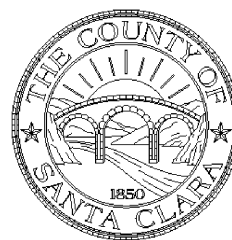


FINAL REPORT

STANFORD UNIVERSITY
TRAFFIC MONITORING REPORT
2012

Prepared for:

**Santa Clara County
Department of Planning Development**



February 2013

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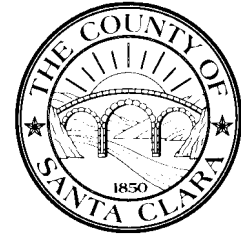
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FOREWORD FROM THE COUNTY OF SANTA CLARA PLANNING OFFICE

Background

The purpose of this report is to compare traffic volumes entering and exiting the Stanford campus during the inbound AM commute peak hour and the outbound PM commute peak hour to a traffic baseline. This comparison is performed on an annual basis. The requirements for establishment of the traffic baseline and performing annual comparisons to the baseline are contained within the December 2000 Stanford Community Plan/General Use Permit (GUP)/Environmental Impact Report (EIR) and within the 2000 Stanford General Use Permit. These documents can be reviewed at the County website or at the County Planning Office. Essentially, Stanford is required to attain a “no net new commute trips” standard as defined in the GUP and EIR.

The Process

Following the adoption of the GUP by the County Board of Supervisors in December 2000, the County Planning Office selected AECOM to conduct the monitoring process outlined in the conditions of approval. Because of the type of data to be collected (particularly license plate numbers), the data could not be collected until after the start of daylight savings time in Spring 2001. The data collection involved three two-week periods in the Spring and one two-week period in the Fall 2001.

Condition of Approval G.7. outlines the process for establishing the baseline counts and for continuing monitoring in subsequent years. The process can be summarized as follows:

- Peak hour traffic is counted at least three times per year for a two-week period each time. The three counts shall be averaged to determine the annual traffic level.
- All counts are recorded at the 16 campus entry and exit points forming a cordon around the campus.
- License plate numbers are recorded for each entering and exiting vehicle to determine the amount of non-campus traffic.
- Cordon volumes are adjusted for parking lots within the cordon used by the hospital (these volumes are subtracted from the cordon line counts) and parking lots outside the cordon used by the University (these volumes are added to the cordon line counts).
- A peak hour is then established for the campus based on the cordon line counts, adjusted for cut-through traffic and parking.

Condition of Approval G.6. defines the peak commute directions as entering the campus in the morning peak commute period and leaving the campus in the evening commute period. The peak commute period is defined as the one-hour period of time between 7 AM and 9 AM and again between 4 PM and 6 PM with the highest volume of traffic, as defined by the counts. Therefore, the two peak hours are considered to be independent events. For example, an increase in AM peak traffic for two out of three years would trigger the additional elements of the monitoring program without a change, or even a decrease, in PM peak traffic, or the reverse. Also, a significant increase during one year in the AM and a sufficient increase in the PM for the following year would not trigger additional mitigation.



Activities Related to Traffic Baseline and Annual Monitoring Counts to Date

Stanford University Traffic Monitoring Report – 2001 GUP Baseline

The 2001 Baseline Report was originally issued on July 3, 2002. An update to that report was issued on October 15, 2003. Per the provisions of the GUP, this original Traffic Baseline Report established the standard for measuring future traffic impacts to the “no net new commute” standard.

The following were the count dates of the 2001 Baseline Report:

- Week of April 2, 2001
- Week of April 9, 2001
- Week of April 23, 2001
- Week of April 30, 2001
- Week of May 7, 2001
- Week of May 14, 2001
- Week of October 22, 2001
- Week of October 29, 2001

The following were the results of the 2001 Baseline Monitoring:

Inbound AM:

Average count	3,319
90% confidence interval	+/- 120
significant traffic increase	3,439
1% increase trigger	3,474

Outbound PM:

Average	3,446
90% confidence interval	+/- 109
significant traffic increase	3,555
1% increase trigger	3,591



Stanford University Traffic Monitoring Report – 2002 Monitoring Report

The 2002 Monitoring Report was originally issued in July 2003. The count dates for the 2002 Monitoring Report were as follows:

- Week of April 15, 2002
- Week of April 22, 2002
- Week of April 29, 2002
- Week of May 6, 2002
- Week of May 13, 2002
- Week of May 20, 2002
- Week of October 14, 2002
- Week of October 21, 2002

The 2002 Monitoring Report concluded that the adjusted AM inbound count totaled 3,390 vehicles. This represented an increase of 71 vehicles, which fell within the 90% confidence interval and did not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,678 vehicles which was an increase of 232 vehicles from the baseline, which was higher than the 90% confidence interval. This count exceeded the 1% trigger of 3,591 vehicles by 87. The following is a summary of the results of the 2002 Monitoring Report as contained in the July 2003 document.

Inbound AM:

Adjusted average 2002 count	3,390
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 1% trigger by 84)	-84

Outbound PM:

Adjusted average 2002 count	3,678
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (232 increase in vehicles exceeds the trigger by 87 vehicles)	+87

Adjustment 1 to 2002 Monitoring Report

An update to the original 2002 Monitoring Report was issued on October 15, 2003. Following the publication of the July 2003 report, Stanford and the County separately analyzed traffic data for the Stanford Homecoming Week. Based on consultation with Stanford and independent analysis of County consultant traffic data, the County determined that data collected for the week of Homecoming should not be included in the comparison data set. The rationale for this decision was that this event (Homecoming) had been ongoing for years, was not included in the baseline count, and would continue to be an annual event. The County communicated to Stanford that other future “large events” would not be excluded from future counts. The revised report substituted the week of October 28, 2002 for the previously counted week of October 14, 2002. The following are the results of the Revised 2002 Monitoring Report.



Inbound AM:

Adjusted average 2002 count	3,287
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 1% trigger by 187)	-187

Outbound PM:

Adjusted average 2002 count	3,598
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (152 increase in vehicles exceeds the trigger by 7 vehicles)	+7

Adjustment 2 to the 2002 Monitoring Report

Subsequent to the first adjustment to the 2002 Monitoring Report, Stanford informed the County that additional Marguerite shuttle runs had been introduced to campus since the completion of the baseline count, and thus counted in the Year 1 (2002) comparison counts. This resulted in an increase of 12 vehicles in each peak hour. County staff determined that these new bus lines should be subtracted from the comparison count. This provided an end result as follows:

Inbound AM:

Adjusted average 2002 count	3,275
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 1% trigger by 199)	-199

Outbound PM:

Adjusted average 2002 count	3,586
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls below the 1% trigger by 5 vehicles)	-5



Stanford University Traffic Monitoring Report – 2003 Monitoring Report

The following summarizes the 2003 Monitoring Report. The count dates for the 2003 Monitoring Report were as follows:

- Week of April 7, 2003
- Week of April 21, 2003
- Week of April 28, 2003
- Week of May 5, 2003
- Week of May 12, 2003
- Week of May 19, 2003
- Week of September 29, 2003
- Week of October 20, 2003

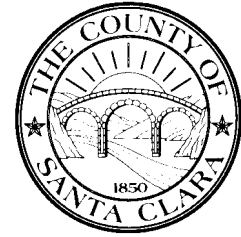
The 2003 Monitoring Report concluded that the adjusted AM inbound count totaled 3,413 vehicles. This represented an increase of 94 vehicles, which fell within the 90% confidence interval and did not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,476 vehicles which was an increase of 30 vehicles from the baseline, which also fell within the 90% confidence interval. The following is a summary of the results of the 2003 Monitoring Report.

Inbound AM:

Adjusted average 2003 count	3,413
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 26)	-26
Result (falls below the 1% trigger by 61 vehicles)	-61

Outbound PM:

Adjusted average 2003 count	3,476
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls below the 90% confidence interval by 79 vehicles)	-79
Result (falls below the 1% trigger by 115 vehicles)	-115



Stanford University Traffic Monitoring Report – 2004 Monitoring Report

The following summarizes the 2004 Monitoring Report. The count dates for the 2004 Monitoring Report were as follows:

- Week of April 12, 2004
- Week of April 19, 2004
- Week of April 26, 2004
- Week of May 3, 2004
- Week of May 10, 2004
- Week of May 17, 2004
- Week of September 27, 2004
- Week of October 4, 2004

The 2004 Monitoring Report concluded that the adjusted AM inbound count totaled 3,176 vehicles. This represented a decrease of 143 vehicles, which fell within the 90% confidence interval and did not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,642 vehicles which was an increase of 196 vehicles from the baseline, which is 87 vehicles above 90% confidence interval and 51 vehicles more than the 1% established trigger. The following is a summary of the results of the initial 2004 Monitoring Report.

Inbound AM:

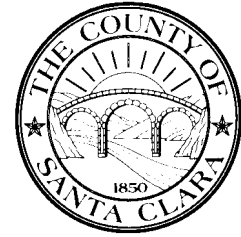
Adjusted average 2004 count	3,176
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 263)	-263
Result (falls below the 1% trigger by 298 vehicles)	-298

Outbound PM:

Adjusted average 2004 count	3,642
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls above the 90% confidence interval by 87 vehicles)	+87
Result (falls above the 1% trigger by 51 vehicles)	+51

Outbound PM:

Adjusted average 2004 count	3,642
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls above the 90% confidence interval by 87 vehicles)	+87
Result (falls above the 1% trigger by 51 vehicles)	+51
2004 trip credit	-66
Result with trip credit (falls below the 1% trigger by 15 vehicles)	-15



Stanford University Traffic Monitoring Report – 2005 Monitoring Report

The following summarizes the 2005 Monitoring Report. The count dates for the 2005 Monitoring Report were as follows:

- Week of April 4, 2005
- Week of April 11, 2005
- Week of April 18, 2005
- Week of April 25, 2005
- Week of May 2, 2005
- Week of May 9, 2005
- Week of September 26, 2005
- Week of October 3, 2005

The 2005 Monitoring Report concluded that the adjusted AM inbound count totaled 3,383 vehicles. This represented an increase of 64 vehicles, which fell within the 90% confidence interval and did not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,735 vehicles which was an increase of 289 vehicles from the baseline, which is above the 90% confidence interval by 180 vehicles and above the 1% increase trigger by 144 vehicles. The following is a summary of the results of the 2005 Monitoring Report.

Inbound AM:

Adjusted average 2005 count	3,383
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 56)	-56
Result (falls below the 1% trigger by 91 vehicles)	-91

Outbound PM:

Adjusted average 2005 count	3,735
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls above the 90% confidence interval by 180 vehicles)	+180
Result (falls above the 1% trigger by 144 vehicles)	+144

The 2000 Stanford GUP Condition G.8. specifies that the County will recognize and “credit” Stanford off-campus trip reduction efforts within defined geographic boundaries. These credits will be applied to Stanford’s attainment of the “no net new commute trip” standard. In 2003, Stanford and the County discussed potential methodologies for providing credits to Stanford. The County developed draft guidelines, which were reviewed by the Community Resource Group, and the Planning Office approved the final guidelines on October 9, 2003. These guidelines are presented in the “Stanford Traffic Cordon Count Credit Guidelines” dated October 28, 2003.

On April 24, 2006, Stanford submitted a 2005 trip credit report that was reviewed by AECOM. This report documented a credit of 174 trips for the increase in the number of bus trips across the cordon points and the number of transit passengers served outside the cordon area in the PM peak hour between the 2001 baseline and 2005. Using the new Marguerite shuttle Automated Transportation Management System, the number of passengers getting on and off the shuttle at each stop was counted. Most of the trip credits claimed are for passengers (primarily Stanford Hospital employees) getting on the shuttle outside the cordon area and traveling to the Palo Alto Caltrain station. As outlined in the adopted guidelines, full



credits are claimed for trips in the peak commute direction and 1/3 credit claimed for trips in the reverse direction. Pass through credits are claimed for those passengers who board outside the cordon, pass through the campus, and then alight outside the campus based on onboard surveys. As summarized below, with the trip credit of 174 trips Stanford did not exceed the no net new commute trip standard based on the 2005 monitoring program.

Outbound PM:

Adjusted average 2005 count	3,735
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls above the 90% confidence interval by 180 vehicles)	+180
Result (falls above the 1% trigger by 144 vehicles)	+144
2005 trip credit	-174
Result with trip credit (falls below the 1% trigger by 30 vehicles)	-30



Stanford University Traffic Monitoring Report – 2006 Monitoring Report

The following summarizes the 2006 Monitoring Report. The count dates for the 2006 Monitoring Report were as follows:

- Week of April 17, 2006
- Week of April 24, 2006
- Week of May 1, 2006
- Week of May 8, 2006
- Week of May 15, 2006
- Week of May 22, 2006
- Week of October 16, 2006
- Week of October 23, 2006

The 2006 Monitoring Report concluded that the adjusted AM inbound count totaled 3,048 vehicles. This represented a decrease of 271 vehicles from baseline, which falls within the 90% confidence interval and does not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,427 vehicles which was a decrease of 19 vehicles from the baseline, which is 128 vehicles below the 90% confidence interval and 164 vehicles below the 1% established trigger. The following is a summary of the results of the 2006 Monitoring Report.

Inbound AM:

Adjusted average 2006 count	3,048
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 391 vehicles)	-391
Result (falls below the 1% increase trigger by 426 vehicles)	-426

Outbound PM:

Adjusted average 2006 count	3,427
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls below the 90% confidence interval by 128 vehicles)	-128
Result (falls below the 1% trigger by 164 vehicles)	-164



Stanford University Traffic Monitoring Report – 2007 Monitoring Report

The following summarizes the 2007 Monitoring Report. The count dates for the 2007 Monitoring Report were as follows:

- Week of April 9, 2007
- Week of April 16, 2007
- Week of April 23, 2007
- Week of April 30, 2007
- Week of May 7, 2007
- Week of May 14, 2007
- Week of October 15, 2007
- Week of October 22, 2007

The 2007 Monitoring Report concluded that the adjusted AM inbound count totaled 3,058 vehicles. This represented a decrease of 261 vehicles from baseline. The PM outbound count totaled 3,494 vehicles which is an increase of 48 vehicles from the baseline, which is 61 vehicles below the 90% confidence interval and 97 vehicles below the 1% established trigger. The following is a summary of the results of the 2007 Monitoring Report.

