0
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  1243    0  261     0    0    0     0  484    0     0  679    0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   1243    0  261     0    0    0     0  484    0     0  679    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.82 1.00 0.84  1.00 1.00 1.00  1.00 0.86 1.00  1.00 0.86 1.00
Lanes:        2.77 0.00 1.23  0.00 0.00 0.00  0.00 2.00 0.00  0.00 2.00 0.00
Final Sat.:   4290    0 1973     0    0    0     0 3249    0     0 3249    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.29 0.00 0.13  0.00 0.00 0.00  0.00 0.15 0.00  0.00 0.21 0.00
Crit Moves:   ****                   ****                   ****
Green/Cycle:  0.46 0.00 0.46  0.00 0.00 0.00  0.00 0.34 0.00  0.00 0.34 0.00
Volume/Cap:   0.62 0.00 0.28  0.00 0.00 0.00  0.00 0.44 0.00  0.00 0.62 0.00
Delay/Veh:    16.4  0.0 12.5   0.0  0.0  0.0   0.0 20.8  0.0   0.0 23.6  0.0
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   16.4  0.0 12.5   0.0  0.0  0.0   0.0 20.8  0.0   0.0 23.6  0.0
DesignQueue:    30    0    6     0    0    0     0   14    0     0   20    0
****************************************************************************
```

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--------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #26 University Avenue / Oxford Street
****************************************************************************
Cycle (sec):        75      Critical Vol./Cap. (X):        0.898
Loss Time (sec):     4 (Y+R =  4 sec) Average Delay (sec/veh):   31.2
Optimal Cycle:     157               Level Of Service:          C
****************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:    18   18   18    18   18   18    18   18   18    18   18   18
Lanes:        1  0  1  1  0   1  0  1  1  0   1  1  0  0  1   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      278  771   16    32  835  106   306   39  330     9   37   40
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   278  771   16    32  835  106   306   39  330     9   37   40
Added Vol:      90   75    0    55   92   25    -1   19    -2    -6   -2
Future:         55  143    0    11  176   33    22   11   22     0   11   11
Initial Fut:   423  989   16    43 1066  231   353   49  371     7   42   49
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    423  989   16    43 1066  231   353   49  371     7   42   49
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   423  989   16    43 1066  231   353   49  371     7   42   49
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    423  989   16    43 1066  231   353   49  371     7   42   49
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.40 0.85 0.85  0.24 0.83 0.83  0.59 0.59 0.77  0.83 0.83 0.83
Lanes:        1.00 1.97 0.03  1.00 1.64 0.36  1.76 0.24 1.00  0.07 0.43 0.50
Final Sat.:    764 3191   52   455 2598  563  1970  273 1454   112  675  787
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.55 0.31 0.31  0.09 0.41 0.41  0.18 0.18 0.26  0.06 0.06 0.06
Crit Moves:   ****                   ****                   ****
Green/Cycle:  0.69 0.69 0.69  0.42 0.42 0.42  0.26 0.26 0.26  0.26 0.26 0.26
Volume/Cap:   0.81 0.45 0.45  0.23 0.98 0.98  0.69 0.69 0.98  0.24 0.24 0.24
Delay/Veh:    30.5  6.0  6.0  16.7 41.4 41.4  31.4 31.4 68.5  23.2 23.2 23.2
User DelAdj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   30.5  6.0  6.0  16.7 41.4 41.4  31.4 31.4 68.5  23.2 23.2 23.2
DesignQueue:    14   14    0     1   28    6    11    2   12     0    1    2
****************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
```

```
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #27 Univeristy Drive (East Gate) / Gayley Road
**************************************************************************
Average Delay (sec/veh):     2.1        Worst Case Level Of Service:      C
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          ------------|--------------||--------------||--------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
          ------------|--------------||--------------||--------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    59  552    0    0  505   52   41    0   81    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 59  552    0    0  505   52   41    0   81    0    0    0
Added Vol:   -2  104    0    0   50   -3  -19    0  -12    0    0    0
Future:      20  110    0    0   60   10   10    0   20    0    0    0
Initial Fut: 77  766    0    0  615   59   32    0   89    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  77  766    0    0  615   59   32    0   89    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:  77  766    0    0  615   59   32    0   89    0    0    0
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx  6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx  3.3 xxxxx xxxx xxxxx
          ------------|--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 674 xxxx xxxxx  xxxx xxxx xxxxx 1565 xxxx  645 xxxx xxxx xxxxx
Potent Cap.: 927 xxxx xxxxx  xxxx xxxx xxxxx  124 xxxx  476 xxxx xxxx xxxxx
Move Cap.:   927 xxxx xxxxx  xxxx xxxx xxxxx  116 xxxx  476 xxxx xxxx xxxxx
          ------------|--------------||--------------||--------------|
Level Of Service Module:
Stopped Del: 9.2 xxxx xxxxx xxxxx xxxx xxxxx 47.4 xxxx 14.3 xxxxx xxxx xxxxx
LOS by Move:  A   *    *     *     *    *     E    *    B    *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx  xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *    *    *    *
ApproachDel:    xxxxxx          xxxxxx           23.0          xxxxxx
ApproachLOS:      *               *              C               *
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
```

```
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
**************************************************************************
Intersection #28 Addison Street / Oxford Street
**************************************************************************
Average Delay (sec/veh):     2.8        Worst Case Level Of Service:      E
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
          ------------|--------------||--------------||--------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
          ------------|--------------||--------------||--------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    32 1006    0    0  952   28   10    0  114    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 32 1006    0    0  952   28   10    0  114    0    0    0
Added Vol:    3  149    0    0   70    2   16    0   18    0    0    0
Future:      10  180    0    0  170   10    0    0   10    0    0    0
Initial Fut: 45 1335    0    0 1192   40   26    0  142    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:  48 1420    0    0 1268   43   28    0  151    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:  48 1420    0    0 1268   43   28    0  151    0    0    0
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.8 xxxx  6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx  3.3 xxxxx xxxx xxxxx
          ------------|--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 909 xxxx xxxxx  xxxx xxxx xxxxx 1691 xxxx   50 xxxx xxxx xxxxx
Potent Cap.: 577 xxxx xxxxx  xxxx xxxx xxxxx   61 xxxx  774 xxxx xxxx xxxxx
Move Cap.:   577 xxxx xxxxx  xxxx xxxx xxxxx   57 xxxx  774 xxxx xxxx xxxxx
          ------------|--------------||--------------||--------------|
Level Of Service Module:
Stopped Del: 11.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  B   *    *     *     *    *     *    *    *    *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxxx xxxxx  xxxx xxxx xxxxx xxxx  264 xxxxx xxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 43.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    E    *    *    *    *
ApproachDel:    xxxxxx          xxxxxx           43.2          xxxxxx
ApproachLOS:      *               *              E               *
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
```

```
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #29 Center Street / SB Shattuck Avenue
********************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):        0.636
Loss Time (sec):    12 (Y+R = 10 sec) Average Delay (sec/veh):    17.5
Optimal Cycle:      67         Level Of Service:              B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0    30   30   30    0   17   17    25   25    0
Lanes:        0 0  0 0  0 0  0 1  1 1  1 0  0 0  0 1  1 0  0 1  0 0  0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0    41  790  126    0  104  179    29  160    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0    41  790  126    0  104  179    29  160    0
Added Vol:     0    0    0     0  132    0    0    0    0    -2    2    0
Future:        0    0    0    10  230   40    0   50   30    30   40    0
Initial Fut:   0    0    0    51 1152  166    0  154  209    57  202    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0    51 1152  166    0  154  209    57  202    0
Reduct Vol:    0    0    0     0    0    0    0    0    0     0    0    0
Reduced Vol:   0    0    0    51 1152  166    0  154  209    57  202    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0    0    51 1152  166    0  154  209    57  202    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.79 0.79 0.79 1.00 0.83 0.83 0.79 0.79 1.00
Lanes:      0.00 0.00 0.00 0.11 2.53 0.36 0.00 0.42 0.58 0.22 0.78 0.00
Final Sat.:    0    0    0  168 3788  546    0  669  908  329 1164    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.30 0.30 0.30 0.00 0.23 0.23 0.17 0.17 0.00
Crit Moves:                  ****             ****
Green/Cycle: 0.00 0.00 0.00 0.40 0.40 0.40 0.00 0.29 0.29 0.43 0.43 0.00
Volume/Cap: 0.00 0.00 0.00 0.76 0.76 0.76 0.00 0.78 0.78 0.41 0.41 0.00
Delay/Veh:   0.0  0.0  0.0 13.9 13.9 13.9  0.0 36.9 36.9  9.4  9.4  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0 13.9 13.9 13.9  0.0 36.9 36.9  9.4  9.4  0.0
DesignQueue:   0    0    0     1   31    4    0    5    6    1    5    0
********************************************************************************
```

```
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                            PM Peak Hour
```

```
                 Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #30 Center Street / NB Shattuck Avenue
********************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):        0.551
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     9.5
Optimal Cycle:      65         Level Of Service:              A
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   40   40   40    0    0    0    17   17    0    0   17   17
Lanes:        0 1  1 1  1 0  0 0  0 0  0 0  0 1  1 0  0 0  0 0  0 1  1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     50  982   86    0    0    0    81   55    0    0  139   58
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  50  982   86    0    0    0    81   55    0    0  139   58
Added Vol:     0  118    0    0    0    0     0    0    0    0    0    0
Future:       30  110   30    0    0    0    30   40    0    0   40   60
Initial Fut:  80 1210  116    0    0    0   111   95    0    0  179  118
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   80 1210  116    0    0    0   111   95    0    0  179  118
Reduct Vol:    0    0    0    0    0    0     0    0    0    0    0    0
Reduced Vol:  80 1210  116    0    0    0   111   95    0    0  179  118
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   80 1210  116    0    0    0   111   95    0    0  179  118
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 1.00 1.00 1.00 0.74 0.74 1.00 1.00 0.85 0.85
Lanes:      0.17 2.58 0.25 0.00 0.00 0.00 0.54 0.46 0.00 0.00 0.60 0.40
Final Sat.:  259 3922  376    0    0    0   754  645    0    0  975  643
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.31 0.31 0.31 0.00 0.00 0.00 0.15 0.15 0.00 0.00 0.18 0.18
Crit Moves:      ****                                          ****
Green/Cycle: 0.53 0.53 0.53 0.00 0.00 0.00 0.29 0.29 0.00 0.00 0.29 0.29
Volume/Cap: 0.58 0.58 0.58 0.00 0.00 0.00 0.50 0.50 0.00 0.00 0.63 0.63
Delay/Veh:   3.8  3.8  3.8  0.0  0.0  0.0 20.2 20.2  0.0  0.0 29.1 29.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  3.8  3.8  3.8  0.0  0.0  0.0 20.2 20.2  0.0  0.0 29.1 29.1
DesignQueue:   2   25    2    0    0    0     3    3    0    0    5    4
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               PM Peak Hour
```

```
                  Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #31 Center Street / Oxford Street
********************************************************************************
Cycle (sec):        75        Critical Vol./Cap. (X):        0.550
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   10.5
Optimal Cycle:      46        Level Of Service:                 B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  19   19   19    19   19   19    19   19   19    19   19   19
Lanes:        1  0  1  1  0   1  0  1  1  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2000 << 4:00 - 6:00 PM
Base Vol:     87  998   24   19  980   67   33    6   84   37    9   16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  87  998   24   19  980   67   33    6   84   37    9   16
Added Vol:     0  156    0   -1   85    3    0    0    0   -2   -3   -5
Future:       40  150   10    0  150   30   30    0   30    0    0    0
Initial Fut: 127 1304   34   18 1215  100   63    6  114   35    6   11
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 127 1304   34   18 1215  100   63    6  114   35    6   11
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 127 1304   34   18 1215  100   63    6  114   35    6   11
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 127 1304   34   18 1215  100   63    6  114   35    6   11
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.19 0.95 0.95 0.18 0.94 0.94 0.81 0.81 0.81 0.76 0.76 0.76
Lanes:      1.00 1.95 0.05 1.00 1.85 0.15 0.34 0.03 0.63 0.67 0.12 0.21
Final Sat.:  359 3504   91  348 3299  272  527   50  954  977  168  307
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.35 0.37 0.37 0.05 0.37 0.37 0.12 0.12 0.12 0.04 0.04 0.04
Crit Moves:      ****                           ****
Green/Cycle: 0.64 0.64 0.64 0.64 0.64 0.64 0.25 0.25 0.25 0.25 0.25 0.25
Volume/Cap: 0.55 0.58 0.58 0.08 0.58 0.58 0.47 0.47 0.47 0.14 0.14 0.14
Delay/Veh:  16.8  8.8  8.8  5.8  8.8  8.8 27.8 27.8 27.8 22.5 22.5 22.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.8  8.8  8.8  5.8  8.8  8.8 27.8 27.8 27.8 22.5 22.5 22.5
DesignQueue:   2   22    1    0   20    2    2    0    4    1    0    0
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               PM Peak Hour
```

```
                  Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #32 Stadium Rim Road / Gayley Road
********************************************************************************
Cycle (sec):       100        Critical Vol./Cap. (X):        1.299
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):   98.7
Optimal Cycle:       0        Level Of Service:                 F
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0   0  1  0  0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  359   19  135  459    0   20    7   15   47    0  232
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  359   19  135  459    0   20    7   15   47    0  232
Added Vol:     0   58   22    6   33    0    0    0    0   40    0   44
Future:        0   99   11   22   55    0    0    0    0   11    0   33
Initial Fut:   0  516   52  163  547    0   20    7   15   98    0  309
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0  516   52  163  547    0   20    7   15   98    0  309
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  516   52  163  547    0   20    7   15   98    0  309
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  516   52  163  547    0   20    7   15   98    0  309
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.91 0.09 0.23 0.77 0.00 0.47 0.17 0.36 0.24 0.00 0.76
Final Sat.:    0  504   51  126  421    0  191   67  143  130    0  409
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 1.02 1.02 1.30 1.30 xxxx 0.10 0.10 0.10 0.76 xxxx 0.76
Crit Moves:      ****             ****             ****             ****
Delay/Veh:   0.0 69.5 69.5 168.2  168  0.0 12.4 12.4 12.4 27.3  0.0 27.3
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 69.5 69.5 168.2  168  0.0 12.4 12.4 12.4 27.3  0.0 27.3
LOS by Move:   *    F    F    F    F    *    B    B    B    D    *    D
ApproachDel:      69.5             168.2            12.4             27.3
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       69.5             168.2            12.4             27.3
LOS by Appr:       F                F                B                D
********************************************************************************
```

```
-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #33 Allston Way / Oxford Street
********************************************************************************
Average Delay (sec/veh):    2.8       Worst Case Level Of Service:      E
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       0  1  1  0  0    0  1  0  1  0    1  0  0  0  1    0  0  0  0  0
           ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      46 1002    0     26 1082   75     23    0  110      0    0    0
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   46 1002    0     26 1082   75     23    0  110      0    0    0
Added Vol:      0  156    0      0   83    0      0    0    0      0    0    0
Future:         0  190    0     10  160   10      0    0   30      0    0    0
Initial Fut:   46 1348    0     36 1325   85     23    0  140      0    0    0
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    46 1348    0     36 1325   85     23    0  140      0    0    0
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:    46 1348    0     36 1325   85     23    0  140      0    0    0
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
           ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1296 xxxx xxxxx  1348 xxxx xxxxx  2147 xxxx   549 xxxxx xxxx xxxxx
Potent Cap.:  511 xxxx xxxxx   517 xxxx xxxxx    40 xxxx   457 xxxxx xxxx xxxxx
Move Cap.:    511 xxxx xxxxx   517 xxxx xxxxx    35 xxxx   457 xxxxx xxxx xxxxx
           ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 12.7 xxxx xxxxx  12.5 xxxx xxxxx 219.9 xxxx  16.3 xxxxx xxxx xxxxx
LOS by Move:   B    *    *      B    *    *      F    *    C      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx
Shrd StpDel: 12.7 xxxx xxxxx  12.5 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    B    *    *      B    *    *      *    *    *      *    *    *
ApproachDel:    xxxxxx           xxxxxx           45.0           xxxxxx
ApproachLOS:       *                *               E                *
```
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```
-------------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #34 Kittridge Street / Oxford Street / Fulton Street
********************************************************************************
Average Delay (sec/veh): OVERFLOW    Worst Case Level Of Service:      F
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       0  1  0  1  0    0  1  0  1  0    0  0  1! 0  0    0  0  1! 0  0
           ------------|---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      45  995    0      0 1108   96     51    0   69      0    0    0
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   45  995    0      0 1108   96     51    0   69      0    0    0
Added Vol:      0   94    3      9   74    0      0    3    0     18   26   62
Future:        20  180    0      0  150   30     10    0   20      0    0    0
Initial Fut:   65 1269    3      9 1332  126     61    3   89     18   26   62
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    65 1269    3      9 1332  126     61    3   89     18   26   62
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:    65 1269    3      9 1332  126     61    3   89     18   26   62
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5  6.9   7.5  6.5  6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
           ------------|---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1357 xxxx xxxxx  1272 xxxx xxxxx  2136 2795  588  2026 2860  636
Potent Cap.:  487 xxxx xxxxx   553 xxxx xxxxx    27   18  434    33   16  425
Move Cap.:    487 xxxx xxxxx   553 xxxx xxxxx     0   15  434    20   14  425
           ------------|---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 13.5 xxxx xxxxx  11.6 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   B    *    *      B    *    *      *    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx    0 xxxxx   xxxx   36 xxxxx
Shrd StpDel: 13.5 xxxx xxxxx  11.6 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx 1122 xxxxx
Shared LOS:    B    *    *      B    *    *      *    *    *      *    F    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           1122.1
ApproachLOS:       *                *               F                F
```
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                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           PM Peak Hour

                   Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
****
Intersection #35 Stadium Rim Road / Centennial Drive
****
Cycle (sec):   100   Critical Vol./Cap. (X):   0.657
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   13.7
Optimal Cycle: 0   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 0 1 0   0 1 0 0 0   0 0 0 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 0   99 140 102   57   0   0   0   0 204   0 146
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0   99 140 102   57   0   0   0   0 204   0 146
Added Vol: 0   0   0   28   0   0   0   0   0   0   0   84
Future: 0   22   22   22   11   0   0   0   0   11   0   22
Initial Fut: 0 121 162 152   68   0   0   0   0 215   0 252
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 121 162 152   68   0   0   0   0 215   0 252
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 121 162 152   68   0   0   0   0 215   0 252
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0 121 162 152   68   0   0   0   0 215   0 252
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.43 0.57 0.69 0.31 0.00 0.00 0.00 0.00 0.46 0.00 0.54
Final Sat.:   0 287 384 417 187   0   0   0   0 327   0 383
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx 0.42 0.42 0.36 0.36 xxxx xxxx xxxx xxxx 0.66 xxxx 0.66
Crit Moves: ****   ****   ****
Delay/Veh: 0.0 11.4 11.4 11.5 11.5 0.0 0.0 0.0 0.0 16.1 0.0 16.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 11.4 11.4 11.5 11.5 0.0 0.0 0.0 0.0 16.1 0.0 16.1
LOS by Move: *   B   B   B   B   *   *   *   *   C   *   C
ApproachDel: 11.4   11.5   xxxxxx   16.1
Delay Adj: 1.00   1.00   xxxxx   1.00
ApprAdjDel: 11.4   11.5   xxxxxx   16.1
LOS by Appr: B   B   *   C
****

                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           PM Peak Hour

                   Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #36 Bancroft Way / Shattuck Avenue
****
Cycle (sec):   75   Critical Vol./Cap. (X):   0.847
Loss Time (sec):   8 (Y+R = 5 sec) Average Delay (sec/veh):   22.4
Optimal Cycle: 71   Level Of Service: C
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18   18   0   0   18   18   0   0   0   16   16   16
Lanes: 1 0 2 0 0   0 0 1 1 0   0 0 1! 0 0   1 0 0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 30 1186   0   0 949   23   1   0   38 258   97 111
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1186   0   0 949   23   1   0   38 258   97 111
Added Vol: 0   45   0   0 156   0   0   0   0 110   0   76
Future: 10 150   0   0 290   10   0   0   0   30   20   20
Initial Fut: 40 1381   0   0 1395   33   1   0   38 398 117 207
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 1381   0   0 1395   33   1   0   38 398 117 207
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 40 1381   0   0 1395   33   1   0   38 398 117 207
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   40 1381   0   0 1395   33   1   0   38 398 117 207
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.86 1.00 1.00 0.85 0.85 0.78 1.00 0.78 0.66 0.81 0.81
Lanes: 1.00 2.00 0.00 0.00 1.95 0.05 0.03 0.00 0.97 1.00 0.36 0.64
Final Sat.: 239 3249   0   0 3164   75   38   0 1438 1259 558 988
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.17 0.43 0.00 0.00 0.44 0.44 0.03 0.00 0.03 0.32 0.21 0.21
Crit Moves: ****   ****
Green/Cycle: 0.52 0.52 0.00 0.00 0.52 0.52 0.37 0.00 0.37 0.37 0.37 0.37
Volume/Cap: 0.32 0.82 0.00 0.00 0.85 0.85 0.07 0.00 0.07 0.85 0.56 0.56
Delay/Veh: 17.1 19.5 0.0 0.0 20.9 20.9 15.4 0.0 15.4 38.6 22.6 22.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 17.1 19.5 0.0 0.0 20.9 20.9 15.4 0.0 15.4 38.6 22.6 22.6
DesignQueue: 1   31   0   0   31   1   0   0   1   11   3   6
****

```
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          PM Peak Hour
```

```
                    Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #37 Bancroft Way / Fulton Street
****************************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):         0.508
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     10.3
Optimal Cycle:      49          Level Of Service:                 B
****************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Ignore
Min. Green:    17   17    0     0   17   17     0    0    0    24   24   24
Lanes:          0    1    1  0  0    0    2    1  0  0    0    0  0  0   0    1    1  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      18  164    0     0 1066  165     0    0    0    12  287  898
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   18  164    0     0 1066  165     0    0    0    12  287  898
Added Vol:      2    0    0     0   85    7     0    0    0    20  146   97
Future:        10   10    0     0  130   20     0    0    0    10   30  170
Initial Fut:   30  174    0     0 1281  192     0    0    0    42  463 1165
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:    30  174    0     0 1281  192     0    0    0    42  463    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   30  174    0     0 1281  192     0    0    0    42  463    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
Final Vol.:    30  174    0     0 1281  192     0    0    0    42  463    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.73 0.73 1.00  1.00 0.89 0.89  1.00 1.00 1.00  0.81 0.81 1.00
Lanes:       0.29 1.71 0.00  0.00 2.61 0.39  0.00 0.00 0.00  0.17 1.83 1.00
Final Sat.:   408 2365    0     0 4425  663     0    0    0   255 2813 1900
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07 0.00  0.00 0.29 0.29  0.00 0.00 0.00  0.16 0.16 0.00
Crit Moves:                       ****                            ****
Green/Cycle: 0.57 0.57 0.00  0.00 0.57 0.57  0.00 0.00 0.00  0.32 0.32 0.00
Volume/Cap:  0.13 0.13 0.00  0.00 0.51 0.51  0.00 0.00 0.00  0.51 0.51 0.00
Delay/Veh:    5.0  5.0  0.0   0.0  6.9  6.9   0.0  0.0  0.0  22.4 22.4  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   5.0  5.0  0.0   0.0  6.9  6.9   0.0  0.0  0.0  22.4 22.4  0.0
DesignQueue:    1    3    0     0   25    4     0    0    0     1   14    0
****************************************************************************
```

```
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          PM Peak Hour
```

```
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
****************************************************************************
Intersection #38 Bancroft Way / Ellsworth Street
****************************************************************************
Average Delay (sec/veh):    10.1          Worst Case Level Of Service:     E
****************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:          Include           Include           Include           Include
Lanes:          1    1    0  0  0  0    0    0  0  1  0    0    0  0  0  0    0    1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     348   11    0     0    0  100     0    0    0     0  877    6
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  348   11    0     0    0  100     0    0    0     0  877    6
Added Vol:     12    0    0     0    0    0     0    0    0     0  160    0
Future:        50    0    0     0    0    0     0    0    0     0  230    0
Initial Fut:  410   11    0     0    0  100     0    0    0     0 1267    6
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   410   11    0     0    0  100     0    0    0     0 1267    6
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   410   11    0     0    0  100     0    0    0     0 1267    6
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  634 1273 xxxxx  xxxx xxxx   637 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  395  169 xxxxx  xxxx xxxx   481 xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    313  169 xxxxx  xxxx xxxx   481 xxxx xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 35.9 xxxx xxxxx xxxxx xxxx  14.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   E    *    *     *    *     B     *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  300 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel: 42.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    E    *    *     *    *     *     *    *    *     *    *    *
ApproachDel:     39.4            14.4            xxxxxx           xxxxxx
ApproachLOS:      E                B               *                *
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #39 Bancroft Way / Dana Street
*************************************************************************
Average Delay (sec/veh):    0.0      Worst Case Level Of Service:      A
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:      0  0  0  0    0  0  0  0  0    0  0  0  0    0  1  2  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    0    0    0    0    0    0    0    0    0   282  873    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 0    0    0    0    0    0    0    0    0   282  873    0
Added Vol:   0    0    0    0    0    0    0    0    0    32  160    0
Future:      0    0    0    0    0    0    0    0    0    50  230    0
Initial Fut: 0    0    0    0    0    0    0    0    0   364 1263    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  0    0    0    0    0    0    0    0    0   364 1263    0
Reduct Vol:  0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:  0    0    0    0    0    0    0    0    0   364 1263    0
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
Move Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     *    *    *     A    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shared LOS:   *    *    *     *    *    *     *    *    *     A    *    *
ApproachDel:   xxxxxx          xxxxxx           xxxxxx           xxxxxx
ApproachLOS:     *               *                *                *
```