Inbound AM:

Adjusted average 2007 count	3,058
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 381 vehicles)	-381
Result (falls below the 1% increase trigger by 416 vehicles)	-416

Outbound PM:

Adjusted average 2007 count	3,494
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls below the 90% confidence interval by 61 vehicles)	-61
Result (falls below the 1% trigger by 97 vehicles)	-97



Stanford University Traffic Monitoring Report – 2008 Monitoring Report

The following summarizes the 2008 Monitoring Report. The count dates for the 2008 Monitoring Report were as follows:

- Week of April 7, 2008
- Week of April 14, 2008
- Week of April 21, 2008
- Week of April 28, 2008
- Week of May 5, 2008
- Week of May 12, 2008
- Week of October 13, 2008
- Week of October 20, 2008

The 2008 Monitoring Report concluded that the adjusted AM inbound count totaled 3,020 vehicles. This represented a decrease of 299 vehicles from baseline, which falls within the 90% confidence interval and does not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,460 vehicles which is an increase of 14 vehicles from the baseline, which is 95 vehicles below the 90% confidence interval and 131 vehicles below the 1% established trigger. The following is a summary of the results of the 2008 Monitoring Report.

Inbound AM:

Adjusted average 2008 count	3,020
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 419 vehicles)	-419
Result (falls below the 1% increase trigger by 454 vehicles)	-454

Outbound PM:

Adjusted average 2008 count	3,460
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls below the 90% confidence interval by 95 vehicles)	-95
Result (falls below the 1% trigger by 131 vehicles)	-131



Stanford University Traffic Monitoring Report – 2009 Monitoring Report

The following summarizes the 2009 Monitoring Report. The count dates for the 2009 Monitoring Report were as follows:

- Week of April 13, 2009
- Week of April 20, 2009
- Week of April 27, 2009
- Week of May 4, 2009
- Week of May 11, 2009
- Week of May 18, 2009
- Week of October 5, 2009
- Week of October 12, 2009

The 2009 Monitoring Report concluded that the adjusted AM inbound count totaled 2,840 vehicles. This represented a decrease of 479 vehicles from baseline, which falls within the 90% confidence interval and does not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,227 vehicles which is a decrease of 219 vehicles from the baseline, which is 328 vehicles below the 90% confidence interval and 364 vehicles below the 1% established trigger. The following is a summary of the results of the 2009 Monitoring Report.

Inbound AM:

Adjusted average 2009 count	2,840
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 599 vehicles)	-599
Result (falls below the 1% increase trigger by 634 vehicles)	-634

Outbound PM:

Adjusted average 2009 count	3,227
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls below the 90% confidence interval by 328 vehicles)	-328
Result (falls below the 1% increase trigger by 364 vehicles)	-364



Stanford University Traffic Monitoring Report – 2010 Monitoring Report

The following summarizes the 2010 Monitoring Report. The count dates for the 2010 Monitoring Report were as follows:

- Week of April 5, 2010
- Week of April 19, 2010
- Week of April 26, 2010
- Week of May 3, 2010
- Week of May 10, 2010
- Week of May 17, 2010
- Week of October 25, 2010
- Week of November 1, 2010

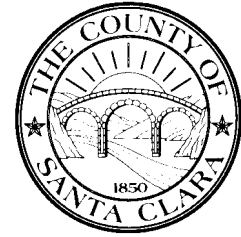
The 2010 Monitoring Report concluded that the adjusted AM inbound count totaled 2,921 vehicles. This represented a decrease of 398 vehicles from baseline, which falls below the 90-percent confidence interval and does not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,459 vehicles which is an increase of 13 vehicles from the baseline, which is 96 vehicles below the 90-percent confidence interval and 132 vehicles below the one-percent established trigger. The following is a summary of the results of the 2010 Monitoring Report.

Inbound AM:

Adjusted average 2010 count	2,921
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 518 vehicles)	-518
Result (falls below the 1% increase trigger by 553 vehicles)	-553

Outbound PM:

Adjusted average 2010 count	3,459
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (falls below the 90% confidence interval by 96 vehicles)	-96
Result (falls below the 1% increase trigger by 132 vehicles)	-132



Stanford University Traffic Monitoring Report – 2011 Monitoring Report

The following summarizes the 2011 Monitoring Report. The count dates for the 2011 Monitoring Report were as follows:

- Week of April 18, 2011
- Week of April 25, 2011
- Week of May 2, 2011
- Week of May 9, 2011
- Week of May 16, 2011
- Week of May 23, 2011
- Week of October 24, 2011
- Week of October 31, 2011

The 2011 Monitoring Report concluded that the adjusted AM inbound count totaled 3,081 vehicles. This represents a decrease of 238 vehicles from baseline, which falls within the 90-percent confidence interval and does not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,743 vehicles, which is an increase of 297 vehicles from the baseline, which is above the 90-percent confidence interval by 188 vehicles and above the one-percent increase trigger by 152 vehicles. The following is a summary of the results of the 2011 Monitoring Report.

Inbound AM:

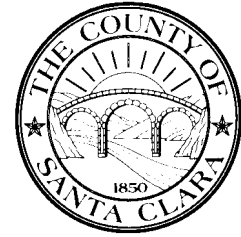
Adjusted average 2011 count	3,081
2001 baseline	3319
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 358 vehicles)	-358
Result (falls below the 1% increase trigger by 393 vehicles)	-393

Outbound PM:

Adjusted average 2011 count	3,743
2001 baseline	3446
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (exceeds the 90% confidence interval by 188 vehicles)	+188
Result (exceeds the 1% trigger by 152 vehicles)	+152

The 2000 Stanford GUP Condition G.8. specifies that the County will recognize and “credit” Stanford off-campus trip reduction efforts within defined geographic boundaries. These credits will be applied to Stanford’s attainment of the “no net new commute trip” standard. In 2003, Stanford and the County discussed potential methodologies for providing credits to Stanford. The County developed draft guidelines, which were reviewed by the Community Resource Group, and the Planning Office approved the final guidelines on October 9, 2003. These guidelines are presented in the “Stanford Traffic Cordon Count Credit Guidelines” dated October 28, 2003.

On February 24, 2012, Stanford submitted a 2011 trip credit report that was reviewed by AECOM. This report documented a credit of 203 trips for the increase in the number of bus trips across the cordon points and the number of transit passengers served outside the cordon area in the PM peak hour between the 2001 baseline and 2011. As outlined in the adopted guidelines, full credits are claimed for trips in the peak commute direction and 1/3 credit claimed for trips in the reverse direction. As



summarized below, with the trip credit of 203 trips Stanford does not exceed the no net new commute trip standard based on the 2011 monitoring program.

Outbound PM:

Adjusted average 2011 count	3,743
2001 baseline	3446
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (exceeds the 90% confidence interval by 188 vehicles)	+188
Result (exceeds the 1% trigger by 152 vehicles)	+152
2011 trip credit	-203
Result with trip credit (falls below the 1% trigger by 51 vehicles)	-51



Stanford University Traffic Monitoring Report – 2012 Monitoring Report

The following summarizes the 2012 Monitoring Report. The count dates for the 2012 Monitoring Report were as follows:

- Week of April 9, 2012
- Week of April 16, 2012
- Week of April 23, 2012
- Week of April 30, 2012
- Week of May 7, 2012
- Week of May 14, 2012
- Week of October 22, 2012
- Week of October 29, 2012 (not used)

The 2012 Monitoring Report concluded that the adjusted AM inbound count totaled 3,287 vehicles. This represents a decrease of 32 vehicles from baseline, which falls within the 90-percent confidence interval and does not represent a significant AM inbound traffic increase. The PM outbound count totaled 3,590 vehicles which is an increase of 144 vehicles from the baseline, which is above the 90-percent confidence interval by 35 vehicles and below the one-percent established trigger by one vehicle. Week of October 29, 2012 (Week 8) count information was not used due to irregular traffic volumes caused by the construction on Junipero Serra Boulevard. As noted earlier in this Foreword, monitoring is only required for a minimum of six weeks per year. Therefore, the data collection for 2012 meets the requirements of Condition of Approval G.7.

The following is a summary of the results of the 2012 Monitoring Report.

Inbound AM:

Adjusted average 2012 count	3,287
2001 baseline	3319
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 152 vehicles)	-152
Result (falls below the 1% increase trigger by 187 vehicles)	-187

Outbound PM:

Adjusted average 2012 count	3,590
2001 baseline	3446
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (exceeds the 90% confidence interval by 35 vehicles)	+35
Result (falls below the 1% trigger by 1 vehicle)	-1

The 2000 Stanford GUP Condition G.8. specifies that the County will recognize and “credit” Stanford off-campus trip reduction efforts within defined geographic boundaries. These credits will be applied to Stanford’s attainment of the “no net new commute trip” standard. In 2003, Stanford and the County discussed potential methodologies for providing credits to Stanford. The County developed draft guidelines, which were reviewed by the Community Resource Group, and the Planning Office approved the final guidelines on October 9, 2003. These guidelines are presented in the “Stanford Traffic Cordon Count Credit Guidelines” dated October 28, 2003.



On January 22, 2013, Stanford submitted a 2012 trip credit report that was reviewed by AECOM. This report documented a credit of 301 trips for the increase in the number of bus trips across the cordon points and the number of transit passengers served outside the cordon area in the PM peak hour between the 2001 baseline and 2012. As outlined in the adopted guidelines, full credits are claimed for trips in the peak commute direction and 1/3 credit claimed for trips in the reverse direction. The following is a summary of the 2012 Outbound PM results with the trip credit of 301 trips.

Outbound PM:

Adjusted average 2012 count	3,590
2001 baseline	3446
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (exceeds the 90% confidence interval by 35 vehicles)	+35
Result (falls below the 1% trigger by 1 vehicle)	-1
2012 trip credit	-301
Result with trip credit (falls below the 1% trigger by 302 vehicles)	-302

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INTRODUCTION

This report presents the traffic and parking data that have been collected at Stanford University by AECOM during the monitoring period of 2012. Traffic volumes were collected for six weeks during the Spring 2012 and two weeks during the Fall 2012. The Spring counts were conducted for the weeks of April 9, April 16, April 23, April 30, May 7, and May 14. The Fall counts were conducted during the weeks of October 22 and October 29. (Week of October 29, 2012 (Week 8) count information was not used due to irregular traffic volumes caused by the construction on Junipero Serra Boulevard.) The data include vehicle counts at all of the access points to the campus and parking lots. Parking lot counts and cut-through percentages were used to adjust the raw traffic counts in order to determine the total amount of peak hour traffic generated by Stanford University. The parking data were used to add in campus traffic that parks outside of the count area and subtract out hospital traffic parking inside the count area. License plate surveys were used to calculate the amount of traffic that cuts through the campus and thus is not University-generated traffic. Data collection methodology is described in greater detail in Task 1. A description of the data analysis procedures is presented in Task 2. The data collected in calendar year 2012 is compared to the baseline counts collected in calendar year 2001. Differences between the two years are then analyzed to determine if traffic is increasing to a significant degree.

Task 1.0 Traffic Monitoring Data Collection Methodology

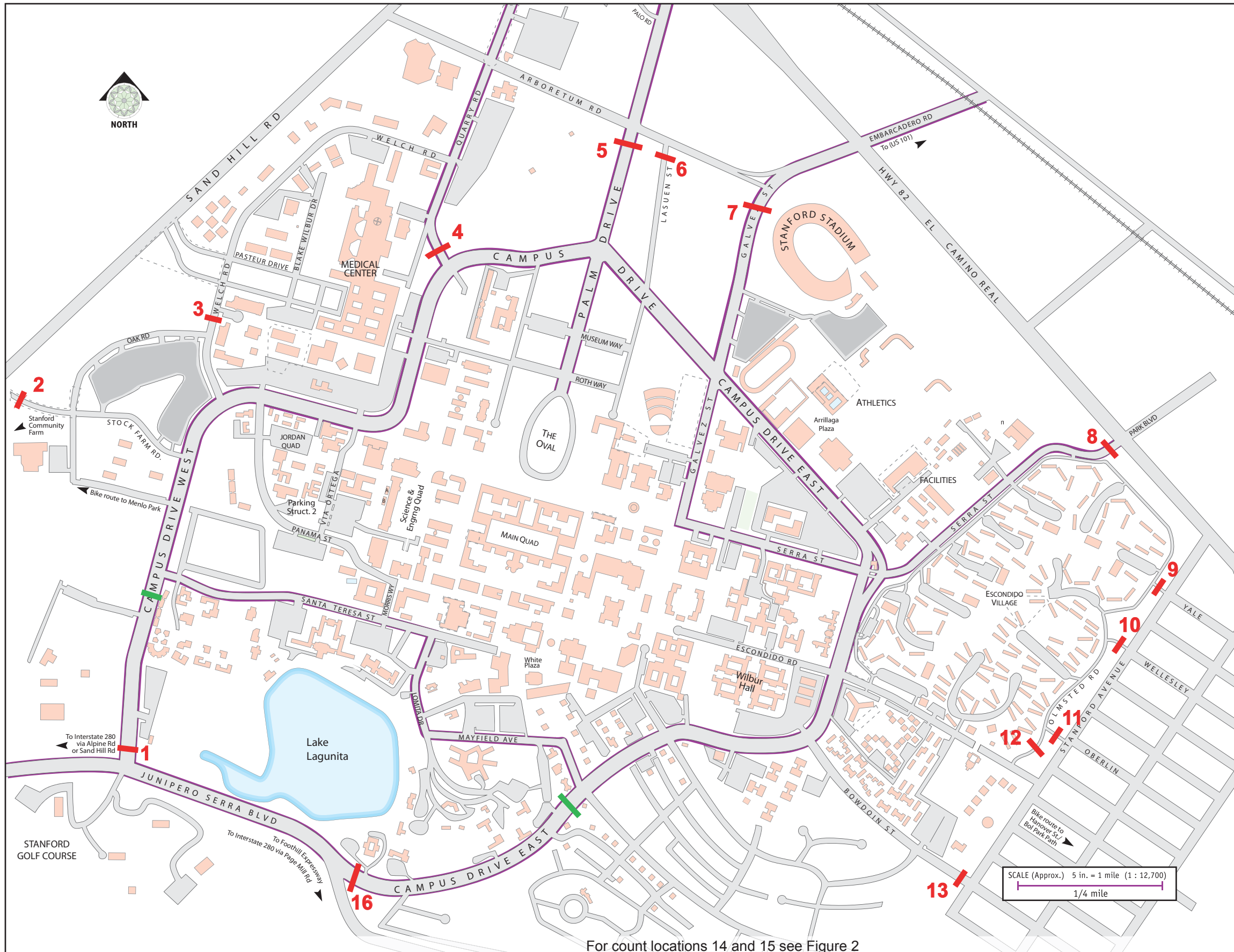
Data collection is a critical component of the traffic monitoring program. The following work elements were conducted to collect all relevant traffic data for the monitoring program.