```
-------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
-------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
*************************************************************************
Intersection #40 Bancroft Way / Telegraph Avenue
*************************************************************************
Cycle (sec):          70       Critical Vol./Cap. (X):        0.414
Loss Time (sec):       8 (Y+R = 22 sec) Average Delay (sec/veh):    19.3
Optimal Cycle:        58       Level Of Service:                 B
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:  29    0    0    0    0    0    0    0    0    0   21    0
Lanes:       2    0    0    0    0    0    0    0    0    0    0    3    0    0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:   495    0    0    0    0    0    0    0    0    0   675    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 495   0    0    0    0    0    0    0    0    0   675    0
Added Vol:   3    0    0    0    0    0    0    0    0    0   159    0
Future:     130    0    0    0    0    0    0    0    0    0   140    0
Initial Fut: 628   0    0    0    0    0    0    0    0    0   974    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 628    0    0    0    0    0    0    0    0    0   974    0
Reduct Vol:  0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 628   0    0    0    0    0    0    0    0    0   974    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 628    0    0    0    0    0    0    0    0    0   974    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.92 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 0.91 1.00
Lanes:      2.00 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 3.00 0.00
Final Sat.: 3502   0    0    0    0    0    0    0    0    0  5187    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.18 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.19 0.00
Crit Moves: ****                                              ****
Green/Cycle: 0.42 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.30 0.00
Volume/Cap: 0.43 0.00 0.00  0.00 0.00 0.00  0.00 0.00 0.00  0.00 0.63 0.00
Delay/Veh:  13.6  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 23.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 13.6  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0 23.0  0.0
DesignQueue: 15    0    0    0    0    0    0    0    0    0   28    0
*************************************************************************
```

```
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #41 Bancroft Way / Bowditch Street
********************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        0.671
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):  16.2
Optimal Cycle:       0          Level Of Service:                 C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1 0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      191    0    0      0    0    0      0    0    0     99  494    0
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   191    0    0      0    0    0      0    0    0     99  494    0
Added Vol:       0    0    0      0    0    0      0    0    0     27  159    0
Future:         30    0    0      0    0    0      0    0    0     20  110    0
Initial Fut:   221    0    0      0    0    0      0    0    0    146  763    0
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    221    0    0      0    0    0      0    0    0    146  763    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   221    0    0      0    0    0      0    0    0    146  763    0
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    221    0    0      0    0    0      0    0    0    146  763    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       1.00 0.00 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.32 1.68 0.00
Final Sat.:    617    0    0      0    0    0      0    0    0    218 1158    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.36 xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   0.67 0.66 xxxx
Crit Moves:   ****                                               ****
Delay/Veh:    11.7  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   17.9 17.2  0.0
Delay Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   11.7  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   17.9 17.2  0.0
LOS by Move:   B    *    *      *    *    *      *    *    *      C    C    *
ApproachDel:       11.7            xxxxxx            xxxxxx            17.3
Delay Adj:         1.00            xxxxxx            xxxxx             1.00
ApprAdjDel:        11.7            xxxxxx            xxxxxx            17.3
LOS by Appr:        B                *                 *                C
********************************************************************************
```

```
                          365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                               PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #42 Bancroft Way / College Avenue
********************************************************************************
Cycle (sec):       100          Critical Vol./Cap. (X):        0.719
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):  16.0
Optimal Cycle:       0          Level Of Service:                 C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1 0  0  0  0    0  0  0  0  0    0  0  0  0  0    0  1  1  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      371    0    0      0    0    0      0    0    0     83  226    0
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   371    0    0      0    0    0      0    0    0     83  226    0
Added Vol:      20    0    0      0    0    0      0    0    0     30   44    0
Future:        110    0    0      0    0    0      0    0    0      0   22    0
Initial Fut:   501    0    0      0    0    0      0    0    0    113  292    0
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    501    0    0      0    0    0      0    0    0    113  292    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   501    0    0      0    0    0      0    0    0    113  292    0
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    501    0    0      0    0    0      0    0    0    113  292    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       1.00 0.00 0.00   0.00 0.00 0.00   0.00 0.00 0.00   0.56 1.44 0.00
Final Sat.:    696    0    0      0    0    0      0    0    0    321  856    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.72 xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   0.35 0.34 xxxx
Crit Moves:   ****                                               ****
Delay/Veh:    19.6  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   11.8 11.4  0.0
Delay Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   19.6  0.0  0.0    0.0  0.0  0.0    0.0  0.0  0.0   11.8 11.4  0.0
LOS by Move:   C    *    *      *    *    *      *    *    *      B    B    *
ApproachDel:       19.6            xxxxxx            xxxxxx            11.5
Delay Adj:         1.00            xxxxx             xxxxx             1.00
ApprAdjDel:        19.6            xxxxxx            xxxxxx            11.5
LOS by Appr:        C                *                 *                B
********************************************************************************
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #43 Bancroft Way / Piedmont Avenue
********************************************************************************
Cycle (sec):       100         Critical Vol./Cap. (X):        1.004
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):   41.3
Optimal Cycle:       0         Level Of Service:                 E
********************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        0  1  0  0    0  0  0  1  0    0  0  0  0  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Nov 2002 << 4:00 - 6:00 PM
Base Vol:   152  439    0    0  357  159    0    0    0    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 152  439    0    0  357  159    0    0    0    0    0    0
Added Vol:   13   70    0    0   43   61    0    0    0    0    0    0
Future:      11   99    0    0   44   11    0    0    0    0    0    0
Initial Fut: 176  608    0    0  444  231    0    0    0    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  176  608    0    0  444  231    0    0    0    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 176  608    0    0  444  231    0    0    0    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  176  608    0    0  444  231    0    0    0    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.22 0.78 0.00 0.00 0.66 0.34 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:  175  606    0    0  528  275    0    0    0    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    1.00 1.00 xxxx xxxx 0.84 0.84 xxxx xxxx xxxx xxxx xxxx xxxx
Crit Moves:      ****               ****
Delay/Veh:  54.2 54.2  0.0  0.0 26.3 26.3  0.0  0.0  0.0  0.0  0.0  0.0
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 54.2 54.2  0.0  0.0 26.3 26.3  0.0  0.0  0.0  0.0  0.0  0.0
LOS by Move:  F    F    *    *    D    D    *    *    *    *    *    *
ApproachDel:     54.2             26.3           xxxxxx           xxxxxx
Delay Adj:       1.00             1.00           xxxxx            xxxxx
ApprAdjDel:      54.2             26.3           xxxxxx           xxxxxx
LOS by Appr:      F                D               *                *
********************************************************************************
```

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--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
   Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
               2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #44 Durant Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):        75         Critical Vol./Cap. (X):        0.816
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):   23.7
Optimal Cycle:      73         Level Of Service:                 C
********************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Prot+Permit      Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:  19   19   19   19   19   19    0    0    0    0    0    0
Lanes:        1  0  1  1  0    1  0  1  1  0    0  1  0  1  0    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    69 1216  120   88 1099   51    9   72   55    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 69 1216  120   88 1099   51    9   72   55    0    0    0
Added Vol:    0   45   13   15  252    0    0    0    0    0    0    0
Future:      11  187   66   66  286   11    0   44   11    0    0    0
Initial Fut: 80 1448  199  169 1637   62    9  116   66    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  80 1448  199  169 1637   62    9  116   66    0    0    0
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 80 1448  199  169 1637   62    9  116   66    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  80 1448  199  169 1637   62    9  116   66    0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.13 0.84 0.84 0.86 0.85 0.85 0.77 0.77 0.77 1.00 1.00 1.00
Lanes:      1.00 1.76 0.24 1.00 1.93 0.07 0.09 1.22 0.69 0.00 0.00 0.00
Final Sat.:  243 2805  385 1625 3115  118  138 1773 1009    0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.33 0.52 0.52 0.10 0.53 0.53 0.07 0.07 0.07 0.00 0.00 0.00
Crit Moves:      ****               ****               ****
Green/Cycle: 0.49 0.49 0.49 0.64 0.64 0.64 0.20 0.20 0.20 0.00 0.00 0.00
Volume/Cap: 0.67 1.05 1.05 0.16 0.82 0.82 0.33 0.33 0.33 0.00 0.00 0.00
Delay/Veh:  31.6 45.2 45.2  5.8  3.8  3.8 27.2 27.2 27.2  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 31.6 45.2 45.2  5.8  3.8  3.8 27.2 27.2 27.2  0.0  0.0  0.0
DesignQueue:  2   35    5    3   28    1    0    4    2    0    0    0
********************************************************************************
```

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Cum+UC Proj+25 Inc Var+LBNLWed May 12, 2004 10:59:37        Page 53-1      Cum+UC Proj+25 Inc Var+LBNLWed May 12, 2004 10:59:37        Page 54-1
-------------------------------------------------------------------------   -------------------------------------------------------------------------
                       365330 LBNL LRDP EIR                                                        365330 LBNL LRDP EIR
    Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va     Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          PM Peak Hour                                                                 PM Peak Hour
-------------------------------------------------------------------------   -------------------------------------------------------------------------
                  Level Of Service Computation Report                                          Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)                       2000 HCM Operations Method (Future Volume Alternative)
***********************************************************************      ***********************************************************************
Intersection #45 Durant Avenue / Fulton Street                              Intersection #46 Durant Avenue / Telegraph Avenue
***********************************************************************      ***********************************************************************
Cycle (sec):        75          Critical Vol./Cap. (X):      0.454          Cycle (sec):        70          Critical Vol./Cap. (X):      0.460
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):     9.9       Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    13.3
Optimal Cycle:      51          Level Of Service:              A            Optimal Cycle:      43          Level Of Service:              B
***********************************************************************      ***********************************************************************
Approach:      North Bound     South Bound     East Bound      West Bound   Approach:      North Bound     South Bound     East Bound      West Bound
Movement:    L - T - R     L - T - R     L - T - R     L - T - R            Movement:    L - T - R     L - T - R     L - T - R     L - T - R
-----------|---------------||---------------||---------------||---------------|   -----------|---------------||---------------||---------------||---------------|
Control:       Permitted       Permitted       Permitted       Permitted    Control:       Permitted       Permitted       Permitted       Permitted
Rights:         Include         Include         Include         Include      Rights:         Include         Include         Include         Include
Min. Green:    0    0    0   21   21    0   22   22   22    0    0    0      Min. Green:    0   18   18    0    0    0   17   17    0    0    0    0
Lanes:       0  0  0  0  0   1  1  1  0  0   1  0  1  1  0   0  0  0  0  0   Lanes:       0  0  1  1  0   0  0  0  0  0   0  1  2  0  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|   -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM                  Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0  527  760    0  137  219   33    0    0    0      Base Vol:      0  362  119    0    0    0  202  690    0    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00     Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0    0    0  527  760    0  137  219   33    0    0    0      Initial Bse:   0  362  119    0    0    0  202  690    0    0    0    0
Added Vol:     0    0    0   86   20    0    2   27    0    0    0    0      Added Vol:     0    1    7    0    0    0    2  100    0    0    0    0
Future:        0    0    0   70   90    0   20  110   30    0    0    0      Future:        0  110   30    0    0    0   20  160    0    0    0    0
Initial Fut:   0    0    0  683  870    0  159  356   63    0    0    0      Initial Fut:   0  473  156    0    0    0  224  950    0    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00     User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00     PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0    0    0  683  870    0  159  356   63    0    0    0      PHF Volume:    0  473  156    0    0    0  224  950    0    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0      Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0    0    0  683  870    0  159  356   63    0    0    0      Reduced Vol:   0  473  156    0    0    0  224  950    0    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00     PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00     MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0    0    0  683  870    0  159  356   63    0    0    0      Final Vol.:    0  473  156    0    0    0  224  950    0    0    0    0
-----------|---------------||---------------||---------------||---------------|   -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:                                                     Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900     Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.95 0.95 1.00 0.98 0.93 0.93 1.00 1.00 1.00     Adjustment: 1.00 0.91 0.91 1.00 1.00 1.00 0.91 0.91 1.00 1.00 1.00 1.00
Lanes:      0.00 0.00 0.00 1.32 1.68 0.00 1.00 1.70 0.30 0.00 0.00 0.00     Lanes:      0.00 1.50 0.50 0.00 0.00 0.00 0.57 2.43 0.00 0.00 0.00 0.00
Final Sat.:    0    0    0 2381 3034    0 1858 3000  531    0    0    0      Final Sat.:    0 2614  862    0    0    0  990 4197    0    0    0    0
-----------|---------------||---------------||---------------||---------------|   -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:                                                   Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.29 0.29 0.00 0.09 0.12 0.12 0.00 0.00 0.00     Vol/Sat:    0.00 0.18 0.18 0.00 0.00 0.00 0.23 0.23 0.00 0.00 0.00 0.00
Crit Moves:                ****           ****                              Crit Moves:      ****                     ****
Green/Cycle: 0.00 0.00 0.00 0.60 0.60 0.00 0.29 0.29 0.29 0.00 0.00 0.00    Green/Cycle: 0.00 0.39 0.39 0.00 0.00 0.00 0.49 0.49 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.00 0.48 0.48 0.00 0.29 0.40 0.40 0.00 0.00 0.00     Volume/Cap: 0.00 0.46 0.46 0.00 0.00 0.00 0.46 0.46 0.00 0.00 0.00 0.00
Delay/Veh:   0.0  0.0  0.0  5.3  5.3  0.0 21.8 22.4 22.4  0.0  0.0  0.0      Delay/Veh:   0.0 15.3 15.3  0.0  0.0  0.0 12.3 12.3  0.0  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00    User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0  5.3  5.3  0.0 21.8 22.4 22.4  0.0  0.0  0.0      AdjDel/Veh:  0.0 15.3 15.3  0.0  0.0  0.0 12.3 12.3  0.0  0.0  0.0  0.0
DesignQueue:   0    0    0   12   16    0    5   11    2    0    0    0      DesignQueue:   0   12    4    0    0    0    5   20    0    0    0    0
***********************************************************************      ***********************************************************************