Task 1.1 Machine Cordon Line Traffic Counts

Directional traffic counts were collected at Stanford University for eight weeks in 2012 on each of the 16 roadways that provide access to and from the campus. (Week of October 29, 2012 (Week 8) count information was not used due to irregular traffic volumes caused by the construction on Junipero Serra Boulevard.) The locations of the 16 cordon counts are listed below and shown graphically in Figure 1 and Figure 2.

1. Campus Drive West, north of Junipero Serra Boulevard
2. Stock Farm Road, east of Sand Hill Road
3. Welch Road, north of Oak Road
4. Quarry Road, north of Campus Drive West
5. Palm Drive, south of Arboretum Road
6. Lausen Street, south of Arboretum Road*
7. Galvez Street, south of Arboretum Road
8. Serra Street, southwest of El Camino Real
9. Yale Street, west of Stanford Avenue
10. Wellesley Street, west of Stanford Avenue
11. Oberlin Street, west of Stanford Avenue
12. Olmsted Road, north of Escondido Road
13. Bowdoin Street, west of Stanford Avenue
14. Raimundo Way, west of Stanford Avenue
15. Santa Maria Avenue, north of Junipero Serra Boulevard
16. Campus Drive East, east of Junipero Serra Boulevard

* Lausen Street was converted into one-way northbound roadway from Campus Drive to Arboretum Road on May 5, 2012. This change would shift inbound traffic from Lausen Street to other roadways.



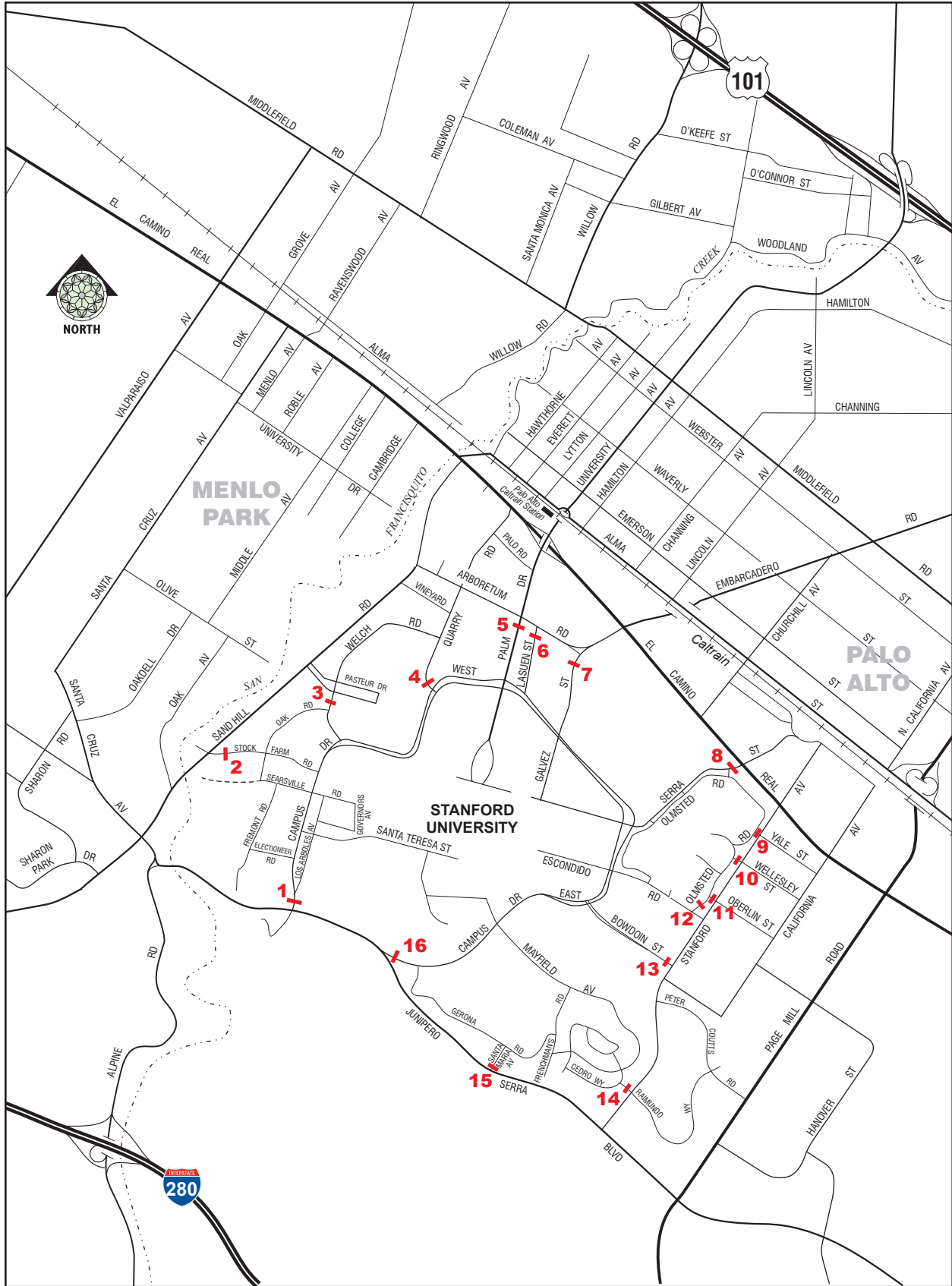
- ### Cordon Count Locations
1. Campus Drive West north of Junipero Serra Blvd.
 2. Stock Farm Road east of Sand Hill Road
 3. Welch Road north of Oak Road
 4. Quarry Road north of Campus Drive
 5. Palm Drive south of Arboretum Road
 6. Lasuen Street south of Arboretum Road
 7. Galvez Street south of Arboretum Road
 8. Serra Street southwest of El Camino Real
 9. Yale Street west of Stanford Avenue
 10. Wellesley Street west of Stanford Avenue
 11. Oberlin Street west of Stanford Avenue
 12. Olmsted Road north of Escondido Road
 13. Bowdoin west of Stanford Avenue
 14. Raimundo west of Stanford Avenue
 15. Santa Maria Avenue north of Junipero Serra Blvd.
 16. Campus Drive East east of Junipero Serra Blvd.

NOTES

- █ License plate survey for Location 1 and Location 16 shifted for more accurate recording. Cordon tube counts continued at campus boundary.
- Escondido Drive no longer continuous street from Campus Drive East to Stanford Avenue.
- Lasuen Street has been converted into one-way northbound roadway from Campus Drive to Arboretum Road.

SCALE (Approx.) 5 in. = 1 mile (1 : 12,700)
 1/4 mile

For count locations 14 and 15 see Figure 2



06/15/12

STANFORD UNIVERSITY TRAFFIC MONITORING REPORT

Figure 2
DAILY MACHINE CORDON COUNT LOCATIONS

The detailed traffic counts at the 16 cordon locations are presented in Appendix A and are summarized in Table 1. Table 1 shows the AM inbound and PM outbound peak hour volumes for each day that the traffic is monitored. As indicated in Table 1, the AM peak hour usually occurred from 8:00 to 9:00 and the PM peak hour generally occurred between 4:45 to 5:45. The unadjusted AM inbound traffic volumes ranged from a low of 3,964 on Friday, May 11 to a high of 4,683 on Wednesday, April 25. The PM peak hour traffic volumes ranged from a low of 3,969 on Monday, April 9 to a high of 4,898 on Wednesday, April 18.

Task 1.2 Parking Lot Driveway Counts

There are two parking lots (L1 – Rectangle Lot and L2 – Quarry Lot) outside the cordon line that serve some campus uses. There are also two parking lots (L3 and L5 – Stock Farm Road Lot) along with parking structures 1 (PS1) and 3 (PS3) that are inside the established cordon line that serve some hospital uses. Parking lot 4 (L4) no longer exists. Parking lot L6 is also located inside the cordon and serves buses only. Traffic was counted by direction into and out of these parking lots during the entire count period. The detailed count sheets for the driveway traffic at these lots are included in Appendix B.

The driveway count locations are presented below and in Figure 3.

1. PS1a – Parking Structure 1 North Access to Campus Drive
2. PS1b – Parking Structure 1 South Access to Roth Way
3. PS3a – Parking Structure 3 Northwest Access
4. PS3b – Parking Structure 3 Northeast Access
5. L1a – Rectangle Lot (Lot 1) Quarry Road Access
6. L1b – Rectangle Lot (Lot 1) North Access
7. L2a – Quarry Lot (Lot 2) North Access to Quarry Road
8. L2b – Quarry Lot (Lot 2) Middle Access to Quarry Road
9. L2c – Quarry Lot (Lot 2) South Access to Quarry Road*
10. L3a – Near Medical Drive, west of Campus Drive
11. L5a – West Driveway to Lot 5 from Oak Road
12. L5b – Center Driveway to Lot 5 from Oak Road
13. L5c – East Driveway to Lot 5 from Oak Road
14. L5d – East Driveway to Lot 5 from Stock Farm Road
15. L5e – West Driveway to Lot 5 from Stock Farm Road**
16. L6a – West Driveway to Lot 6 from Oak Road
17. L6b – South Driveway to Lot 6 from Stock Farm Road

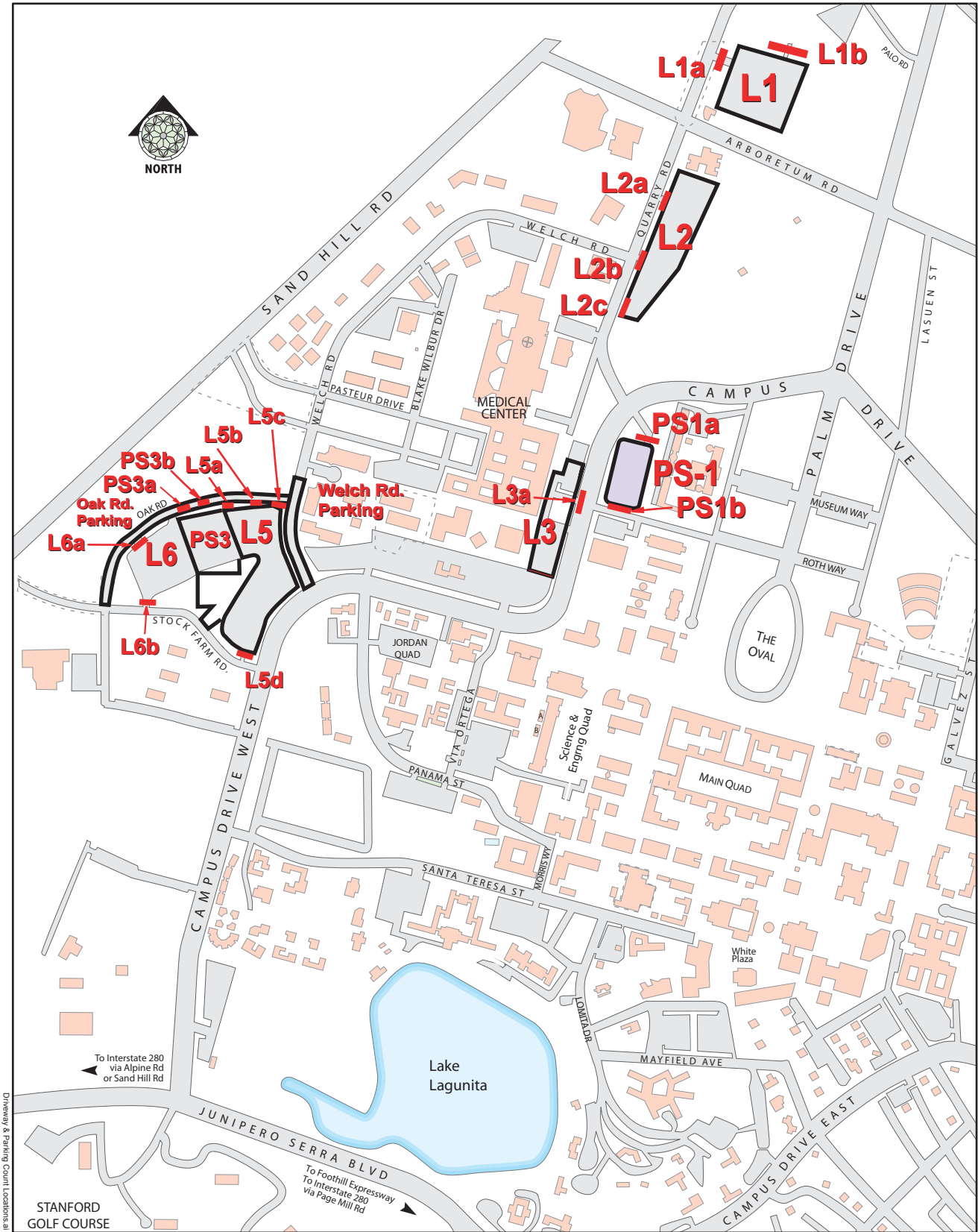
* Driveway L2c – the third driveway to Lot 2 from Quarry Road blocked by a construction fence during the last two weeks of data collection; no counts performed at this location in weeks 7 and 8.

** Driveway L5e - the second driveway to Lot 5 from Stock Farm Road no longer exists.

Hospital trips from parking lots inside the cordon line were subtracted from the cordon counts, while campus trips from lots outside the cordon line were added to the cordon counts. This was done to properly account for all trips generated by Stanford University and to differentiate them from trips generated by other adjacent land uses, particularly the medical complex.

Table 1 2012 Raw Traffic Count Summary

Date	AM INBOUND			PM OUTBOUND		
	Weather	Volume	Period	Weather	Volume	Period
Week 1						
April 9, 2012	Mostly Cloudy	4175	8:00 to 9:00	Mostly Cloudy	3969	4:45 to 5:45
April 10, 2012	Overcast	4235	8:00 to 9:00	Light Rain	4223	4:45 to 5:45
April 11, 2012	Mostly Cloudy	4257	8:00 to 9:00	Mostly Cloudy	4315	4:45 to 5:45
April 12, 2012	Mostly Cloudy	4232	7:45 to 8:45	Overcast	4255	4:45 to 5:45
April 13, 2012	Mostly Cloudy	4002	7:45 to 8:45	Mostly Cloudy	4144	4:30 to 5:30
Week 2						
April 16, 2012	Mostly Cloudy	4199	8:00 to 9:00	Mostly Cloudy	4797	4:45 to 5:45
April 17, 2012	Mostly Cloudy	4316	7:45 to 8:45	Mostly Cloudy	4702	5:00 to 6:00
April 18, 2012	Mostly Cloudy	4230	8:00 to 9:00	Mostly Cloudy	4898	4:45 to 5:45
April 19, 2012	Overcast	4349	8:00 to 9:00	Clear	4741	5:00 to 6:00
April 20, 2012	Clear	4044	7:45 to 8:45	Clear	4744	4:45 to 5:45
Week 3						
April 23, 2012	Overcast	4565	8:00 to 9:00	Scattered	4310	4:45 to 5:45
April 24, 2012	Mostly Cloudy	4397	8:00 to 9:00	Mostly Cloudy	4461	4:45 to 5:45
April 25, 2012	Overcast	4683	8:00 to 9:00	Overcast	4718	4:45 to 5:45
April 26, 2012	Overcast	4337	8:00 to 9:00	Mostly Cloudy	4392	4:45 to 5:45
April 27, 2012	Scattered	4330	8:00 to 9:00	Mostly Cloudy	4616	5:00 to 6:00
Week 4						
April 30, 2012	Scattered	4117	7:45 to 8:45	Mostly Cloudy	4118	4:45 to 5:45
May 1, 2012	Scattered	4148	7:45 to 8:45	Mostly Cloudy	4299	5:00 to 6:00
May 2, 2012	Partly Cloudy	4259	7:45 to 8:45	Mostly Cloudy	4411	5:00 to 6:00
May 3, 2012	Mostly Cloudy	4252	8:00 to 9:00	Overcast	4159	4:45 to 5:45
May 4, 2012	Scattered	4000	7:45 to 8:45	Partly Cloudy	4193	4:45 to 5:45
Week 5						
May 7, 2012	Clear	4321	8:00 to 9:00	Clear	4152	4:45 to 5:45
May 8, 2012	Partly Cloudy	4460	8:00 to 9:00	Scattered	4229	5:00 to 6:00
May 9, 2012	Clear	4312	8:00 to 9:00	Clear	4401	4:45 to 5:45
May 10, 2012	Scattered	4349	8:00 to 9:00	Clear	4238	5:00 to 6:00
May 11, 2012	Haze	3964	7:45 to 8:45	Clear	4404	5:00 to 6:00
Week 6						
May 14, 2012	Overcast	4258	8:00 to 9:00	Scattered	4107	5:00 to 6:00
May 15, 2012	Scattered	4267	7:45 to 8:45	Clear	4210	5:00 to 6:00
May 16, 2012	Overcast	4567	8:00 to 9:00	Clear	4496	5:00 to 6:00
May 17, 2012	Mostly Cloudy	4363	8:00 to 9:00	Partly Cloudy	4366	4:45 to 5:45
May 18, 2012	Clear	4154	8:00 to 9:00	Clear	4191	4:45 to 5:45
Week 7						
October 22, 2012	Light Rain	4371	7:45 to 8:45	Scattered	4623	4:45 to 5:45
October 23, 2012	Mostly Cloudy	4331	7:45 to 8:45	Mostly Cloudy	4509	4:45 to 5:45
October 24, 2012	Mostly Cloudy	4374	8:00 to 9:00	Scattered	4494	4:45 to 5:45
October 25, 2012	Light Rain	4353	8:00 to 9:00	Scattered	4512	4:30 to 5:30
October 26, 2012	Clear	4218	8:00 to 9:00	Clear	4748	4:45 to 5:45
Week 8						
Data for Week 8 are excluded due to irregular traffic volumes caused by the construction on Junipero Serra Boulevard.						



Driveway & Parking Count Locations as of 06/15/12

STANFORD GOLF COURSE

To Interstate 280 via Alpine Rd or Sand Hill Rd

To Foothill Expressway To Interstate 280 via Page Mill Rd

STANFORD UNIVERSITY TRAFFIC MONITORING REPORT

Figure 3
DRIVEWAY AND PARKING
COUNT LOCATIONS

Task 1.3 Parking Permit Scanning/Count

At the beginning and end of both the morning and evening peak periods, the number of vehicles in each of the lots identified in Figure 3 was counted. The exception is Lot 6, which is a bus only parking lot. Each vehicle permit was also scanned to determine if it was related to campus or hospital uses. Campus and Medical Center vehicles were identified by windshield stickers stating Campus or Hospital. Both campus- and hospital-related parking stickers were purple or orange in color with white lettering for campus-related and orange lettering for hospital-related vehicles. Also, Parking and Transportation Services (P&TS) permits were issued to construction crews involved in Stanford Hospital expansion activities. Vehicles displaying P&TS permits were treated as hospital-related vehicles.

If campus parking permits were observed in lots outside the cordon area, they were added to the cordon count. If hospital-related vehicles were observed inside the cordon area, they were subtracted from the cordon count. All vehicles without a parking permit were assumed to be campus trips.

On-street parking on Oak Road between Stock Farm Road and Welch Road and on Welch Road between Campus Drive West and the cordon station just north of Oak Road was counted and classified in the same manner as described above. Since these on-street parking facilities are located within the cordon line, hospital vehicles were subtracted out from the cordon count and no adjustment was made to add in campus trips.

AECOM used the parking counts described in Task 1.2 and Task 1.3 to adjust the raw traffic counts. The parking lot and on-street parking occupancy data are included in Appendix B along with the parking counts.

Task 1.4 License Plate Survey

The purpose of the license plate survey was to identify vehicles that are only passing through the Stanford campus, not beginning or ending their trip there. License plate numbers were recorded for vehicles entering and leaving each cordon location. Vehicles that entered the cordon and left within a period of 20 minutes were considered to be “cut-through” vehicles. Surveys were done during one day each week for both of the peak hours. The license plate matching process showed that during the Spring counts the average AM and PM cut-through percentages were 15.05 percent and 14.87 percent, respectively. During the Fall counts, the AM cut-through percentage was 12.37 percent while the PM cut-through percentage was 9.91 percent. The average Spring and Fall percentages were used to adjust their respective vehicle counts.

Task 2.0 Traffic Monitoring Data Analysis

Task 2.1 Daily Cordon Count Spreadsheets

First, the raw cordon count numbers were entered into spreadsheets. Two spreadsheets – one for the AM peak period and one for the PM peak period – were created for each weekday that a cordon count was conducted. Each spreadsheet shows the AM inbound and PM outbound vehicles passing all 16 cordon locations during five hourly increments. For the AM peak, the hours were 7:00-8:00, 7:15-8:15, 7:30-8:30, 7:45-8:45, and 8:00-9:00. For the PM peak, the hours were 4:00-5:00, 4:15-5:15, 4:30-5:30, 4:45-5:45, and 5:00-6:00. Since cordon counts were collected for eight weeks, there are a total of 80 daily cordon count spreadsheets (40 AM and 40 PM). (Week of October 29, 2012 (Week 8) count information was not used due to irregular traffic volumes caused by the construction on Junipero Serra Boulevard.) These sheets are included in Appendix C of this report.

Task 2.2 Daily Parking Spreadsheets

The number of vehicles entering and exiting the parking lots in the vicinity of the Stanford Medical Center was also monitored during the eight-week period. Week of October 29, 2012 (Week 8) count information was not used due to irregular traffic volumes caused by the construction on Junipero Serra Boulevard. The AM inbound and PM outbound volumes at all lot entrances were entered into spreadsheets for the AM and PM peak periods of each day just as described for the cordon counts in Task 2.1. All 80 daily parking spreadsheets are included in Appendix D.

Task 2.3 Adjustments For Parking and Cut-Through Vehicles

The parking sticker counts performed at the lots were used to compute the percentage of campus and hospital vehicles present in each lot during the AM and PM peak hours. Since a sticker survey was done at the beginning and end of each two-hour peak period count, the two values for every lot were averaged. Sticker surveys were completed for both peak hours of one day during each week.

The parking lot AM inbound and PM outbound volumes were used along with the averaged campus and hospital vehicle percentages to adjust the cordon count spreadsheets. Since Lot 1 and Lot 2 are outside of the cordon boundary, some campus-related vehicles would park in these lots and not get counted in the cordon count. To add these vehicles to the cordon count, the respective average percentages of campus vehicles in these lots were multiplied by the relevant volumes (either AM inbound or PM outbound, depending on the peak period) at each lot entrance (from Task 2.2), and the results then added to the cordon counts.

During the Spring counts, only vehicles related to hospital construction activities used parking lot access L1b (the access led to a fenced-off construction support area). To use access L1b, these vehicles had to cut-through parking lot L1 entering and exiting using access L1a. Therefore, these vehicles were counted at access L1a but were not captured in the parking permit scanning at this lot since they used access L1b to park in the construction support area. To account for this discrepancy, the Spring counts at access L1a were adjusted in the following manner: the L1a AM inbound counts were reduced by the L1b outbound counts; and the L1a PM outbound counts were reduced by the L1b inbound counts.

During the Fall counts, the access location into the construction area changed and its new configuration prevented accurate capture of traffic directionality. However, observations indicated that the majority of traffic accessing the construction site in the AM peak period was inbound and that in the PM peak period the construction traffic was mostly leaving the site. Based on these findings, during the morning peak period, all vehicles counted at access L1b were assumed to be inbound and were subtracted from the L1a inbound counts. During the evening peak period all vehicles using access L1b were assumed as outbound and were subtracted from the L1a outbound counts.

Lot 3 and Lot 5, as well as the two parking structures (PS-1 and PS-3), are located inside the cordon boundary. Thus, hospital-related vehicles parking in these lots need to be subtracted out of the cordon counts. To do this, the respective average percentages of hospital-related vehicles were multiplied by the either AM inbound or PM outbound volumes (depending on the peak period) at each respective lot entrance (from Task 2.2), and then the resulting values subtracted from the cordon counts.

A parking sticker survey was also conducted at two on-street locations during the same days as the surveys for the parking lots. The streets surveyed were Oak Road and the portion of Welch Road between Campus Drive West and the cordon location just north of Oak Road.

Since both streets are inside the cordon, only the hospital vehicles were of importance. If more hospital vehicles were present at the end of the period than at the beginning, the change in vehicles was subtracted from the inbound totals for that period. If fewer hospital vehicles were present at the end of the period, the difference was subtracted from the outbound totals.

The average observed cut-through traffic percentages during the Spring monitoring period were about 15.05 percent in the AM peak hour and 14.87 percent in the PM peak hour. During the Fall counts, the AM cut-through percentage was 12.37 percent while the PM cut-through percentage was 9.91 percent. The traffic counts were reduced by these percentages in order to subtract out vehicles lacking a destination within the Stanford University campus. Spreadsheets showing the detailed license plate matching data are shown in Appendix E. The 70 cordon counts adjusted for parking lot factors and cut-through traffic are shown in Table 2 with the average AM inbound and PM outbound traffic volumes and the peak hour time periods. The average AM inbound and PM outbound traffic volumes shown in Table 2 were calculated using the count collected during seven weeks of counts as Week 8 count information was not used due to irregular traffic volumes caused by the construction on Junipero Serra Boulevard. Table 3 shows the traffic data collected in the 2001 baseline Stanford Traffic Monitoring Program, including the baseline average and the 90-percent confidence interval.

INBOUND AM TRAFFIC

The 2001 baseline counts determined that an average of 3,439 inbound vehicles during the AM peak hour would constitute a significant increase in traffic at the 90-percent confidence level. The 2012 AM inbound adjusted average of 3,287 vehicles does not represent a statistically significant increase over the AM baseline average with an upper threshold of 3,439 at the 90-percent confidence level. The average AM inbound volume of 3,287 vehicles is in fact 152 vehicles lower than the +90-percent confidence level. A scatter plot of the 2012 AM inbound data is shown in Figure 4. Lines representing the baseline average, baseline 90-percent confidence interval, and 2012 average are also shown in this figure. As shown in Figure 4, the average 2012 AM inbound volume is lower than the 90-percent confidence interval boundary established in 2001.