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                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #47 Durant Avenue / College Avenue
********************************************************************************
Cycle (sec):         70          Critical Vol./Cap. (X):          0.436
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):    13.7
Optimal Cycle:       42          Level Of Service:                   B
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   18   18    0    0    0   16   16   16    0    0    0
Lanes:         0  0  0  1  0   0  1  0  0  0   1  0  1  1  0   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  189   62   16   56    0  127  268  202    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  189   62   16   56    0  127  268  202    0    0    0
Added Vol:     0    4    7    0   30    0   16   96   18    0    0    0
Future:        0   44   22    0    0    0   66   77   44    0    0    0
Initial Fut:   0  237   91   16   86    0  209  441  264    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0  237   91   16   86    0  209  441  264    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  237   91   16   86    0  209  441  264    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  237   91   16   86    0  209  441  264    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.96 0.96 0.94 0.94 1.00 0.94 0.90 0.90 1.00 1.00 1.00
Lanes:      0.00 0.72 0.28 0.16 0.84 0.00 1.00 1.25 0.75 0.00 0.00 0.00
Final Sat.:    0 1322  508  280 1503    0 1794 2132 1276    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.18 0.18 0.06 0.06 0.00 0.12 0.21 0.21 0.00 0.00 0.00
Crit Moves:      ****                     ****
Green/Cycle: 0.00 0.41 0.41 0.41 0.41 0.00 0.47 0.47 0.47 0.00 0.00 0.00
Volume/Cap: 0.00 0.44 0.44 0.14 0.14 0.00 0.25 0.44 0.44 0.00 0.00 0.00
Delay/Veh:   0.0 16.6 16.6 13.3 13.3  0.0 11.6 13.0 13.0  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 16.6 16.6 13.3 13.3  0.0 11.6 13.0 13.0  0.0  0.0  0.0
DesignQueue:   0    6    2    0    2    0    4    9    6    0    0    0
********************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
```

```
                  Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #48 Durant Avenue / Piedmont Avenue
********************************************************************************
Cycle (sec):        100          Critical Vol./Cap. (X):          0.944
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):    37.7
Optimal Cycle:        0          Level Of Service:                   E
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:         0  0  1  0  0   0  0  1  0  0   1  0  0  0  1   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  398    0    0  427    0  179    0  197    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0  398    0    0  427    0  179    0  197    0    0    0
Added Vol:     0   59    0    0   43    0   24    0   79    0    0    0
Future:        0   77    0    0   55    0   44    0   44    0    0    0
Initial Fut:   0  534    0    0  525    0  247    0  320    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0  534    0    0  525    0  247    0  320    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  534    0    0  525    0  247    0  320    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:    0  534    0    0  525    0  247    0  320    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 1.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:    0  566    0    0  564    0  460    0  541    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.94 xxxx xxxx 0.93 xxxx 0.54 xxxx 0.59 xxxx xxxx xxxx
Crit Moves:      ****             ****             ****
Delay/Veh:   0.0 49.5  0.0  0.0 47.0  0.0 18.7  0.0 17.8  0.0  0.0  0.0
Delay Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 49.5  0.0  0.0 47.0  0.0 18.7  0.0 17.8  0.0  0.0  0.0
LOS by Move:  *    E    *    *    E    *    C    *    C    *    *    *
ApproachDel:      49.5             47.0             18.2             xxxxxx
Delay Adj:        1.00             1.00             1.00             xxxxx
ApprAdjDel:       49.5             47.0             18.2             xxxxxx
LOS by Appr:       E                E                C                *
********************************************************************************
```

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #49 Channing Way / Shattuck Avenue
****
Cycle (sec):   75   Critical Vol./Cap. (X):   0.800
Loss Time (sec):   8 (Y+R = 4 sec) Average Delay (sec/veh):   9.3
Optimal Cycle: 60   Level Of Service: A
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 16   16   16   16   16   16   22   22   22   22   22   22
Lanes: 1 0 1 1 0   1 0 1 1 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 83 1279   94   19 1089   49   18   76   81   144   97 106
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 83 1279   94   19 1089   49   18   76   81   144   97 106
Added Vol: 0   33   6   0 252   0   0   0   0   24   0   26
Future: 10 180   20   50 110   90   30   80   20   30   20   30
Initial Fut: 93 1492 120   69 1451 139   48 156 101   198 117 162
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 93 1492 120   69 1451 139   48 156 101   198 117 162
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 93 1492 120   69 1451 139   48 156 101   198 117 162
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 93 1492 120   69 1451 139   48 156 101   198 117 162
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.94 0.94 0.09 0.94 0.94 0.96 0.96 0.96 0.95 0.95 0.95
Lanes: 1.00 1.85 0.15 1.00 1.83 0.17 0.16 0.51 0.33 0.41 0.25 0.34
Final Sat.: 1900 3305 266   171 3252 311   286 928 601   752 445 616
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.05 0.45 0.45 0.40 0.45 0.45 0.17 0.17 0.17 0.26 0.26 0.26
Crit Moves: ****   ****
Green/Cycle: 0.56 0.56 0.56 0.59 0.59 0.59 0.33 0.33 0.33 0.33 0.33 0.33
Volume/Cap: 0.09 0.80 0.80 0.68 0.75 0.75 0.51 0.51 0.51 0.80 0.80 0.80
Delay/Veh: 1.2 5.2 5.2 31.3 2.8 2.8 23.4 23.4 23.4 33.7 33.7 33.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 1.2 5.2 5.2 31.3 2.8 2.8 23.4 23.4 23.4 33.7 33.7 33.7
DesignQueue: 2   30   2   1   28   3   1   5   3   6   3   5
****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
****
Intersection #50 Channing Way / Fulton Street
****
Cycle (sec):   100   Critical Vol./Cap. (X):   0.842
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   27.6
Optimal Cycle: 0   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 0 0 0   0 1 0 1 0   0 0 0 1 0   0 1 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 0   0   0   48 686   61   0 133   38   15 257   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0   0   0   48 686   61   0 133   38   15 257   0
Added Vol: 0   0   0   4   16   0   0   6   0   0   50   0
Future: 0   0   0   10 100   0   0 110   30   10   70   0
Initial Fut: 0   0   0   62 802   61   0 249   68   25 377   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0   0   0   62 802   61   0 249   68   25 377   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0   0   0   62 802   61   0 249   68   25 377   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0   0   0   62 802   61   0 249   68   25 377   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.13 1.74 0.13 0.00 0.79 0.21 0.06 0.94 0.00
Final Sat.:   0   0   0   74 964   74   0 439 120   35 528   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx 0.84 0.83 0.82 xxxx 0.57 0.57 0.71 0.71 xxxx
Crit Moves: ****   ****   ****
Delay/Veh: 0.0 0.0 0.0 34.6 33.2 31.8   0.0 17.0 17.0 23.0 23.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 34.6 33.2 31.8   0.0 17.0 17.0 23.0 23.0 0.0
LOS by Move: *   *   *   D   D   D   *   C   C   C   C   *
ApproachDel: xxxxxx   33.2   17.0   23.0
Delay Adj: xxxxx   1.00   1.00   1.00
ApprAdjDel: xxxxxx   33.2   17.0   23.0
LOS by Appr: *   D   C   C
****

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #51 Channing Way / Telegraph Avenue
********************************************************************************
Cycle (sec):        70     Critical Vol./Cap. (X):        OVERFLOW
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    16.4
Optimal Cycle:      180     Level Of Service:              B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18   18     0    0    0    17   17    0     0   17   17
Lanes:        0    1    0    1    0    0    0    0    0    0    1    0    0    0    0    0    0    1    0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 1 Sep 1997 << 4:00 - 6:00 PM
Base Vol:     86  410   41     0    0    0    23  144    0     0  227   46
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  86  410   41     0    0    0    23  144    0     0  227   46
Added Vol:     0    4    9     0    0    0     0   14    0     0   50    4
Future:       10   40   30     0    0    0     0   30   80    40   30    0
Initial Fut:  96  454   80     0    0    0    23  188   80    40  307   50
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   96  454   80     0    0    0    23  188   80    40  307   50
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  96  454   80     0    0    0    23  188   80    40  307   50
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   96  454   80     0    0    0    23  188   80    40  307   50
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.91 0.91 0.91  1.00 1.00 1.00  0.95 0.95 0.96  0.74 0.98 0.98
Lanes:      0.30 1.45 0.25  0.00 0.00 0.00  0.11 0.89 0.00  0.00 0.86 0.14
Final Sat.:  529 2504  441     0    0    0   196 1603    0     0 1606  262
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.18 0.18 0.18  0.00 0.00 0.00  0.12 0.12 xxxx  xxxx 0.19 0.19
Crit Moves:       ****                           ****
Green/Cycle: 0.26 0.26 0.26  0.00 0.00 0.00  0.63 0.63 0.63  0.63 0.63 0.63
Volume/Cap: 0.71 0.71 0.71  0.00 0.00 0.00  0.19 0.19 xxxx  xxxx 0.30 0.30
Delay/Veh:  28.7 28.7 28.7   0.0  0.0  0.0   5.8  5.8  0.0   0.0  6.6  6.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 28.7 28.7 28.7   0.0  0.0  0.0   5.8  5.8  0.0   0.0  6.6  6.6
DesignQueue:   3   14    2     0    0    0     0    3    0     0    5    1
********************************************************************************
```

```
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #52 Channing Way / College Avenue
********************************************************************************
Cycle (sec):        65     Critical Vol./Cap. (X):          0.619
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    16.0
Optimal Cycle:       43     Level Of Service:              B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   18   18   18    18   18   18    17   17   17    17   17   17
Lanes:        0    0    1!   0    0    0    0    1!   0    0    0    0    1!   0    0    0    0    1!   0    0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     31  189   41     7  206   24     5   95   58   124  141   47
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  31  189   41     7  206   24     5   95   58   124  141   47
Added Vol:     3   11   -1     0   48    0     0   78   20    -2   14    0
Future:       30   60   30     0   40   10    30   40   40    40   20   30
Initial Fut:  64  260   70     7  294   34    35  213  118   162  175   77
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   64  260   70     7  294   34    35  213  118   162  175   77
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  64  260   70     7  294   34    35  213  118   162  175   77
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   64  260   70     7  294   34    35  213  118   162  175   77
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.87 0.87 0.87  0.98 0.98 0.98  0.90 0.90 0.90  0.71 0.71 0.71
Lanes:      0.16 0.66 0.18  0.02 0.88 0.10  0.10 0.58 0.32  0.39 0.42 0.19
Final Sat.:  270 1095  295    39 1631  189   164  996  552   530  572  252
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.24 0.24 0.24  0.18 0.18 0.18  0.21 0.21 0.21  0.31 0.31 0.31
Crit Moves:       ****                                           ****
Green/Cycle: 0.38 0.38 0.38  0.38 0.38 0.38  0.49 0.49 0.49  0.49 0.49 0.49
Volume/Cap: 0.62 0.62 0.62  0.47 0.47 0.47  0.43 0.43 0.43  0.62 0.62 0.62
Delay/Veh:  19.3 19.3 19.3  16.0 16.0 16.0  12.2 12.2 12.2  16.3 16.3 16.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 19.3 19.3 19.3  16.0 16.0 16.0  12.2 12.2 12.2  16.3 16.3 16.3
DesignQueue:   2    6    2     0    7    1     1    4    2     3    3    1
********************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
```

```
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #53 Haste Street / Shattuck Avenue
********************************************************************************
Cycle (sec):        75      Critical Vol./Cap. (X):         1.125
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   19.6
Optimal Cycle:     180              Level Of Service:              B
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```
------------|---------------||---------------||---------------||---------------|
```
Control:         Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:   22  22   0     0  22  22     0   0   0    27  27  27
Lanes:         1  0  2  0    0  0  1  1  0    0  0  0  0    0  1  0  1  0
```
------------|---------------||---------------||---------------||---------------|
```
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     104 1277    0     0 1208   88     0   0   0   268 336  152
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  104 1277    0     0 1208   88     0   0   0   268 336  152
Added Vol:     0   38    0     0  231   45     0   0   0    32  73   0
Future:       30  160    0     0  130   20     0   0   0    40  80  40
Initial Fut:  134 1475    0     0 1569  153     0   0   0   340 489  192
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   134 1475    0     0 1569  153     0   0   0   340 489  192
Reduct Vol:    0    0    0     0    0    0     0   0   0     0    0   0
Reduced Vol:  134 1475    0     0 1569  153     0   0   0   340 489  192
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   134 1475    0     0 1569  153     0   0   0   340 489  192
```
------------|---------------||---------------||---------------||---------------|
```
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.10 0.95 1.00  1.00 0.94 0.94  1.00 1.00 1.00  0.90 0.90 0.90
Lanes:       1.00 2.00 0.00  0.00 1.82 0.18  0.00 0.00 0.00  0.66 0.96 0.38
Final Sat.:   190 3610    0     0 3246  317     0   0   0  1136 1634  641
```
------------|---------------||---------------||---------------||---------------|
```
Capacity Analysis Module:
Vol/Sat:     0.71 0.41 0.00  0.00 0.48 0.48  0.00 0.00 0.00  0.30 0.30 0.30
Crit Moves:  ****                                            ****
Green/Cycle: 0.53 0.53 0.00  0.00 0.53 0.53  0.00 0.00 0.00  0.36 0.36 0.36
Volume/Cap:  1.32 0.77 0.00  0.00 0.91 0.91  0.00 0.00 0.00  0.83 0.83 0.83
Delay/Veh:  202.5  6.3  0.0   0.0 11.5 11.5   0.0  0.0  0.0  28.6 28.6 28.6
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 202.5  6.3  0.0   0.0 11.5 11.5   0.0  0.0  0.0  28.6 28.6 28.6
DesignQueue:   3   32    0     0   35    3     0   0   0    10   14   6
********************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
```

```
                  Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #54 Haste Street / Fulton Street
********************************************************************************
Cycle (sec):        80      Critical Vol./Cap. (X):         0.549
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):   22.7
Optimal Cycle:      53              Level Of Service:              C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```
------------|---------------||---------------||---------------||---------------|
```
Control:         Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0   0   0     0  25  25     0   0   0    20  20   0
Lanes:         0  0  0  0    0  0  1  1  0    0  0  0  0    0  1  1  0  0
```
------------|---------------||---------------||---------------||---------------|
```
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0     0  580  154     0   0   0    50 604   0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     0  580  154     0   0   0    50 604   0
Added Vol:     0    0    0     0   12    5     0   0   0     0 100   0
Future:        0    0    0     0   70   80     0   0   0    30  60   0
Initial Fut:   0    0    0     0  662  239     0   0   0    80 764   0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     0  662  239     0   0   0    80 764   0
Reduct Vol:    0    0    0     0    0    0     0   0   0     0   0   0
Reduced Vol:   0    0    0     0  662  239     0   0   0    80 764   0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0    0    0     0  662  239     0   0   0    80 764   0
```
------------|---------------||---------------||---------------||---------------|
```
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 0.91 0.91  1.00 1.00 1.00  0.95 0.95 1.00
Lanes:       0.00 0.00 0.00  0.00 1.47 0.53  0.00 0.00 0.00  0.19 1.81 0.00
Final Sat.:    0    0    0     0 2546  919     0   0   0   342 3268   0
```
------------|---------------||---------------||---------------||---------------|
```
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.00 0.26 0.26  0.00 0.00 0.00  0.23 0.23 0.00
Crit Moves:                       ****                            ****
Green/Cycle: 0.00 0.00 0.00  0.00 0.69 0.69  0.00 0.00 0.00  0.26 0.26 0.00
Volume/Cap:  0.00 0.00 0.00  0.00 0.38 0.38  0.00 0.00 0.00  0.89 0.89 0.00
Delay/Veh:   0.0  0.0  0.0   0.0  5.7  5.7   0.0  0.0  0.0  40.8 40.8  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0   0.0  5.7  5.7   0.0  0.0  0.0  40.8 40.8  0.0
DesignQueue:   0    0    0     0   10    4     0   0   0     3   27   0
********************************************************************************
```

```
--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #55 Haste Street / Telegraph Avenue
********************************************************************************
Cycle (sec):         70        Critical Vol./Cap. (X):        0.483
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):      14.4
Optimal Cycle:       40        Level Of Service:               B
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted          Permitted          Permitted
Rights:          Include            Include            Include            Include
Min. Green:   16  16   0      0    0    0     0    0    0      0   16   16
Lanes:         0   1   1  0   0    0   0  0   0    0   0  0    0   0   1   1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    186  476    0    0    0    0     0    0    0      0  470   57
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 186  476    0    0    0    0     0    0    0      0  470   57
Added Vol:     0   12    0    0    0    0     0    0    0      0  100    0
Future:       50  100    0    0    0    0     0    0    0      0   50   30
Initial Fut: 236  588    0    0    0    0     0    0    0      0  620   87
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  236  588    0    0    0    0     0    0    0      0  620   87
Reduct Vol:    0    0    0    0    0    0     0    0    0      0    0    0
Reduced Vol: 236  588    0    0    0    0     0    0    0      0  620   87
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  236  588    0    0    0    0     0    0    0      0  620   87
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.93 0.93
Lanes:      0.57 1.43 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.75 0.25
Final Sat.: 1034 2576    0    0    0    0     0    0    0      0 3109  436
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.23 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.20 0.20
Crit Moves:      ****                                         ****
Green/Cycle: 0.40 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.49
Volume/Cap: 0.57 0.57 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.41
Delay/Veh:  16.2 16.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 12.3 12.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.2 16.2  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0 12.3 12.3
DesignQueue:   6   15    0    0    0    0     0    0    0      0   13    2
********************************************************************************
```

```
--------------------------------------------------------------------------------
                         365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #56 Haste Street / College Avenue
********************************************************************************
Cycle (sec):         70        Critical Vol./Cap. (X):        0.497
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):      11.3
Optimal Cycle:       40        Level Of Service:               B
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted          Permitted          Permitted
Rights:          Include            Include            Include            Include
Min. Green:   16  16   0      0    0   16   16    0    0      0   16   16
Lanes:         0   1   0  0   0    0   0  1   0    0   0  0    0   1   0   1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     88  236    0    0  337   56     0    0    0     90  244   29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  88  236    0    0  337   56     0    0    0     90  244   29
Added Vol:     2   13    0    0   64    1     0    0    0      0    2    0
Future:       30   70    0    0   80   30     0    0    0     30   30   40
Initial Fut: 120  319    0    0  481   87     0    0    0    120  276   69
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  120  319    0    0  481   87     0    0    0    120  276   69
Reduct Vol:    0    0    0    0    0    0     0    0    0      0    0    0
Reduced Vol: 120  319    0    0  481   87     0    0    0    120  276   69
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:  120  319    0    0  481   87     0    0    0    120  276   69
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.76 0.76 1.00 1.00 0.98 0.98 1.00 1.00 1.00 0.91 0.91 0.91
Lanes:      0.27 0.73 0.00 0.00 0.85 0.15 0.00 0.00 0.00 0.51 1.19 0.30
Final Sat.:  393 1045    0    0 1575  285     0    0    0    891 2049  512
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.31 0.31 0.00 0.00 0.31 0.31 0.00 0.00 0.00 0.13 0.13 0.13
Crit Moves: ****                ****                           ****
Green/Cycle: 0.61 0.61 0.00 0.00 0.61 0.61 0.00 0.00 0.00 0.27 0.27 0.27
Volume/Cap: 0.50 0.50 0.00 0.00 0.50 0.50 0.00 0.00 0.00 0.50 0.50 0.50
Delay/Veh:   6.0  6.0  0.0  0.0  5.6  5.6  0.0  0.0  0.0 23.4 23.4 23.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  6.0  6.0  0.0  0.0  5.6  5.6  0.0  0.0  0.0 23.4 23.4 23.4
DesignQueue:   2    5    0    0    8    1     0    0    0      4    8    2
********************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #57 Dwight Way / Martin Luther King Way
****************************************************************************
Cycle (sec):       75        Critical Vol./Cap. (X):      0.993
Loss Time (sec):   12 (Y+R =  4 sec) Average Delay (sec/veh):   28.5
Optimal Cycle:    137        Level Of Service:              C
****************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted        Permitted        Permitted        Permitted
Rights:       Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Dec 2002 << 4:00-6:00 PM
Base Vol:    71  821   60   113  860  272    49  444  111     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 71  821   60   113  860  272    49  444  111     0    0    0
Added Vol:   17   13    0     0   15   85     0   14    4     0    0    0
Future:      10  220   10    20   90   10    20   50   10     0    0    0
Initial Fut: 98 1054   70   133  965  367    69  508  125     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  98 1054   70   133  965  367    69  508  125     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 98 1054   70   133  965  367    69  508  125     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  98 1054   70   133  965  367    69  508  125     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.64 0.64 0.64  0.61 0.61 0.61  0.90 0.90 0.90  1.00 1.00 1.00
Lanes:      0.16 1.73 0.11  0.18 1.32 0.50  0.20 1.45 0.35  0.00 0.00 0.00
Final Sat.:  195 2095  139   212 1535  584   336 2473  609     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.50 0.50 0.50  0.63 0.63 0.63  0.21 0.21 0.21  0.00 0.00 0.00
Crit Moves:                 ****                ****
Green/Cycle: 0.63 0.63 0.63  0.63 0.63 0.63  0.21 0.21 0.21  0.00 0.00 0.00
Volume/Cap: 0.79 0.79 0.79  0.99 0.99 0.99  0.99 0.99 0.99  0.00 0.00 0.00
Delay/Veh:   9.3  9.3  9.3  28.5 28.5 28.5  61.9 61.9 61.9   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  9.3  9.3  9.3  28.5 28.5 28.5  61.9 61.9 61.9   0.0  0.0  0.0
DesignQueue:   2   18    1     2   16    6     2   18    4     0    0    0
****************************************************************************
```

```
--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour
--------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #58 Dwight Way / Shattuck Avenue
****************************************************************************
Cycle (sec):       75        Critical Vol./Cap. (X):      0.929
Loss Time (sec):   12 (Y+R =  5 sec) Average Delay (sec/veh):   17.0
Optimal Cycle:    104        Level Of Service:              B
****************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Permitted      Prot+Permit        Permitted        Permitted
Rights:       Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  1  0   1  0  1  1  0   0  1  0  1  0   0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0 1273  123   133 1390    0    77  426  200     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0 1273  123   133 1390    0    77  426  200     0    0    0
Added Vol:    0   33    0    17  245    0     5   10    0     0    0    0
Future:       0  160   30    10  140    0    10   50   10     0    0    0
Initial Fut:  0 1466  153   160 1775    0    92  486  210     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 1466  153   160 1775    0    92  486  210     0    0    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  0 1466  153   160 1775    0    92  486  210     0    0    0
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0 1466  153   160 1775    0    92  486  210     0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.94 0.94  0.25 0.95 0.95  0.88 0.88 0.88  1.00 1.00 1.00
Lanes:      0.00 1.81 0.19  1.00 2.00 0.00  0.23 1.24 0.53  0.00 0.00 0.00
Final Sat.:   0 3223  336   468 3610    0   388 2052  887     0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.45 0.45  0.34 0.49 0.00  0.24 0.24 0.24  0.00 0.00 0.00
Crit Moves:        ****           ****                ****
Green/Cycle: 0.00 0.49 0.49  0.59 0.59 0.00  0.26 0.26 0.26  0.00 0.00 0.00
Volume/Cap: 0.00 0.93 0.93  0.58 0.84 0.00  0.93 0.93 0.93  0.00 0.00 0.00
Delay/Veh:   0.0 16.7 16.7  13.6  5.0  0.0  45.1 45.1 45.1   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 16.7 16.7  13.6  5.0  0.0  45.1 45.1 45.1   0.0  0.0  0.0
DesignQueue:   0   35    4     6   35    0     3   16    7     0    0    0
****************************************************************************
```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #59 Dwight Way / Fulton Street
****************************************************************************
Cycle (sec):         75        Critical Vol./Cap. (X):       0.620
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   17.3
Optimal Cycle:       45        Level Of Service:               B
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted        Permitted         Permitted
Rights:          Include           Include          Include           Include
Min. Green:   0    0   21    21   0    0    0   16   16    0    0    0
Lanes:        0  0  0  0  1   2  0  0  0  0   0  0  1  1  0   0  0  0  0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 14 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0    0   62   631   0    0    0  664   15    0    0    0
Growth Adj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0    0   62   631   0    0    0  664   15    0    0    0
Added Vol:    0    0    0    12   0    0    0   27    0    0    0    0
Future:       0    0   20   100   0    0    0   60   30    0    0    0
Initial Fut:  0    0   82   743   0    0    0  751   45    0    0    0
User Adj:   1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0    0   82   743   0    0    0  751   45    0    0    0
Reduct Vol:   0    0    0     0   0    0    0    0    0    0    0    0
Reduced Vol:  0    0   82   743   0    0    0  751   45    0    0    0
PCE Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0    0   82   743   0    0    0  751   45    0    0    0
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 1.00  0.87  0.59 1.00 1.00  1.00 0.94 0.94  1.00 1.00 1.00
Lanes:      0.00 0.00  1.00  2.00 0.00 0.00  0.00 1.89 0.11  0.00 0.00 0.00
Final Sat.:   0    0 1644  2245   0    0    0 3375  202    0    0    0
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00  0.05  0.33 0.00 0.00  0.00 0.22 0.22  0.00 0.00 0.00
Crit Moves:              ****                   ****
Green/Cycle: 0.00 0.00 0.53  0.53 0.00 0.00  0.00 0.36 0.36  0.00 0.00 0.00
Volume/Cap: 0.00 0.00 0.09  0.62 0.00 0.00  0.00 0.62 0.62  0.00 0.00 0.00
Delay/Veh:   0.0  0.0  8.8  14.6  0.0  0.0   0.0 20.8 20.8   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  8.8  14.6  0.0  0.0   0.0 20.8 20.8   0.0  0.0  0.0
DesignQueue:  0    0    2    15   0    0    0   21    1    0    0    0
****************************************************************************
```

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```