OUTBOUND PM TRAFFIC

The 2001 baseline counts determined that an average of 3,555 outbound vehicles during the PM peak hour would constitute a significant increase in traffic at the 90-percent confidence level. The 2012 PM outbound adjusted average of 3,590 exceeds the +90-percent confidence interval by 35 vehicles. The one-percent significant increase trigger was developed from 2001 baseline counts as 3,591 vehicles. The average 2012 PM outbound volume is below the one-percent significant increase trigger by one vehicle. A scatter plot of the 2012 PM outbound data is shown in Figure 5. Lines representing the baseline average, baseline 90-percent confidence interval, and 2012 average are also shown in this figure. As shown in Figure 5, the average 2012 PM outbound volume is above the +90-percent confidence interval boundary established in 2001. The following section addresses the analysis of 2012 PM trip credits for off-campus trip reduction efforts.

Table 2 2012 Adjusted Traffic Totals

Date	AM INBOUND		PM OUTBOUND	
	Volume	Period	Volume	Period
Week 1				
April 9, 2012	3176	8:00 to 9:00	3202	4:45 to 5:45
April 10, 2012	3208	8:00 to 9:00	3399	4:45 to 5:45
April 11, 2012	3254	8:00 to 9:00	3487	4:45 to 5:45
April 12, 2012	3236	7:45 to 8:45	3452	4:45 to 5:45
April 13, 2012	3031	7:45 to 8:45	3355	4:30 to 5:30
Week 2				
April 16, 2012	3182	8:00 to 9:00	3881	4:45 to 5:45
April 17, 2012	3280	7:45 to 8:45	3813	5:00 to 6:00
April 18, 2012	3197	8:00 to 9:00	3971	4:45 to 5:45
April 19, 2012	3288	8:00 to 9:00	3866	5:00 to 6:00
April 20, 2012	3087	7:45 to 8:45	3879	4:45 to 5:45
Week 3				
April 23, 2012	3488	8:00 to 9:00	3495	4:45 to 5:45
April 24, 2012	3379	8:00 to 9:00	3607	4:45 to 5:45
April 25, 2012	3557	8:00 to 9:00	3831	4:45 to 5:45
April 26, 2012	3333	8:00 to 9:00	3576	4:45 to 5:45
April 27, 2012	3344	8:00 to 9:00	3769	5:00 to 6:00
Week 4				
April 30, 2012	3156	7:45 to 8:45	3327	4:45 to 5:45
May 1, 2012	3188	7:45 to 8:45	3477	5:00 to 6:00
May 2, 2012	3242	7:45 to 8:45	3551	5:00 to 6:00
May 3, 2012	3263	8:00 to 9:00	3343	4:45 to 5:45
May 4, 2012	3041	7:45 to 8:45	3383	4:45 to 5:45
Week 5				
May 7, 2012	3313	8:00 to 9:00	3322	4:45 to 5:45
May 8, 2012	3411	8:00 to 9:00	3389	5:00 to 6:00
May 9, 2012	3261	8:00 to 9:00	3522	4:45 to 5:45
May 10, 2012	3315	8:00 to 9:00	3407	5:00 to 6:00
May 11, 2012	3037	7:45 to 8:45	3574	5:00 to 6:00
Week 6				
May 14, 2012	3267	8:00 to 9:00	3309	5:00 to 6:00
May 15, 2012	3262	7:45 to 8:45	3408	5:00 to 6:00
May 16, 2012	3506	8:00 to 9:00	3637	5:00 to 6:00
May 17, 2012	3335	8:00 to 9:00	3522	4:45 to 5:45
May 18, 2012	3212	8:00 to 9:00	3382	4:45 to 5:45
Week 7				
October 22, 2012	3468	7:45 to 8:45	3932	4:45 to 5:45
October 23, 2012	3458	7:45 to 8:45	3831	4:45 to 5:45
October 24, 2012	3495	8:00 to 9:00	3835	4:45 to 5:45
October 25, 2012	3443	8:00 to 9:00	3846	4:30 to 5:30
October 26, 2012	3339	8:00 to 9:00	4068	4:45 to 5:45
Week 8	Data excluded due to irregular traffic volumes caused by the construction on Junipero Serra Boulevard.			
Average	3,287		3,590	

Table 3 2001 Baseline Adjusted Traffic Totals

Date	AM INBOUND		PM OUTBOUND	
	Volume	Period	Volume	Period
Week 1				
April 2, 2001	3036	7:45 to 8:45	3323	5:00 to 6:00
April 3, 2001	3059	7:45 to 8:45	3285	4:45 to 5:45
April 4, 2001	2884	8:00 to 9:00	3334	4:45 to 5:45
April 5, 2001	3000	7:45 to 8:45	3216	5:00 to 6:00
April 6, 2001	2610	8:00 to 9:00	3092	4:45 to 5:45
Week 2				
April 9, 2001	3265	8:00 to 9:00	3329	5:00 to 6:00
April 10, 2001	3141	8:00 to 9:00	3362	5:00 to 6:00
April 11, 2001	3107	8:00 to 9:00	3473	4:45 to 5:45
April 12, 2001	3081	8:00 to 9:00	3397	5:00 to 6:00
April 13, 2001	2973	8:00 to 9:00	3413	4:45 to 5:45
Week 3				
April 23, 2001	3285	7:45 to 8:45	3311	4:30 to 5:30
April 24, 2001	3322	7:45 to 8:45	3281	5:00 to 6:00
April 25, 2001	3186	7:30 to 8:30	3326	4:45 to 5:45
April 26, 2001	3129	7:45 to 8:45	3286	5:00 to 6:00
April 27, 2001	2723	8:00 to 9:00	3154	4:45 to 5:45
Week 4				
April 30, 2001	2502	7:30 to 8:30	2681	4:15 to 5:15
May 1, 2001	2826	7:45 to 8:45	2967	5:00 to 6:00
May 2, 2001	2742	7:45 to 8:45	2912	5:00 to 6:00
May 3, 2001	2632	8:00 to 9:00	2861	5:00 to 6:00
May 4, 2001	2595	8:00 to 9:00	2744	4:45 to 5:45
Week 5				
May 7 2001	3604	8:00 to 9:00	3410	4:45 to 5:45
May 8, 2001	3559	8:00 to 9:00	3422	5:00 to 6:00
May 9, 2001	3455	8:00 to 9:00	3326	5:00 to 6:00
May 10, 2001	3478	8:00 to 9:00	3396	4:45 to 5:45
May 11, 2001	3393	8:00 to 9:00	3090	5:00 to 6:00
Week 6				
May 14 2001	3479	8:00 to 9:00	3235	4:45 to 5:45
May 15, 2001	3756	8:00 to 9:00	3450	5:00 to 6:00
May 16, 2001	3830	8:00 to 9:00	3374	5:00 to 6:00
May 17, 2001	3533	8:00 to 9:00	3456	5:00 to 6:00
May 18, 2001	3246	8:00 to 9:00	3386	4:45 to 5:45
Week 7				
October 22, 2001	3221	8:00 to 9:00	3505	5:00 to 6:00
October 23, 2001	3835	8:00 to 9:00	3805	5:00 to 6:00
October 24, 2001	3550	8:00 to 9:00	3959	5:00 to 6:00
October 25, 2001	3908	7:45 to 8:45	3991	5:00 to 6:00
October 26, 2001	3371	8:00 to 9:00	4072	4:45 to 5:45
Week 8				
October 29, 2001	4241	8:00 to 9:00	4115	5:00 to 6:00
October 30, 2001	4251	8:00 to 9:00	4217	5:00 to 6:00
October 31, 2001	4139	8:00 to 9:00	4394	5:00 to 6:00
November 1, 2001	4037	8:00 to 9:00	4193	5:00 to 6:00
November 2, 2001	3789	7:45 to 8:45	4277	5:00 to 6:00
Average	3,319		3,446	
90% confidence interval	+/- 120		+/- 109	

Figure 4 2012 AM Peak Inbound vs. 2001 Baseline

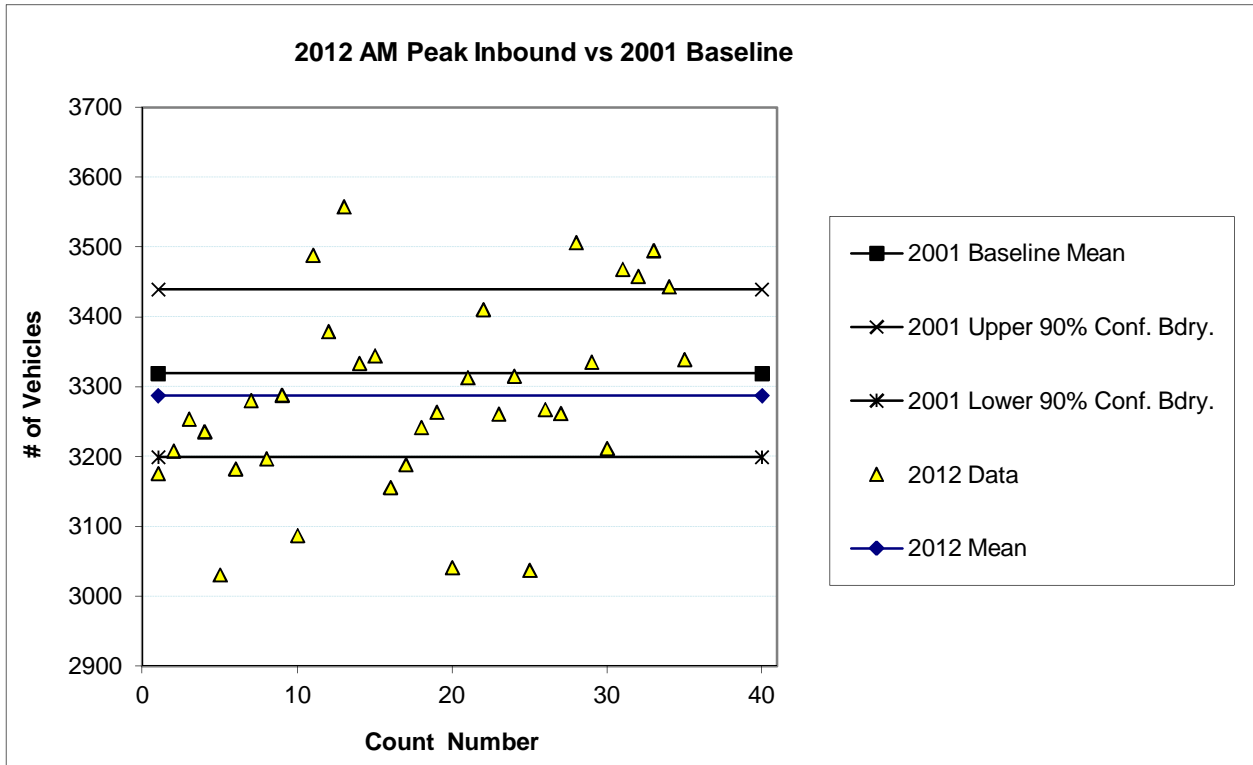
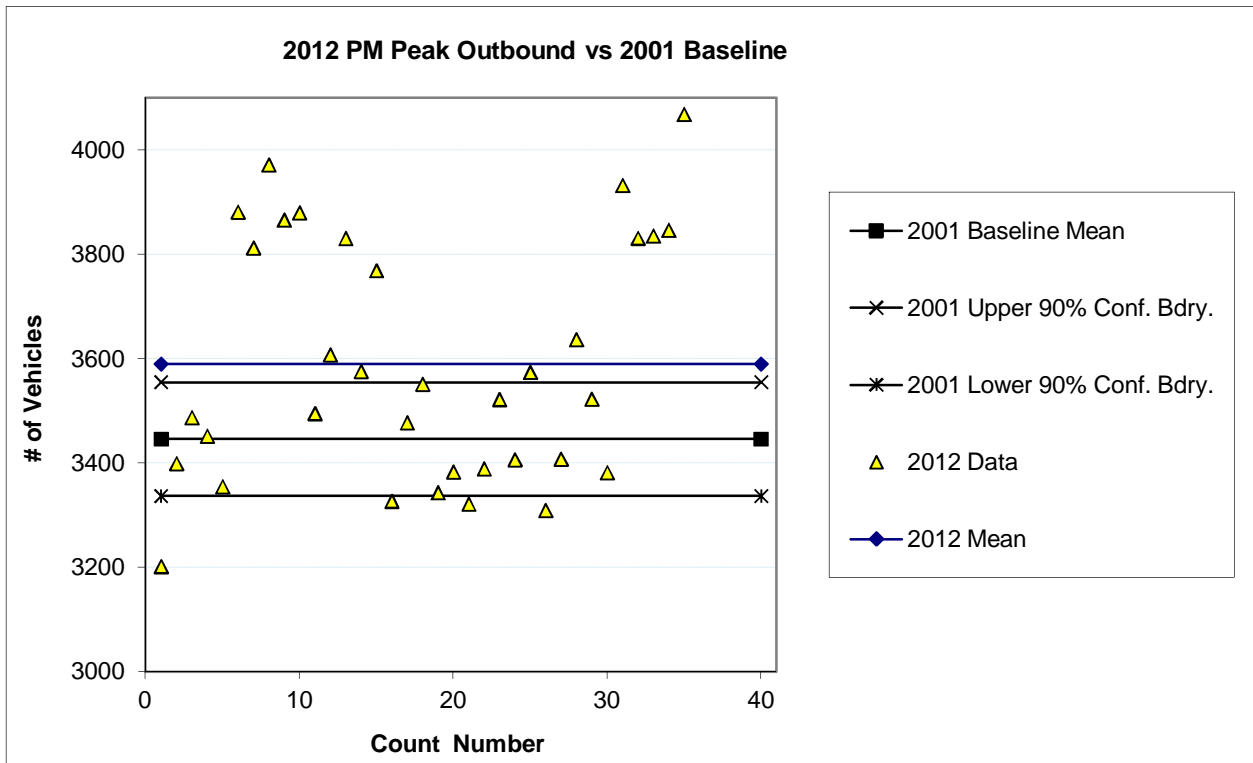


Figure 5 2012 PM Peak Outbound vs. 2001 Baseline



2012 PM PEAK HOUR TRIP CREDITS

The 2000 Stanford GUP Condition G.8 specifies that the County will recognize and “credit” Stanford off-campus trip reduction efforts within defined geographic boundaries. These credits will be applied to Stanford’s attainment of the “no net new commute trip” standard. In 2003, Stanford and the County discussed potential methodologies for providing credits to Stanford. The County developed draft guidelines, which were reviewed by the Community Resource Group, and the Planning Office approved the final guidelines on October 9, 2003. These guidelines are presented in the “Stanford Traffic Cordon Count Credit Guidelines” dated October 28, 2003.

Stanford University’s cordon count credits for 2012 are related to the increase in the number of bus trips across the cordon points and the number of passengers served outside the cordon area, but within the area outlined in the guidelines, traveling in the PM peak hour. The credits compare the level of activity in 2000 to that in 2012. An average of 36.15 peak hour non-campus riders were estimated on the Marguerite A and B lines between 5:00 p.m. and 6:00 p.m. in the base year. The average number of shuttle crossings over the cordon points in the base year was 27.00.

The boardings and alightings were counted on each Marguerite shuttle bus in 2012 using the shuttle system’s Automated Transportation Management System. Most of the credits claimed, 285.80, are for average passengers getting on the shuttle outside the cordon and traveling to one of the Caltrain stations in the area, i.e. the Palo Alto Caltrain Station, the California Caltrain Station, and the Menlo Park Caltrain Station. Marguerite system passengers traveling in the opposite direction for which 1/3 credits per trip are awarded, contribute to an average of 7.40 credits claimed. Other credits are claimed for peak hour trips outside the cordon area, including an average of 29.59 credits for Stanford Hospital employees using the U-line to reach the East Bay Express and 41.50 credits are claimed for the average number of shuttle crossings over the cordon points in the peak direction.

Based on the trip credits discussed above, there are 364.30 trip credits in 2012 [$285.80 + 7.40 + 29.59 + 41.50 = 364.29$]. The net trips credits are then calculated by subtracting the average number of non-campus riders on the shuttle system in the base year [36.15] and the base year average of shuttle crossings over the cordon points [27.00] from 364.29 to get the 2012 PM peak hour trip credit of 301.14 trips ($364.29 - 36.15 - 27.00 = 301.14$).

CONCLUSION

The 2012 AM inbound count of 3,287 vehicles is 32 vehicles lower than the baseline 2001 AM inbound count, 152 vehicles lower than the upper boundary of the 90-percent confidence interval, and 187 vehicles lower than the established one-percent trigger.

The 2012 PM outbound count totaled 3,590 vehicles, which is an increase of 144 vehicles from the baseline 2001 PM outbound count. The 2012 PM outbound count exceeds the upper boundary of the 90-percent confidence interval by 35 vehicles but one vehicle lower than the established one-percent trigger. Therefore, this increase is not significant. After applying the 301 trip credits, the PM peak outbound count is 302 trips below the one-percent trigger. Mitigation measures are required if the trigger is exceeded in two out of three consecutive years for the same peak hour.

Table 4 summarizes the comparison between the baseline 2001 counts and the 2012 monitoring counts, including the applicable PM peak hour trip credits.

Table 4 2012 Monitoring Comparison to Baseline

<u>Inbound AM:</u>	
Adjusted average 2012 count	3,287
2001 baseline	3319
Baseline-established 90% confidence interval (2001)	+/- 120
Baseline-established significant traffic increase (2001)	3,439
Baseline-established 1% increase trigger (2001)	3,474
Result (falls below the 90% confidence interval by 152 vehicles)	-152
Result (falls below the 1% increase trigger by 187 vehicles)	-187
 <u>Outbound PM:</u>	
Adjusted average 2012 count	3,590
2001 baseline	3446
Baseline-established 90% confidence interval (2001)	+/- 109
Baseline-established significant traffic increase (2001)	3,555
Baseline-established 1% increase trigger (2001)	3,591
Result (exceeds the 90% confidence interval by 35 vehicles)	+35
Result (falls below the 1% trigger by 1 vehicle)	-1
2012 trip credit	-301
Result with trip credit (falls below the 1% trigger by 302 vehicles)	-302

SUMMARY AND COMPARISON OF PREVIOUS REPORTS

INTRODUCTION

The purpose of the Stanford University Traffic Monitoring Program is to compare traffic volumes entering and exiting the Stanford Campus during the inbound AM peak and the outbound PM commute peak to a traffic baseline. This comparison is completed on an annual basis. The requirements for establishment of the traffic baseline and performing annual comparisons to the baseline are contained within the December 2000 Stanford Community Plan/General Use Permit (GUP)/Environmental Impact Report (EIR) and within the 2000 Stanford General Use Permit. Stanford is required to attain a “no net new commute trip” standard as defined in the GUP and EIR.

Condition of Approval G.7 outlines the process for establishing the baseline counts and for continuing monitoring in subsequent years. The process can be summarized as follows:

- Peak hour traffic is counted at least three times per year for a two-week period each time. The three counts shall be averaged to determine the annual traffic level.
- All counts are recorded at the 16 campus entry and exit points forming a cordon around the campus.
- License plate numbers are recorded for each entering and exiting vehicle to determine the amount of non-campus traffic.
- Cordon volumes are adjusted for parking lots within the cordon used by the hospital (these volumes are subtracted from the cordon line counts) and parking lots outside the cordon used by the university (these volumes are added to the cordon line counts).
- A peak hour is then established for the campus based on the counts, adjusted for cut through and parking lot location.

Condition of Approval G.6 defines the peak commute directions as entering the campus in the morning peak commute period and leaving the campus in the evening commute period. The peak commute period is defined as the one-hour period of time between 7 AM and 9 AM and again between 4 PM and 6 PM with the highest volume of traffic, as defined by the counts. Therefore, the two peak hours are considered to be independent events. An increase in traffic during the AM peak hour is independent from an increase in traffic during the PM peak hour. An increase in traffic for two out of three years in one peak hour would trigger the additional element of the monitoring program, even if there is no change or even a decrease in traffic in the other peak hour. Also, a significant increase during one year in the AM and a sufficient increase in the PM for the following year would not trigger additional mitigation.

The following is a summary of the Baseline report prepared in 2001 and the subsequent 11 years of monitoring from 2002 through 2012.

Traffic Baseline Report

The Traffic Baseline Report represents the first year of traffic monitoring. This report established the baseline conditions to which subsequent years are compared.

Data Collection:	Week of April 2, 2001 through week of May 14, 2001 and week of October 22, 2001 through week of October 29, 2001.																
Final Report Issued:	July 2002 and updated on October 2003.																
Findings:	<p>The following were the results of the 2001 Baseline Monitoring:</p> <p><u>Inbound AM:</u></p> <table> <tr> <td>Average Count</td> <td>3,319</td> </tr> <tr> <td>90% Confidence Interval</td> <td>+/- 120</td> </tr> <tr> <td>Significant Traffic Increase</td> <td>3,439</td> </tr> <tr> <td>1% Increase Trigger</td> <td>3,474</td> </tr> </table> <p><u>Outbound PM:</u></p> <table> <tr> <td>Average</td> <td>3,446</td> </tr> <tr> <td>90% Confidence Interval</td> <td>+/- 109</td> </tr> <tr> <td>Significant Traffic Increase</td> <td>3,555</td> </tr> <tr> <td>1% Trigger</td> <td>3,591</td> </tr> </table>	Average Count	3,319	90% Confidence Interval	+/- 120	Significant Traffic Increase	3,439	1% Increase Trigger	3,474	Average	3,446	90% Confidence Interval	+/- 109	Significant Traffic Increase	3,555	1% Trigger	3,591
Average Count	3,319																
90% Confidence Interval	+/- 120																
Significant Traffic Increase	3,439																
1% Increase Trigger	3,474																
Average	3,446																
90% Confidence Interval	+/- 109																
Significant Traffic Increase	3,555																
1% Trigger	3,591																
Conclusion	The Traffic Baseline Report established the baseline thresholds, no conclusions are drawn from this report.																

Traffic Report #1

Traffic Report #1 was the first year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 15, 2002 through week of May 20, 2002 and week of October 14, 2002 through week of October 21, 2002.																				
Final Report Issued:	July 2003																				
Final Report Revised:	October 2003																				
Findings:	<p>The following were the results of the Report #1, 2002 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">Adjusted Average 2002 Count</td> <td style="text-align: right;">3,275</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established 90% Confidence Interval (2001)</td> <td style="text-align: right;">+/- 120</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established Significant Traffic Increase (2001)</td> <td style="text-align: right;">3,439</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established 1% Increase Trigger (2001)</td> <td style="text-align: right;">3,474</td> </tr> <tr> <td style="padding-left: 20px;">Result (Falls below the 1% Trigger by 199)</td> <td style="text-align: right;">-199</td> </tr> </table> <p><u>Outbound PM:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">Adjusted Average 2002 Count</td> <td style="text-align: right;">3,586</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established 90% Confidence Interval (2001)</td> <td style="text-align: right;">+/- 109</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established Significant Traffic Increase (2001)</td> <td style="text-align: right;">3,555</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established 1% Increase Trigger (2001)</td> <td style="text-align: right;">3,591</td> </tr> <tr> <td style="padding-left: 20px;">Result (Falls below the 1% Trigger by 5 vehicles)</td> <td style="text-align: right;">-5</td> </tr> </table>	Adjusted Average 2002 Count	3,275	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 1% Trigger by 199)	-199	Adjusted Average 2002 Count	3,586	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (Falls below the 1% Trigger by 5 vehicles)	-5
Adjusted Average 2002 Count	3,275																				
Baseline-established 90% Confidence Interval (2001)	+/- 120																				
Baseline-established Significant Traffic Increase (2001)	3,439																				
Baseline-established 1% Increase Trigger (2001)	3,474																				
Result (Falls below the 1% Trigger by 199)	-199																				
Adjusted Average 2002 Count	3,586																				
Baseline-established 90% Confidence Interval (2001)	+/- 109																				
Baseline-established Significant Traffic Increase (2001)	3,555																				
Baseline-established 1% Increase Trigger (2001)	3,591																				
Result (Falls below the 1% Trigger by 5 vehicles)	-5																				
Conclusion	<p>The AM inbound adjusted average shows a decrease of 44 vehicles from the baseline, this decrease falls within the 90% confidence interval of +/- 120. The established 1% increase trigger requirement is not met and no additional mitigation is required.</p> <p>The PM inbound adjusted average shows an increase of 140 vehicles from the baseline count, this increase falls above the +90% confidence interval by 31 vehicles. This increase falls below the 1% increase trigger by 5 vehicles. Since the established 1% increased trigger requirement is not met, no additional mitigation is required. The 2002 volumes compared to 2001 baseline volumes do not constitute a statistical significant increase in either the AM or the PM peak hours and no mitigation measure is required.</p>																				

Traffic Report #2

Traffic Report #2 was the second year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 7, 2003 and week of April 21, 2003 through week of May 19, 2003; week of September 29, 2003 and week of October 20, 2003.																								
Final Report Issued:	January 2004																								
Final Report Revised:	October 2004																								
Findings:	<p>The following were the results of the Report #2, 2003 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table> <tr> <td>Adjusted Average 2003 Count</td> <td>3,413</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 120</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,439</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,474</td> </tr> <tr> <td>Result (Falls below the 90% Confidence Interval by 26)</td> <td>-26</td> </tr> <tr> <td>Result (Falls below the 1% Trigger by 61 vehicles)</td> <td>-61</td> </tr> </table> <p><u>Outbound PM:</u></p> <table> <tr> <td>Adjusted Average 2003 Count</td> <td>3,476</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 109</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,555</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,591</td> </tr> <tr> <td>Result (Falls below the 90% Confidence Interval by 79 vehicles)</td> <td>-79</td> </tr> <tr> <td>Result (Falls below the 1% Trigger by 115 vehicles)</td> <td>-115</td> </tr> </table>	Adjusted Average 2003 Count	3,413	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 90% Confidence Interval by 26)	-26	Result (Falls below the 1% Trigger by 61 vehicles)	-61	Adjusted Average 2003 Count	3,476	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (Falls below the 90% Confidence Interval by 79 vehicles)	-79	Result (Falls below the 1% Trigger by 115 vehicles)	-115
Adjusted Average 2003 Count	3,413																								
Baseline-established 90% Confidence Interval (2001)	+/- 120																								
Baseline-established Significant Traffic Increase (2001)	3,439																								
Baseline-established 1% Increase Trigger (2001)	3,474																								
Result (Falls below the 90% Confidence Interval by 26)	-26																								
Result (Falls below the 1% Trigger by 61 vehicles)	-61																								
Adjusted Average 2003 Count	3,476																								
Baseline-established 90% Confidence Interval (2001)	+/- 109																								
Baseline-established Significant Traffic Increase (2001)	3,555																								
Baseline-established 1% Increase Trigger (2001)	3,591																								
Result (Falls below the 90% Confidence Interval by 79 vehicles)	-79																								
Result (Falls below the 1% Trigger by 115 vehicles)	-115																								
Conclusion	<p>Although the AM inbound adjusted average shows an increase of 94 vehicles from the Baseline count, this increase falls within the 90% confidence interval of ± 120. Therefore, this 94-vehicle increase does not represent a significant increase in traffic during the AM peak hour and no additional mitigation is required.</p> <p>The PM peak outbound adjusted average increased by 30 vehicles from the Baseline PM counts. This increase is also not significant because it falls within the 90% confidence boundary of ± 109, no additional mitigation is required. The 2003 volumes compared to 2001 baseline volumes do not constitute a statistical significant increase in either the AM or the PM peak hours.</p>																								