```
--------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           PM Peak Hour
--------------------------------------------------------------------------
                  Level Of Service Computation Report
              2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #60 Dwight Way / Telegraph Avenue
****************************************************************************
Cycle (sec):         70        Critical Vol./Cap. (X):       0.981
Loss Time (sec):      8 (Y+R =  4 sec) Average Delay (sec/veh):   34.4
Optimal Cycle:      131        Level Of Service:               C
****************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted        Permitted         Permitted
Rights:          Include           Include          Include           Include
Min. Green:   0   15   15     0   0    0    0   17   17   17    0    0    0
Lanes:        0  0  1  1  0   0  0  0  0  0   0  1  0  1  0   0  0  0  0  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     0  590  149     0   0    0  130  671  813    0    0    0
Growth Adj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  0  590  149     0   0    0  130  671  813    0    0    0
Added Vol:    0    4    0     0   0    0    9   30   27    0    0    0
Future:       0  132   11     0   0    0   11   66  110    0    0    0
Initial Fut:  0  726  160     0   0    0  150  767  950    0    0    0
User Adj:   1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0  726  160     0   0    0  150  767  950    0    0    0
Reduct Vol:   0    0    0     0   0    0    0    0    0    0    0    0
Reduced Vol:  0  726  160     0   0    0  150  767  950    0    0    0
PCE Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   0  726  160     0   0    0  150  767  950    0    0    0
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 1.00 0.92  0.92  1.00 1.00 1.00  0.81 0.81 0.81  1.00 1.00 1.00
Lanes:      0.00 1.64  0.36  0.00 0.00 0.00  0.16 0.84 1.00  0.00 0.00 0.00
Final Sat.:   0 2878  634     0   0    0  252 1289 1541    0    0    0
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.25  0.25  0.00 0.00 0.00  0.60 0.60 0.62  0.00 0.00 0.00
Crit Moves:      ****                              ****
Green/Cycle: 0.00 0.26 0.26  0.00 0.00 0.00  0.63 0.63 0.63  0.00 0.00 0.00
Volume/Cap: 0.00 0.98 0.98  0.00 0.00 0.00  0.95 0.95 0.98  0.00 0.00 0.00
Delay/Veh:   0.0 51.9 51.9   0.0  0.0  0.0  23.0 23.0 29.2   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0 51.9 51.9   0.0  0.0  0.0  23.0 23.0 29.2   0.0  0.0  0.0
DesignQueue:  0   22    5     0   0    0    2   13   16    0    0    0
****************************************************************************
```

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--------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #61 Dwight Way / College Avenue
********************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):        0.624
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    14.5
Optimal Cycle:      39          Level Of Service:                  B
********************************************************************************
Approach:     North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    0   16   16      16   16    0      15   15   15       0    0    0
Lanes:         0  0  0  1  0    0  1  0  0  0    0  1  0  1  0     0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  294   52     49  374    0     34  483  129       0    0    0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0  294   52     49  374    0     34  483  129       0    0    0
Added Vol:     0   15    0      0   64    0      1   25    4       0    0    0
Future:        0   50   60     20   80    0     30    0   10       0    0    0
Initial Fut:   0  359  112     69  518    0     65  508  143       0    0    0
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    0  359  112     69  518    0     65  508  143       0    0    0
Reduct Vol:    0    0    0      0    0    0      0    0    0       0    0    0
Reduced Vol:   0  359  112     69  518    0     65  508  143       0    0    0
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    0  359  112     69  518    0     65  508  143       0    0    0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 0.97 0.97   0.90 0.90 1.00   0.89 0.89 0.89   1.00 1.00 1.00
Lanes:      0.00 0.76 0.24   0.12 0.88 0.00   0.18 1.42 0.40   0.00 0.00 0.00
Final Sat.:    0 1402  437    202 1516    0    308 2410  678       0    0    0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.26 0.26   0.34 0.34 0.00   0.21 0.21 0.21   0.00 0.00 0.00
Crit Moves:           ****         ****              ****
Green/Cycle: 0.00 0.55 0.55  0.55 0.55 0.00   0.34 0.34 0.34   0.00 0.00 0.00
Volume/Cap: 0.00 0.47 0.47   0.62 0.62 0.00   0.62 0.62 0.62   0.00 0.00 0.00
Delay/Veh:   0.0  8.2  8.2   10.6 10.6  0.0   22.0 22.0 22.0    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0  8.2  8.2   10.6 10.6  0.0   22.0 22.0 22.0    0.0  0.0  0.0
DesignQueue:   0    7    2      1   10    0      2   14    4       0    0    0
********************************************************************************
```

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--------------------------------------------------------------------------------
                       365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                           PM Peak Hour
--------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #62 Dwight Way / Piedmont Avenue / Warring Street
********************************************************************************
Cycle (sec):        70          Critical Vol./Cap. (X):        0.472
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    13.7
Optimal Cycle:      61          Level Of Service:                  B
********************************************************************************
Approach:     North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Permitted         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    0   29   29      29   29    0      24   24   24      24    0   24
Lanes:         0  0  1  1  0    0  1  1  0  0    1  0  1  0  1     0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  527    1      8  353    0    132  162  307      53    0  112
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0  527    1      8  353    0    132  162  307      53    0  112
Added Vol:     0   28    0      0  155    0      0    0   25       0    0    0
Future:        0   88   22     11   33    0     22   11   44      33    0   11
Initial Fut:   0  643   23     19  541    0    154  173  376      86    0  123
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    0  643   23     19  541    0    154  173  376      86    0  123
Reduct Vol:    0    0    0      0    0    0      0    0    0       0    0    0
Reduced Vol:   0  643   23     19  541    0    154  173  376      86    0  123
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Final Vol.:    0  643   23     19  541    0    154  173  376      86    0  123
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 0.95 0.95   0.88 0.88 1.00   0.66 1.00 0.85   0.76 1.00 0.76
Lanes:      0.00 1.93 0.07   0.07 1.93 0.00   1.00 1.00 1.00   0.41 0.00 0.59
Final Sat.:    0 3468  124    114 3236    0   1250 1900 1615     594    0  850
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.19 0.19   0.17 0.17 0.00   0.12 0.09 0.23   0.14 0.00 0.14
Crit Moves:      ****                              ****
Green/Cycle: 0.00 0.41 0.41  0.41 0.41 0.00   0.47 0.47 0.47   0.47 0.00 0.47
Volume/Cap: 0.00 0.45 0.45   0.40 0.40 0.00   0.26 0.19 0.49   0.31 0.00 0.31
Delay/Veh:   0.0 15.0 15.0   14.6 14.6  0.0   11.4 10.9 13.3   11.7  0.0 11.7
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0 15.0 15.0   14.6 14.6  0.0   11.4 10.9 13.3   11.7  0.0 11.7
DesignQueue:   0   15    1      0   13    0      3    4    8       2    0    3
********************************************************************************
```

```
--------------------------------------------------------------------------------
                           365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                                PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #63 Dwight Avenue / Prospect Street
********************************************************************************
Average Delay (sec/veh):      6.0          Worst Case Level Of Service:      B
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:         Include           Include          Include           Include
Lanes:       0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0    0    0     27    0  165    187  128    0     0   93   16
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0     27    0  165    187  128    0     0   93   16
Added Vol:     0    0    0      0    0    0      0    0    0     0    0    0
Future:        0    0    0     10    0   20     20   20    0     0   20    0
Initial Fut:   0    0    0     37    0  185    207  148    0     0  113   16
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0    0    0     37    0  185    207  148    0     0  113   16
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Final Vol.:    0    0    0     37    0  185    207  148    0     0  113   16
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx  6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx  3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx   683 xxxx  121    129 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  418 xxxx  936   1469 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:  xxxx xxxx xxxxx   367 xxxx  936   1469 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *      A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  744 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 11.9 xxxxx  7.9 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    B    *      A    *    *     *    *    *
ApproachDel:   xxxxxx            11.9             xxxxxx           xxxxxx
ApproachLOS:     *                 B                *                *
```

```
--------------------------------------------------------------------------------
                           365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                                PM Peak Hour
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #64 Adeline Street / Ward Avenue / Shattuck Avenue
********************************************************************************
Cycle (sec):        90          Critical Vol./Cap. (X):        1.003
Loss Time (sec):     8 (Y+R =  6 sec) Average Delay (sec/veh):      33.3
Optimal Cycle:      180          Level Of Service:                C
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted         Protected         Permitted
Rights:          Include           Include           Include           Include
Min. Green:    0   25   25     0   25   25    19    0   19     0    0    0
Lanes:        0  0  0  1  0    0  0  2  0  1   2  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:      0  690    5      0  957  825    903    0    2     0    0    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0  690    5      0  957  825    903    0    2     0    0    0
Added Vol:     0   25    0      0  195   61      8    0    0     0    0    0
Future:        0   50    0      0   50  110    130    0    0     0    0    0
Initial Fut:   0  765    5      0 1202  996   1041    0    2     0    0    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    0  765    5      0 1202  996   1041    0    2     0    0    0
Reduct Vol:    0    0    0      0    0    0      0    0    0     0    0    0
Reduced Vol:   0  765    5      0 1202  996   1041    0    2     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    0  765    5      0 1202  996   1041    0    2     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  1.00 1.00 1.00  1.00 0.95 0.85  0.92 1.00 0.85  1.00 1.00 1.00
Lanes:       0.00 0.99 0.01  0.00 2.00 1.00  2.00 0.00 1.00  0.00 0.00 1.00
Final Sat.:    0 1886   12      0 3610 1615   3502    0 1615     0    0 1900
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.41 0.41  0.00 0.33 0.62  0.30 0.00 0.00  0.00 0.00 0.00
Crit Moves:                            **** ****
Green/Cycle: 0.00 0.61 0.61  0.00 0.61 0.61  0.30 0.00 0.30  0.00 0.00 0.00
Volume/Cap:  0.00 0.66 0.66  0.00 0.54 1.00  1.00 0.00 0.00  0.00 0.00 0.00
Delay/Veh:    0.0 14.2 14.2   0.0 11.0 46.7  60.4 0.0 22.3   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 14.2 14.2   0.0 11.0 46.7  60.4 0.0 22.3   0.0  0.0  0.0
DesignQueue:   0   17    0      0   25   22     39    0    0     0    0    0
********************************************************************************
```

                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour

                   Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
****
Intersection #65 Derby Street / Warring Street
****
Cycle (sec):   100   Critical Vol./Cap. (X):   1.828
Loss Time (sec):   0 (Y+R = 4 sec) Average Delay (sec/veh):   312.3
Optimal Cycle: 0   Level Of Service: F
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 0 0 0   0 0 1! 0 0   0 1 0 0 0   0 0 0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 0   0   0 765   0   30   7   62   0   0   75   780
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0   0   0 765   0   30   7   62   0   0   75   780
Added Vol: 0   0   0 180   0   0   0   0   0   0   0   28
PasserByVol: 0   0   0 110   0   10   0   0   0   0   0   120
Initial Fut: 0   0   0 1055   0   40   7   62   0   0   75   928
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0   0   0 1055   0   40   7   62   0   0   75   928
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0   0   0 1055   0   40   7   62   0   0   75   928
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   0   0   0 1055   0   40   7   62   0   0   75   928
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.96 0.00 0.04 0.10 0.90 0.00 0.00 0.07 0.93
Final Sat.:   0   0   0 577   0   22   53   471   0   0   50   624
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx 1.83 xxxx 1.83 0.13 0.13 xxxx xxxx 1.49 1.49
Crit Moves: ****   **** ****   ****
Delay/Veh: 0.0   0.0   0.0 394.6 0.0 394.6 10.9 10.9 0.0 0.0 243 243.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0   0.0   0.0 394.6 0.0 394.6 10.9 10.9 0.0 0.0 243 243.1
LOS by Move: *   *   *   F   *   F   B   B   *   *   F   F
ApproachDel: xxxxxx   394.6   10.9   243.1
Delay Adj: xxxxx   1.00   1.00   1.00
ApprAdjDel: xxxxxx   394.6   10.9   243.1
LOS by Appr: *   F   B   F
****

                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour

                   Level Of Service Computation Report
            2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #66 Derby Street / Claremont Blvd.
****
Cycle (sec):   65   Critical Vol./Cap. (X):   0.870
Loss Time (sec):   8 (Y+R = 5 sec) Average Delay (sec/veh):   35.6
Optimal Cycle: 72   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Permitted   Permitted   Permitted   Permitted
Rights: Include   Include   Include   Include
Min. Green: 18   0   18   0   0   0   0   35   35   35   35   0
Lanes: 0 0 1! 0 0   0 0 0 0 0   0 0 0 1 0   0 1 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol: 4   0   225   0   0   0   0   872   11   31   741   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 4   0   225   0   0   0   0   872   11   31   741   0
Added Vol: 0   0   0   0   0   0   0   180   0   0   28   0
PasserByVol: 0   0   0   0   0   0   0   120   0   0   120   0
Initial Fut: 4   0   225   0   0   0   0 1172   11   31   889   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 4   0   225   0   0   0   0 1172   11   31   889   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 4   0   225   0   0   0   0 1172   11   31   889   0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   4   0   225   0   0   0   0 1172   11   31   889   0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 1.00 1.00 1.00 1.00 1.00 1.00 0.94 0.94 1.00
Lanes: 0.02 0.00 0.98 0.00 0.00 0.00 0.00 0.99 0.01 0.03 0.97 0.00
Final Sat.:   29   0 1614   0   0   0   0 1880   18   60 1728   0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.62 0.62 0.51 0.51 0.00
Crit Moves: ****   ****
Green/Cycle: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.60 0.60 0.60 0.60 0.00
Volume/Cap: 0.50 0.00 0.50 0.00 0.00 0.00 0.00 1.04 1.04 0.86 0.86 0.00
Delay/Veh: 23.7 0.0 23.7 0.0 0.0 0.0 0.0 50.3 50.3 19.6 19.6 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.7 0.0 23.7 0.0 0.0 0.0 0.0 50.3 50.3 19.6 19.6 0.0
DesignQueue: 0   0   6   0   0   0   0   20   0   1   15   0
****

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--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                         PM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #67 Ashby Avenue / Seventh Street
****************************************************************************
Cycle (sec):       110        Critical Vol./Cap. (X):        1.131
Loss Time (sec):    12 (Y+R =  4 sec) Average Delay (sec/veh):    95.0
Optimal Cycle:     180         Level Of Service:               F
****************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Permitted          Permitted         Split Phase       Split Phase
Rights:          Include            Include            Include           Include
Min. Green:    0    0    0        0    0    0        0    0    0        0    0    0
Lanes:         0  1  0  1  0      0  1  0  1  0      1  0  1  1  0      1  0  1  1  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:      134  404   68     107  270  476     263  546  113      98  774   31
Growth Adj:   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   134  404   68     107  270  476     263  546  113      98  774   31
Added Vol:       0    0    0       0    0    0       0   14    0       0   95    0
Future:         60   60   10      90   30    0      30   60   60      20   60   70
Initial Fut:   194  464   78     197  300  476     293  620  173     118  929  101
User Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:    194  464   78     197  300  476     293  620  173     118  929  101
Reduct Vol:      0    0    0       0    0    0       0    0    0       0    0    0
Reduced Vol:   194  464   78     197  300  476     293  620  173     118  929  101
PCE Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:    194  464   78     197  300  476     293  620  173     118  929  101
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900    1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:   0.48 0.48 0.48    0.52 0.52 0.52    0.95 0.92 0.92    0.95 0.94 0.94
Lanes:        0.53 1.26 0.21    0.40 0.62 0.98    1.00 1.56 0.44    1.00 1.80 0.20
Final Sat.:    481 1151  194     401  611  969    1805 2729  762    1805 3207  349
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.40 0.40 0.40    0.49 0.49 0.49    0.16 0.23 0.23    0.07 0.29 0.29
Crit Moves:             ****         ****              ****              ****
Green/Cycle:  0.43 0.43 0.43    0.43 0.43 0.43    0.20 0.20 0.20    0.26 0.26 0.26
Volume/Cap:   0.93 0.93 0.93    1.13 1.13 1.13    0.81 1.13 1.13    0.26 1.13 1.13
Delay/Veh:    48.2 48.2 48.2   104.7  105 104.7   61.6  123 122.6   34.5  115 114.6
User DelAdj:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh:   48.2 48.2 48.2   104.7  105 104.7   61.6  123 122.6   34.5  115 114.6
DesignQueue:     7   17    3       7   11   18      15   32    9       5   45    5
****************************************************************************
```

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--------------------------------------------------------------------------
                    365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                         PM Peak Hour
--------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Operations Method (Future Volume Alternative)
****************************************************************************
Intersection #68 Ashby Avenue / San Pablo Avenue
****************************************************************************
Cycle (sec):       110        Critical Vol./Cap. (X):        0.893
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    41.3
Optimal Cycle:     100         Level Of Service:               D
****************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
           -----------|---------------||---------------||---------------||---------------|
Control:        Protected          Protected         Permitted         Permitted
Rights:          Include            Include            Include           Include
Min. Green:    4   17   17        4   19   19       18   18   18       18   18   18
Lanes:         1  0  1  1  0      1  0  1  1  0      1  0  1  1  0      0  1  0  1  0
           -----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Dec 2002 << 4:00-6:00 PM
Base Vol:      162  999   79     185  873  113      86  592  170      20  612  143
Growth Adj:   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   162  999   79     185  873  113      86  592  170      20  612  143
Added Vol:      13   26   28       0   14   16       0   11    3      58   65   30
Future:         20  190   90      20  320   30      20   90   50      40   90   30
Initial Fut:   195 1215  197     205 1207  159     106  693  223     118  767  173
User Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:    195 1215  197     205 1207  159     106  693  223     118  767  173
Reduct Vol:      0    0    0       0    0    0       0    0    0       0    0    0
Reduced Vol:   195 1215  197     205 1207  159     106  693  223     118  767  173
PCE Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Vol.:    195 1215  197     205 1207  159     106  693  223     118  767  173
           -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900    1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:   0.95 0.93 0.93    0.95 0.93 0.93    1.00 0.92 0.92    0.88 0.88 0.88
Lanes:        1.00 1.72 0.28    1.00 1.77 0.23    1.00 1.51 0.49    0.22 1.45 0.33
Final Sat.:   1805 3041  493    1805 3136  413    1900 2633  847     375 2437  550
           -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.40 0.40    0.11 0.38 0.38    0.06 0.26 0.26    0.31 0.31 0.31
Crit Moves:        ****              ****                                   ****
Green/Cycle:  0.13 0.50 0.50    0.11 0.48 0.48    0.31 0.31 0.31    0.31 0.31 0.31
Volume/Cap:   0.80 0.80 0.80    1.00 0.80 0.80    0.18 0.84 0.84    1.00 1.00 1.00
Delay/Veh:    63.6 25.6 25.6   112.3 27.2 27.2    26.9 40.1 40.1    65.1 65.1 65.1
User DelAdj:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh:   63.6 25.6 25.6   112.3 27.2 27.2    26.9 40.1 40.1    65.1 65.1 65.1
DesignQueue:    11   41    7      11   42    6       5   31   10       5   35    8
****************************************************************************
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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #69 Ashby Avenue / Adeline Street
**************************************************************************
Cycle (sec):          140        Critical Vol./Cap. (X):      0.629
Loss Time (sec):        8 (Y+R =  4 sec) Average Delay (sec/veh):  39.5
Optimal Cycle:         86        Level Of Service:              D
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected         Protected         Protected         Protected
Rights:         Include           Include           Include           Include
Min. Green:   4   32   32     6   38   38     4   22   22     4   32   32
Lanes:      1  0  1  1  0   1  0  2  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    92  693   85    31  700  169   135  491   39    68  547   39
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 92  693   85    31  700  169   135  491   39    68  547   39
Added Vol:    1    2    0     0   16   45     6   22    4     0   57    0
Future:      60   70   10    10   10   80    50  160   20    10   50   10
Initial Fut:153  765   95    41  726  294   191  673   63    78  654   49
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume: 153  765   95    41  726  294   191  673   63    78  654   49
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:153  765   95    41  726  294   191  673   63    78  654   49
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.: 153  765   95    41  726  294   191  673   63    78  654   49
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.93 0.93  0.95 0.87 0.87  0.95 0.94 0.94  0.95 0.94 0.94
Lanes:      1.00 1.78 0.22  1.00 2.14 0.86  1.00 1.83 0.17  1.00 1.86 0.14
Final Sat.: 1805 3160  392  1805 3533 1431  1805 3258  305  1805 3325  249
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.08 0.24 0.24  0.02 0.21 0.21  0.11 0.21 0.21  0.04 0.20 0.20
Crit Moves: ****            ****            ****            ****
Green/Cycle:0.13 0.42 0.42  0.04 0.33 0.33  0.17 0.40 0.40  0.08 0.31 0.31
Volume/Cap: 0.63 0.58 0.58  0.53 0.63 0.63  0.63 0.52 0.52  0.52 0.63 0.63
Delay/Veh:  62.4 31.8 31.8  72.4 40.7 40.7  62.2 29.0 29.0  71.8 41.3 41.3
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 62.4 31.8 31.8  72.4 40.7 40.7  62.2 29.0 29.0  71.8 41.3 41.3
DesignQueue: 11   37    5     3   40   16    13   33    3     6   37    3
**************************************************************************
```

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--------------------------------------------------------------------------
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          PM Peak Hour
--------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Operations Method (Future Volume Alternative)
**************************************************************************
Intersection #70 Ashby Avenue / Shattuck Avenue
**************************************************************************
Cycle (sec):           80        Critical Vol./Cap. (X):      0.732
Loss Time (sec):       12 (Y+R =  4 sec) Average Delay (sec/veh):  43.3
Optimal Cycle:         60        Level Of Service:              D
**************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted         Permitted         Permitted         Permitted
Rights:         Include           Include           Include           Include
Min. Green:  21   21   21     6   21   21    20   20   20    20   20   20
Lanes:      0  1  0  1  0   0  1  0  1  0   0  1  0  1  0   0  1  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    52  556   30   200  585   56    33  536   40    32  541  176
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 52  556   30   200  585   56    33  536   40    32  541  176
Added Vol:    0   14    0    33  104   56     7   14    0     0    1    3
Future:      10   10   10    20   20   10    10  170   20    10   60   20
Initial Fut: 62  580   40   253  709  122    50  720   60    42  602  199
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  62  580   40   253  709  122    50  720   60    42  602  199
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 62  580   40   253  709  122    50  720   60    42  602  199
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  62  580   40   253  709  122    50  720   60    42  602  199
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.49 0.49 0.49  0.89 0.89 0.89  0.90 0.90 0.90  0.88 0.88 0.88
Lanes:      0.18 1.70 0.12  0.47 1.31 0.22  0.12 1.74 0.14  0.10 1.43 0.47
Final Sat.:  168 1573  108   791 2217  381   205 2958  246   166 2376  785
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.37 0.37 0.37  0.32 0.32 0.32  0.24 0.24 0.24  0.25 0.25 0.25
Crit Moves:      ****            ****            ****            ****
Green/Cycle:0.33 0.33 0.33  0.32 0.32 0.32  0.52 0.52 0.52  0.52 0.52 0.52
Volume/Cap: 1.13 1.13 1.13  0.98 0.98 0.98  0.46 0.46 0.46  0.48 0.48 0.48
Delay/Veh: 106.7 107 106.7  50.4 50.4 50.4  12.8 12.8 12.8  13.0 13.0 13.0
User DelAdj:1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:106.7 107 106.7  50.4 50.4 50.4  12.8 12.8 12.8  13.0 13.0 13.0
DesignQueue:  2   18    1     8   23    4     1   16    1     1   13    4
**************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
```

```
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #71 Ashby Avenue / Telegraph Avenue
********************************************************************************
Cycle (sec):        80      Critical Vol./Cap. (X):          1.009
Loss Time (sec):    12 (Y+R =  6 sec) Average Delay (sec/veh):    27.1
Optimal Cycle:     108      Level Of Service:                    C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Prot+Permit      Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   21   21   21     6   21   21    25   25   25    25   25   25
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  1  1  0   1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:    210  675   75   176  902   63    68  531  184   148  642   99
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 210  675   75   176  902   63    68  531  184   148  642   99
Added Vol:     1    4    0     2   25    0     0   44    3     0    3    0
Future:       30   80   10    10   60   10    30  110   50    20   50   20
Initial Fut: 241  759   85   188  987   73    98  685  237   168  695  119
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  241  759   85   188  987   73    98  685  237   168  695  119
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 241  759   85   188  987   73    98  685  237   168  695  119
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  241  759   85   188  987   73    98  685  237   168  695  119
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.95 0.94 0.94  0.56 0.94 0.94  0.95 0.91 0.91  0.95 0.93 0.93
Lanes:      1.00 1.80 0.20  1.00 1.86 0.14  1.00 1.49 0.51  1.00 1.71 0.29
Final Sat.: 1805 3198  358  1070 3328  246  1805 2577  892  1805 3014  516
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.13 0.24 0.24  0.18 0.30 0.30  0.05 0.27 0.27  0.09 0.23 0.23
Crit Moves: ****             ****             ****             ****
Green/Cycle: 0.35 0.35 0.35  0.94 0.46 0.46  0.35 0.35 0.35  0.35 0.35 0.35
Volume/Cap: 0.38 0.68 0.68  0.19 0.65 0.65  0.16 0.76 0.76  0.27 0.66 0.66
Delay/Veh:  25.7 30.2 30.2   3.0 20.1 20.1  23.8 34.4 34.4  25.3 31.3 31.3
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 25.7 30.2 30.2   3.0 20.1 20.1  23.8 34.4 34.4  25.3 31.3 31.3
DesignQueue:   9   30    3     6   33    2     4   27   10     6   28    5
********************************************************************************
```

```
                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                              PM Peak Hour
```

```
                    Level Of Service Computation Report
             2000 HCM Operations Method (Future Volume Alternative)
********************************************************************************
Intersection #72 Ashby Avenue / College Avenue
********************************************************************************
Cycle (sec):        80      Critical Vol./Cap. (X):          0.970
Loss Time (sec):     8 (Y+R =  4 sec) Average Delay (sec/veh):    40.1
Optimal Cycle:     136      Level Of Service:                    D
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:   18   18   18    18   18   18    30   30   30    30   30   30
Lanes:       0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM
Base Vol:     75  293   68   159  279   58    15  683   87    10  466  151
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  75  293   68   159  279   58    15  683   87    10  466  151
Added Vol:     0    4    0    46   23   -2     2   43    0     0    5    9
Future:       10   60   10    20   60   10    10  120   20    10   60   30
Initial Fut:  85  357   78   225  362   66    27  846  107    20  531  190
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   85  357   78   225  362   66    27  846  107    20  531  190
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  85  357   78   225  362   66    27  846  107    20  531  190
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:   85  357   78   225  362   66    27  846  107    20  531  190
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.78 0.78 0.78  0.99 0.99 0.99  0.99 0.99 0.99  0.97 0.97 0.97
Lanes:      0.16 0.69 0.15  0.34 0.56 0.10  0.03 0.86 0.11  0.03 0.72 0.25
Final Sat.:  243 1021  223   646 1039  189    52 1616  204    49 1314  470
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.35 0.35 0.35  0.35 0.35 0.35  0.52 0.52 0.52  0.40 0.40 0.40
Crit Moves:      ****                           ****
Green/Cycle: 0.38 0.38 0.38  0.38 0.38 0.38  0.53 0.53 0.53  0.53 0.53 0.53
Volume/Cap: 0.93 0.93 0.93  0.93 0.93 0.93  1.00 1.00 1.00  0.77 0.77 0.77
Delay/Veh:  48.6 48.6 48.6  44.5 44.5 44.5  47.0 47.0 47.0  21.1 21.1 21.1
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 48.6 48.6 48.6  44.5 44.5 44.5  47.0 47.0 47.0  21.1 21.1 21.1
DesignQueue:   3   11    2     7   11    2     1   21    3     0   12    4
********************************************************************************
```