Traffic Report #3

Traffic Report #3 was the third year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 12, 2004 through week of May 17, 2004 and week of September 27, 2004 through week of October 4, 2004.																												
Final Report Issued:	March 2005																												
Findings:	<p>The following were the results of the Report #3, 2004 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table data-bbox="532 583 1421 766"> <tr><td>Adjusted Average 2004 Count</td><td>3,176</td></tr> <tr><td>Baseline-established 90% Confidence Interval (2001)</td><td>+/- 120</td></tr> <tr><td>Baseline-established Significant Traffic Increase (2001)</td><td>3,439</td></tr> <tr><td>Baseline-established 1% Increase Trigger (2001)</td><td>3,474</td></tr> <tr><td>Result (Falls below the 90% Confidence Interval by 263)</td><td>-263</td></tr> <tr><td>Result (Falls below the 1% Trigger by 298 vehicles)</td><td>-298</td></tr> </table> <p><u>Outbound PM:</u></p> <table data-bbox="532 814 1421 1056"> <tr><td>Adjusted Average 2004 Count</td><td>3,642</td></tr> <tr><td>Baseline-established 90% Confidence Interval (2001)</td><td>+/- 109</td></tr> <tr><td>Baseline-established Significant Traffic Increase (2001)</td><td>3,555</td></tr> <tr><td>Baseline-established 1% Increase Trigger (2001)</td><td>3,591</td></tr> <tr><td>Result (Falls above the 90% Confidence Interval by 87 vehicles)</td><td>+87</td></tr> <tr><td>Result (Falls above the 1% Trigger by 51 vehicles)</td><td>+51</td></tr> <tr><td>2004 Trip Credit</td><td>-66</td></tr> <tr><td>Result with Trip Credit (Falls below the 1% Trigger by 15 vehicles)</td><td>-15</td></tr> </table>	Adjusted Average 2004 Count	3,176	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 90% Confidence Interval by 263)	-263	Result (Falls below the 1% Trigger by 298 vehicles)	-298	Adjusted Average 2004 Count	3,642	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (Falls above the 90% Confidence Interval by 87 vehicles)	+87	Result (Falls above the 1% Trigger by 51 vehicles)	+51	2004 Trip Credit	-66	Result with Trip Credit (Falls below the 1% Trigger by 15 vehicles)	-15
Adjusted Average 2004 Count	3,176																												
Baseline-established 90% Confidence Interval (2001)	+/- 120																												
Baseline-established Significant Traffic Increase (2001)	3,439																												
Baseline-established 1% Increase Trigger (2001)	3,474																												
Result (Falls below the 90% Confidence Interval by 263)	-263																												
Result (Falls below the 1% Trigger by 298 vehicles)	-298																												
Adjusted Average 2004 Count	3,642																												
Baseline-established 90% Confidence Interval (2001)	+/- 109																												
Baseline-established Significant Traffic Increase (2001)	3,555																												
Baseline-established 1% Increase Trigger (2001)	3,591																												
Result (Falls above the 90% Confidence Interval by 87 vehicles)	+87																												
Result (Falls above the 1% Trigger by 51 vehicles)	+51																												
2004 Trip Credit	-66																												
Result with Trip Credit (Falls below the 1% Trigger by 15 vehicles)	-15																												
Conclusion:	<p>The AM inbound adjusted average shows a decrease of 143 vehicles from the Baseline, this decrease falls below the +90% confidence interval by 263. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p> <p>The PM peak outbound adjusted average increased by 196 vehicles from the Baseline counts. This increase is above the +90% confidence interval by 87 vehicles. This increase is significant because it falls above the 1% increase trigger by 51 vehicles. However, after applying 66 trip credits the PM peak outbound traffic was within the 1% trigger, therefore, no additional mitigation is required.</p>																												

Traffic Report #4

Traffic Report #4 was the fourth year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 4, 2005 through week of May 9, 2005 and week of September 26, 2005 through week of October 3, 2005.																												
Final Report Issued:	May 2006																												
Findings:	<p>The following were the results of the Report #4, 2005 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table> <tr> <td>Adjusted Average 2005 Count</td> <td>3,383</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 120</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,439</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,474</td> </tr> <tr> <td>Result (Falls below the 90% Confidence Interval by 56)</td> <td>-56</td> </tr> <tr> <td>Result (Falls below the 1% Trigger by 91 vehicles)</td> <td>-91</td> </tr> </table> <p><u>Outbound PM:</u></p> <table> <tr> <td>Adjusted Average 2005 Count (Including 2 modifications)</td> <td>3,735</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 109</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,555</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,591</td> </tr> <tr> <td>Result (falls above the 90% confidence Interval by 180 vehicles)</td> <td>+180</td> </tr> <tr> <td>Result (falls above the 1% trigger by 144 vehicles)</td> <td>+144</td> </tr> <tr> <td>2005 trip credit</td> <td>-174</td> </tr> <tr> <td>Result with trip credit (falls below the 1 % trigger by 30 vehicles)</td> <td>-30</td> </tr> </table>	Adjusted Average 2005 Count	3,383	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 90% Confidence Interval by 56)	-56	Result (Falls below the 1% Trigger by 91 vehicles)	-91	Adjusted Average 2005 Count (Including 2 modifications)	3,735	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (falls above the 90% confidence Interval by 180 vehicles)	+180	Result (falls above the 1% trigger by 144 vehicles)	+144	2005 trip credit	-174	Result with trip credit (falls below the 1 % trigger by 30 vehicles)	-30
Adjusted Average 2005 Count	3,383																												
Baseline-established 90% Confidence Interval (2001)	+/- 120																												
Baseline-established Significant Traffic Increase (2001)	3,439																												
Baseline-established 1% Increase Trigger (2001)	3,474																												
Result (Falls below the 90% Confidence Interval by 56)	-56																												
Result (Falls below the 1% Trigger by 91 vehicles)	-91																												
Adjusted Average 2005 Count (Including 2 modifications)	3,735																												
Baseline-established 90% Confidence Interval (2001)	+/- 109																												
Baseline-established Significant Traffic Increase (2001)	3,555																												
Baseline-established 1% Increase Trigger (2001)	3,591																												
Result (falls above the 90% confidence Interval by 180 vehicles)	+180																												
Result (falls above the 1% trigger by 144 vehicles)	+144																												
2005 trip credit	-174																												
Result with trip credit (falls below the 1 % trigger by 30 vehicles)	-30																												
Conclusion:	<p>The AM inbound adjusted average shows an increase of 64 vehicles from the Baseline, this increase falls below the + 90% confidence interval by 56. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p> <p>The PM peak outbound adjusted average increased by 289 vehicles from the Baseline counts. This increase is above the +90% confidence interval by 180 vehicles. This increase is significant because it falls above the 1% increase trigger by 144 vehicles. However, after applying 174 trip credits the PM peak hour outbound traffic was within the 1% trigger, therefore, no additional mitigation is required.</p>																												

Traffic Report #5

Traffic Report #5 was the fifth year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 17, 2006 through week of May 22, 2006 and weeks of October 16, 2006 and October 23, 2006.																								
Final Report Issued:	November 2006																								
Findings:	<p>The following were the results of the Report #5, 2006 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table data-bbox="532 558 1421 743"> <tr> <td>Adjusted Average 2006 Count</td> <td>3,048</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 120</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,439</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,474</td> </tr> <tr> <td>Result (Falls below the 90% Confidence Interval by 391)</td> <td>-391</td> </tr> <tr> <td>Result (Falls below the 1% Trigger by 426 vehicles)</td> <td>-426</td> </tr> </table> <p><u>Outbound PM:</u></p> <table data-bbox="532 779 1421 963"> <tr> <td>Adjusted Average 2006 Count</td> <td>3,427</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 109</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,555</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,591</td> </tr> <tr> <td>Result (falls below the 90% confidence Interval by 128 vehicles)</td> <td>-128</td> </tr> <tr> <td>Result (falls below the 1% trigger by 164 vehicles)</td> <td>-164</td> </tr> </table>	Adjusted Average 2006 Count	3,048	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 90% Confidence Interval by 391)	-391	Result (Falls below the 1% Trigger by 426 vehicles)	-426	Adjusted Average 2006 Count	3,427	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (falls below the 90% confidence Interval by 128 vehicles)	-128	Result (falls below the 1% trigger by 164 vehicles)	-164
Adjusted Average 2006 Count	3,048																								
Baseline-established 90% Confidence Interval (2001)	+/- 120																								
Baseline-established Significant Traffic Increase (2001)	3,439																								
Baseline-established 1% Increase Trigger (2001)	3,474																								
Result (Falls below the 90% Confidence Interval by 391)	-391																								
Result (Falls below the 1% Trigger by 426 vehicles)	-426																								
Adjusted Average 2006 Count	3,427																								
Baseline-established 90% Confidence Interval (2001)	+/- 109																								
Baseline-established Significant Traffic Increase (2001)	3,555																								
Baseline-established 1% Increase Trigger (2001)	3,591																								
Result (falls below the 90% confidence Interval by 128 vehicles)	-128																								
Result (falls below the 1% trigger by 164 vehicles)	-164																								
Conclusion:	<p>The AM inbound adjusted average shows a decrease of 271 vehicles from the Baseline, this decrease falls below the +90% confidence interval by 391 vehicles. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p> <p>The PM peak outbound adjusted average decreased by 19 vehicles from the Baseline counts. This decrease is below the +90% confidence interval by 128 vehicles. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p>																								

Traffic Report #6

Traffic Report #6 was the sixth year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 9, 2007 through week of May 14, 2007 and weeks of October 15, 2007 and October 22, 2007.																								
Final Report Issued:	November 2007																								
Findings:	<p>The following were the results of the Report #6, 2007 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table> <tr> <td>Adjusted Average 2007 Count</td> <td>3,058</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 120</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,439</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,474</td> </tr> <tr> <td>Result (Falls below the 90% Confidence Interval by 381)</td> <td>-381</td> </tr> <tr> <td>Result (Falls below the 1% Trigger by 416 vehicles)</td> <td>-416</td> </tr> </table> <p><u>Outbound PM:</u></p> <table> <tr> <td>Adjusted Average 2007 Count</td> <td>3,494</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 109</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,555</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,591</td> </tr> <tr> <td>Result (falls below the 90% confidence Interval by 61 vehicles)</td> <td>-61</td> </tr> <tr> <td>Result (falls below the 1% trigger by 97 vehicles)</td> <td>-97</td> </tr> </table>	Adjusted Average 2007 Count	3,058	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 90% Confidence Interval by 381)	-381	Result (Falls below the 1% Trigger by 416 vehicles)	-416	Adjusted Average 2007 Count	3,494	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (falls below the 90% confidence Interval by 61 vehicles)	-61	Result (falls below the 1% trigger by 97 vehicles)	-97
Adjusted Average 2007 Count	3,058																								
Baseline-established 90% Confidence Interval (2001)	+/- 120																								
Baseline-established Significant Traffic Increase (2001)	3,439																								
Baseline-established 1% Increase Trigger (2001)	3,474																								
Result (Falls below the 90% Confidence Interval by 381)	-381																								
Result (Falls below the 1% Trigger by 416 vehicles)	-416																								
Adjusted Average 2007 Count	3,494																								
Baseline-established 90% Confidence Interval (2001)	+/- 109																								
Baseline-established Significant Traffic Increase (2001)	3,555																								
Baseline-established 1% Increase Trigger (2001)	3,591																								
Result (falls below the 90% confidence Interval by 61 vehicles)	-61																								
Result (falls below the 1% trigger by 97 vehicles)	-97																								
Conclusion:	<p>The AM inbound adjusted average shows a decrease of 261 vehicles from the Baseline, this decrease falls below the +90% confidence interval by 381 vehicles. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p> <p>The PM peak outbound adjusted average increased by 48 vehicles from the Baseline counts. This increase is below the +90% confidence interval by 61 vehicles. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p>																								

Traffic Report #7

Traffic Report #7 was the seventh year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 7, 2008 through week of May 12, 2008 and weeks of October 13, 2008 and October 20, 2008.																								
Final Report Issued:	December 2008																								
Findings:	<p>The following were the results of the Report #7, 2008 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table> <tr> <td>Adjusted Average 2008 Count</td> <td>3,020</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 120</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,439</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,474</td> </tr> <tr> <td>Result (Falls below the 90% Confidence Interval by 419)</td> <td>-419</td> </tr> <tr> <td>Result (Falls below the 1% Trigger by 454 vehicles)</td> <td>-454</td> </tr> </table> <p><u>Outbound PM:</u></p> <table> <tr> <td>Adjusted Average 2008 Count</td> <td>3,460</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 109</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,555</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,591</td> </tr> <tr> <td>Result (falls below the 90% confidence Interval by 95 vehicles)</td> <td>-95</td> </tr> <tr> <td>Result (falls below the 1% trigger by 131 vehicles)</td> <td>-131</td> </tr> </table>	Adjusted Average 2008 Count	3,020	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 90% Confidence Interval by 419)	-419	Result (Falls below the 1% Trigger by 454 vehicles)	-454	Adjusted Average 2008 Count	3,460	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (falls below the 90% confidence Interval by 95 vehicles)	-95	Result (falls below the 1% trigger by 131 vehicles)	-131
Adjusted Average 2008 Count	3,020																								
Baseline-established 90% Confidence Interval (2001)	+/- 120																								
Baseline-established Significant Traffic Increase (2001)	3,439																								
Baseline-established 1% Increase Trigger (2001)	3,474																								
Result (Falls below the 90% Confidence Interval by 419)	-419																								
Result (Falls below the 1% Trigger by 454 vehicles)	-454																								
Adjusted Average 2008 Count	3,460																								
Baseline-established 90% Confidence Interval (2001)	+/- 109																								
Baseline-established Significant Traffic Increase (2001)	3,555																								
Baseline-established 1% Increase Trigger (2001)	3,591																								
Result (falls below the 90% confidence Interval by 95 vehicles)	-95																								
Result (falls below the 1% trigger by 131 vehicles)	-131																								
Conclusion:	<p>The AM inbound adjusted average shows a decrease of 299 vehicles from the Baseline, this decrease falls below the +90% confidence interval by 419 vehicles. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p> <p>The PM peak outbound adjusted average increased by 14 vehicles from the Baseline counts. This increase is below the +90% confidence interval by 95 vehicles. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p>																								