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #73 Ashby Avenue / Claremont Avenue
****

Cycle (sec): 70	Critical Vol./Cap. (X):	0.781
Loss Time (sec): 12 (Y+R = 12 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle: 72	Level Of Service:	C

****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	16 16 16	16 16 16	28 28 28	28 28 28
Lanes:	0 1 0 1 0	1 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module: >> Count Date: 20 Nov 2002 << 4:00 - 6:00 PM

Base Vol:	45 373 189	432 285 49	47 592 5	66 504 232
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	45 373 189	432 285 49	47 592 5	66 504 232
Added Vol:	0 0 0	180 0 0	0 90 0	0 14 28
Future:	10 60 20	60 50 20	40 130 10	10 60 20
Initial Fut:	55 433 209	672 335 69	87 812 15	76 578 280
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	55 433 209	672 335 69	87 812 15	76 578 280
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	55 433 209	672 335 69	87 812 15	76 578 280
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	55 433 209	672 335 69	87 812 15	76 578 280

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
Lanes:	0.16 1.24 0.60	1.88 0.93 0.19	0.19 1.78 0.03	0.16 1.24 0.60
Final Sat.:	285 2243 1082	3382 1686 347	344 3207 59	294 2234 1082

Capacity Analysis Module:

Vol/Sat:	0.19 0.19 0.19	0.20 0.20 0.20	0.25 0.25 0.25	0.26 0.26 0.26
Crit Moves:	****	****		****
Green/Cycle:	0.22 0.22 0.22	0.22 0.22 0.22	0.39 0.39 0.39	0.39 0.39 0.39
Volume/Cap:	0.87 0.87 0.87	0.89 0.89 0.89	0.65 0.65 0.65	0.67 0.67 0.67
Delay/Veh:	37.0 37.0 37.0	36.0 36.0 36.0	17.4 17.4 17.4	17.7 17.7 17.7
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	37.0 37.0 37.0	36.0 36.0 36.0	17.4 17.4 17.4	17.7 17.7 17.7
DesignQueue:	2 14 7	22 11 2	2 21 0	2 15 7

****

365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
****
Intersection #74 Tunnel Road / SR 13
****

Cycle (sec): 65	Critical Vol./Cap. (X):	0.905
Loss Time (sec): 8 (Y+R = 4 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle: 83	Level Of Service:	B

****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 1	2 0 1 0 0	0 0 0 0 0	1 0 0 0 2

Volume Module: >> Count Date: 21 Nov 2002 << 4:00 - 6:00 PM

Base Vol:	0 1130 256	534 1095 0	0 0 0	128 0 155
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1130 256	534 1095 0	0 0 0	128 0 155
Added Vol:	0 42 0	132 138 0	0 0 0	0 0 0
Future:	0 80 0	70 140 0	0 0 0	0 0 10
Initial Fut:	0 1252 256	736 1373 0	0 0 0	128 0 165
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 1252 256	736 1373 0	0 0 0	128 0 165
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1252 256	736 1373 0	0 0 0	128 0 165
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 1252 256	736 1373 0	0 0 0	128 0 165

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	1.00 0.95 0.85	0.92 1.00 1.00	1.00 1.00 1.00	0.95 1.00 0.75
Lanes:	0.00 2.00 1.00	2.00 1.00 0.00	0.00 0.00 0.00	1.00 0.00 2.00
Final Sat.:	0 3610 1615	3502 1900 0	0 0 0	1805 0 2842

Capacity Analysis Module:

Vol/Sat:	0.00 0.35 0.16	0.21 0.72 0.00	0.00 0.00 0.00	0.07 0.00 0.06
Crit Moves:	****	****		****
Green/Cycle:	0.00 0.50 0.50	0.30 0.80 0.00	0.00 0.00 0.00	0.08 0.00 0.38
Volume/Cap:	0.00 0.70 0.32	0.70 0.90 0.00	0.00 0.00 0.00	0.90 0.00 0.15
Delay/Veh:	0.0 13.8 10.0	22.2 12.8 0.0	0.0 0.0 0.0	78.0 0.0 13.3
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 13.8 10.0	22.2 12.8 0.0	0.0 0.0 0.0	78.0 0.0 13.3
DesignQueue:	0 25 5	20 12 0	0 0 0	4 0 4

****

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-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          PM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #167 Piedmont Avenue / Channing Way
*************************************************************************
Average Delay (sec/veh): OVERFLOW        Worst Case Level Of Service:      F
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:      0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    85  311   45   43  406   85   42   59   87   36  109   15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85  311   45   43  406   85   42   59   87   36  109   15
Added Vol:    4   22    0    0  115    7   36    0   41    0    0    0
Future:      14   53    8    7   69   14    7   10   15    6   19    3
Initial Fut: 103  386   53   50  590  106   85   69  143   42  128   18
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 103  386   53   50  590  106   85   69  143   42  128   18
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.: 103  386   53   50  590  106   85   69  143   42  128   18
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx  4.1 xxxx xxxxx  7.1  6.5  6.2  7.1  6.5  6.2
FollowUpTim: 2.2 xxxx xxxxx  2.2 xxxx xxxxx  3.5  4.0  3.3  3.5  4.0  3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 696 xxxx xxxxx  439 xxxx xxxxx 1435 1388  643 1468 1415  413
Potent Cap.: 909 xxxx xxxxx 1132 xxxx xxxxx  113  144  477  107  139  644
Move Cap.:   909 xxxx xxxxx 1132 xxxx xxxxx    0  121  477   36  117  644
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 9.5 xxxx xxxxx  8.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  A    *    *    A    *    *    *    *    *    *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx    0 xxxxx  xxxx   83 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  692 xxxxx
Shared LOS:  *    *    *    *    *    *    *    *    *    *    F    *
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          692.4
ApproachLOS:      *               *               F               F
```

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-------------------------------------------------------------------------
                      365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                          PM Peak Hour
-------------------------------------------------------------------------
                  Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*************************************************************************
Intersection #1121 Highland Place / Heart Avenue / Cyclotron Road
*************************************************************************
Average Delay (sec/veh):       0.7       Worst Case Level Of Service:      C
*************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:      1  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     2    0    0    5    2   13   11   56    0    0  342   43
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  2    0    0    5    2   13   11   56    0    0  342   43
Added Vol:    0    0    0    0    0    0    0   22    0    0  104    0
Future:       1    0    0    2    1    6    5   26    0    0  161   20
Initial Fut:  3    0    0    7    3   19   16  104    0    0  607   63
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   3    0    0    7    3   19   16  104    0    0  607   63
Reduct Vol:   0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   3    0    0    7    3   19   16  104    0    0  607   63
Critical Gap Module:
Critical Gp: 7.1 xxxx xxxxx  7.1  6.5  6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 xxxx xxxxx  3.5  4.0  3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 786 xxxx xxxxx  775  775  639  670 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 312 xxxx xxxxx  318  331  480  930 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   294 xxxx xxxxx  314  326  480  930 xxxx xxxxx  xxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 17.4 xxxx xxxxx xxxxx xxxx xxxxx  8.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  C    *    *    *    *    *    A    *    *    *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx  xxxx  408 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 14.5 xxxxx  8.9 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:  *    *    *    *    B    *    A    *    *    *    *    *
ApproachDel:    17.4            14.5            xxxxxx          xxxxxx
ApproachLOS:      C               B               *               *
```

                        365330 LBNL LRDP EIR
Cumulative (2020) + UCB LRDP Project + Increment to '25 + LBNL LRDP Project (Va
                             PM Peak Hour

                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
****
Intersection #1122 Stadium Rim Road / Canyon Road
****
Average Delay (sec/veh):   0.2   Worst Case Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 0 1 0   0 0 1 0 0   0 0 0 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 265   3   0 251   0   0   0   0   6   0   1
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 265   3   0 251   0   0   0   0   6   0   1
Added Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Future: 0   44   1   0   43   0   0   0   0   1   0   0
Initial Fut: 0 309   4   0 294   0   0   0   0   7   0   1
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 309   4   0 294   0   0   0   0   7   0   1
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Final Vol.:   0 309   4   0 294   0   0   0   0   7   0   1
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   605 xxxx   311
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   464 xxxx   734
Move Cap.:   xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   464 xxxx   734
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 486 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.5 xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   B   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   12.5
ApproachLOS: *   *   *   B