Traffic Report #8

Traffic Report #8 was the eight year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 13, 2009 through week May 18, 2009 and weeks of October 5, 2009 and October 12, 2009.																								
Final Report Issued:	November 2009																								
Findings:	<p>The following were the results of the Report #8, 2009 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">Adjusted Average 2009 Count</td> <td style="text-align: right;">2,840</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established 90% Confidence Interval (2001)</td> <td style="text-align: right;">+/- 120</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established Significant Traffic Increase (2001)</td> <td style="text-align: right;">3,439</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established 1% Increase Trigger (2001)</td> <td style="text-align: right;">3,474</td> </tr> <tr> <td style="padding-left: 20px;">Result (Falls below the 90% Confidence Interval by 599)</td> <td style="text-align: right;">-599</td> </tr> <tr> <td style="padding-left: 20px;">Result (Falls below the 1% Trigger by 634 vehicles)</td> <td style="text-align: right;">-634</td> </tr> </table> <p><u>Outbound PM:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">Adjusted Average 2009 Count</td> <td style="text-align: right;">3,227</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established 90% Confidence Interval (2001)</td> <td style="text-align: right;">+/- 109</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established Significant Traffic Increase (2001)</td> <td style="text-align: right;">3,555</td> </tr> <tr> <td style="padding-left: 20px;">Baseline-established 1% Increase Trigger (2001)</td> <td style="text-align: right;">3,591</td> </tr> <tr> <td style="padding-left: 20px;">Result (falls below the 90% confidence Interval by 328 vehicles)</td> <td style="text-align: right;">-328</td> </tr> <tr> <td style="padding-left: 20px;">Result (falls below the 1% trigger by 364 vehicles)</td> <td style="text-align: right;">-364</td> </tr> </table>	Adjusted Average 2009 Count	2,840	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 90% Confidence Interval by 599)	-599	Result (Falls below the 1% Trigger by 634 vehicles)	-634	Adjusted Average 2009 Count	3,227	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (falls below the 90% confidence Interval by 328 vehicles)	-328	Result (falls below the 1% trigger by 364 vehicles)	-364
Adjusted Average 2009 Count	2,840																								
Baseline-established 90% Confidence Interval (2001)	+/- 120																								
Baseline-established Significant Traffic Increase (2001)	3,439																								
Baseline-established 1% Increase Trigger (2001)	3,474																								
Result (Falls below the 90% Confidence Interval by 599)	-599																								
Result (Falls below the 1% Trigger by 634 vehicles)	-634																								
Adjusted Average 2009 Count	3,227																								
Baseline-established 90% Confidence Interval (2001)	+/- 109																								
Baseline-established Significant Traffic Increase (2001)	3,555																								
Baseline-established 1% Increase Trigger (2001)	3,591																								
Result (falls below the 90% confidence Interval by 328 vehicles)	-328																								
Result (falls below the 1% trigger by 364 vehicles)	-364																								
Conclusion:	<p>The AM inbound adjusted average shows a decrease of 479 vehicles from the Baseline, this decrease falls below the +90% confidence interval by 599 vehicles. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p> <p>The PM peak outbound adjusted average decreases by 219 vehicles from the Baseline counts. This decrease is below the +90% confidence interval by 328 vehicles. The established 1% increase trigger requirement is not met, no additional mitigation is required.</p>																								

Traffic Report #9

Traffic Report #9 was the ninth year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 5, 2010 through week of May 10, 2010 and weeks of October 25, 2010 and November 1, 2010.																								
Final Report Issued:	December 2010																								
Findings:	<p>The following were the results of the Report #9, 2010 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table> <tr> <td>Adjusted Average 2010 Count</td> <td>2,921</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 120</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,439</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,474</td> </tr> <tr> <td>Result (Falls below the 90% Confidence Interval by 518)</td> <td>-518</td> </tr> <tr> <td>Result (Falls below the 1% Trigger by 553 vehicles)</td> <td>-553</td> </tr> </table> <p><u>Outbound PM:</u></p> <table> <tr> <td>Adjusted Average 2010 Count</td> <td>3,459</td> </tr> <tr> <td>Baseline-established 90% Confidence Interval (2001)</td> <td>+/- 109</td> </tr> <tr> <td>Baseline-established Significant Traffic Increase (2001)</td> <td>3,555</td> </tr> <tr> <td>Baseline-established 1% Increase Trigger (2001)</td> <td>3,591</td> </tr> <tr> <td>Result (falls below the 90% confidence Interval by 96 vehicles)</td> <td>-96</td> </tr> <tr> <td>Result (falls below the 1% trigger by 132 vehicles)</td> <td>-132</td> </tr> </table>	Adjusted Average 2010 Count	2,921	Baseline-established 90% Confidence Interval (2001)	+/- 120	Baseline-established Significant Traffic Increase (2001)	3,439	Baseline-established 1% Increase Trigger (2001)	3,474	Result (Falls below the 90% Confidence Interval by 518)	-518	Result (Falls below the 1% Trigger by 553 vehicles)	-553	Adjusted Average 2010 Count	3,459	Baseline-established 90% Confidence Interval (2001)	+/- 109	Baseline-established Significant Traffic Increase (2001)	3,555	Baseline-established 1% Increase Trigger (2001)	3,591	Result (falls below the 90% confidence Interval by 96 vehicles)	-96	Result (falls below the 1% trigger by 132 vehicles)	-132
Adjusted Average 2010 Count	2,921																								
Baseline-established 90% Confidence Interval (2001)	+/- 120																								
Baseline-established Significant Traffic Increase (2001)	3,439																								
Baseline-established 1% Increase Trigger (2001)	3,474																								
Result (Falls below the 90% Confidence Interval by 518)	-518																								
Result (Falls below the 1% Trigger by 553 vehicles)	-553																								
Adjusted Average 2010 Count	3,459																								
Baseline-established 90% Confidence Interval (2001)	+/- 109																								
Baseline-established Significant Traffic Increase (2001)	3,555																								
Baseline-established 1% Increase Trigger (2001)	3,591																								
Result (falls below the 90% confidence Interval by 96 vehicles)	-96																								
Result (falls below the 1% trigger by 132 vehicles)	-132																								
Conclusion:	<p>The AM inbound adjusted average shows a decrease of 398 vehicles from the Baseline, this decrease falls below the +90% confidence interval by 518 vehicles. The established 1% increase trigger requirement is not met, no mitigation is required.</p> <p>The PM peak outbound adjusted average increases by 13 vehicles from the Baseline counts. This increase is below the +90% confidence interval by 96 vehicles. The established 1% increase trigger requirement is not met, no mitigation is required.</p>																								

Traffic Report #10

Traffic Report #10 is the tenth year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 18, 2011 through week of May 23, 2011 and weeks of October 24, 2011 and October 31, 2011.																																
Final Report Issued:	February 2012																																
Findings:	<p>The following were the results of the Report #10, 2011 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table> <tr> <td>Adjusted average 2011 count</td> <td>3,081</td> </tr> <tr> <td>2001 baseline</td> <td>3319</td> </tr> <tr> <td>Baseline-established 90% confidence interval (2001)</td> <td>+/- 120</td> </tr> <tr> <td>Baseline-established significant traffic increase (2001)</td> <td>3,439</td> </tr> <tr> <td>Baseline-established 1% increase trigger (2001)</td> <td>3,474</td> </tr> <tr> <td>Result (falls below the 90% confidence interval by 401 vehicles)</td> <td>-358</td> </tr> <tr> <td>Result (falls below the 1% increase trigger by 436 vehicles)</td> <td>-393</td> </tr> </table> <p><u>Outbound PM:</u></p> <table> <tr> <td>Adjusted average 2011 count</td> <td>3,743</td> </tr> <tr> <td>2001 baseline</td> <td>3446</td> </tr> <tr> <td>Baseline-established 90% confidence interval (2001)</td> <td>+/- 109</td> </tr> <tr> <td>Baseline-established significant traffic increase (2001)</td> <td>3,555</td> </tr> <tr> <td>Baseline-established 1% increase trigger (2001)</td> <td>3,591</td> </tr> <tr> <td>Result (exceeds the 90% confidence interval by 168 vehicles)</td> <td>+188</td> </tr> <tr> <td>Result (exceeds the 1% trigger by 132 vehicles)</td> <td>+152</td> </tr> <tr> <td>2011 trip credit</td> <td>-203</td> </tr> <tr> <td>Result with trip credit (falls below the 1% trigger by 51 vehicles)</td> <td>-51</td> </tr> </table>	Adjusted average 2011 count	3,081	2001 baseline	3319	Baseline-established 90% confidence interval (2001)	+/- 120	Baseline-established significant traffic increase (2001)	3,439	Baseline-established 1% increase trigger (2001)	3,474	Result (falls below the 90% confidence interval by 401 vehicles)	-358	Result (falls below the 1% increase trigger by 436 vehicles)	-393	Adjusted average 2011 count	3,743	2001 baseline	3446	Baseline-established 90% confidence interval (2001)	+/- 109	Baseline-established significant traffic increase (2001)	3,555	Baseline-established 1% increase trigger (2001)	3,591	Result (exceeds the 90% confidence interval by 168 vehicles)	+188	Result (exceeds the 1% trigger by 132 vehicles)	+152	2011 trip credit	-203	Result with trip credit (falls below the 1% trigger by 51 vehicles)	-51
Adjusted average 2011 count	3,081																																
2001 baseline	3319																																
Baseline-established 90% confidence interval (2001)	+/- 120																																
Baseline-established significant traffic increase (2001)	3,439																																
Baseline-established 1% increase trigger (2001)	3,474																																
Result (falls below the 90% confidence interval by 401 vehicles)	-358																																
Result (falls below the 1% increase trigger by 436 vehicles)	-393																																
Adjusted average 2011 count	3,743																																
2001 baseline	3446																																
Baseline-established 90% confidence interval (2001)	+/- 109																																
Baseline-established significant traffic increase (2001)	3,555																																
Baseline-established 1% increase trigger (2001)	3,591																																
Result (exceeds the 90% confidence interval by 168 vehicles)	+188																																
Result (exceeds the 1% trigger by 132 vehicles)	+152																																
2011 trip credit	-203																																
Result with trip credit (falls below the 1% trigger by 51 vehicles)	-51																																
Conclusion:	<p>The AM peak inbound adjusted average shows a decrease of 238 vehicles from the 2001 baseline counts. This decrease falls below the +90% confidence interval by 358 vehicles. The established 1% increase trigger requirement is not met. No mitigation is required.</p> <p>The PM peak outbound adjusted average increases by 297 vehicles from the 2001 baseline counts. This increase is above the +90% confidence interval by 188 vehicles. This increase is significant since it falls above the 1% increase trigger by 152 vehicles. However, after applying 203 trip credits, the PM peak hour outbound traffic is 51 trips below the 1% trigger and no additional mitigation is required.</p>																																

Traffic Report #11

Traffic Report #11 is the eleventh year of monitoring compared back to the Traffic Baseline Report.

Data Collection:	Week of April 9, 2012 through week of October 29, 2012																																
Final Report Issued:																																	
Findings:	<p>The following were the results of the Report #11, 2012 Traffic Monitoring:</p> <p><u>Inbound AM:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding-left: 20px;">Adjusted average 2012 count</td><td style="text-align: right;">3,287</td></tr> <tr><td style="padding-left: 20px;">2001 baseline</td><td style="text-align: right;">3319</td></tr> <tr><td style="padding-left: 20px;">Baseline-established 90% confidence interval (2001)</td><td style="text-align: right;">+/- 120</td></tr> <tr><td style="padding-left: 20px;">Baseline-established significant traffic increase (2001)</td><td style="text-align: right;">3,439</td></tr> <tr><td style="padding-left: 20px;">Baseline-established 1% increase trigger (2001)</td><td style="text-align: right;">3,474</td></tr> <tr><td style="padding-left: 20px;">Result (falls below the 90% confidence interval by 152 vehicles)</td><td style="text-align: right;">-152</td></tr> <tr><td style="padding-left: 20px;">Result (falls below the 1% increase trigger by 187 vehicles)</td><td style="text-align: right;">-187</td></tr> </table> <p><u>Outbound PM:</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding-left: 20px;">Adjusted average 2012 count</td><td style="text-align: right;">3,590</td></tr> <tr><td style="padding-left: 20px;">2001 baseline</td><td style="text-align: right;">3446</td></tr> <tr><td style="padding-left: 20px;">Baseline-established 90% confidence interval (2001)</td><td style="text-align: right;">+/- 109</td></tr> <tr><td style="padding-left: 20px;">Baseline-established significant traffic increase (2001)</td><td style="text-align: right;">3,555</td></tr> <tr><td style="padding-left: 20px;">Baseline-established 1% increase trigger (2001)</td><td style="text-align: right;">3,591</td></tr> <tr><td style="padding-left: 20px;">Result (exceeds the 90% confidence interval by 35 vehicles)</td><td style="text-align: right;">+35</td></tr> <tr><td style="padding-left: 20px;">Result (falls below the 1% trigger by 1 vehicles)</td><td style="text-align: right;">-1</td></tr> <tr><td style="padding-left: 20px;">2012 trip credit</td><td style="text-align: right;">-301</td></tr> <tr><td style="padding-left: 20px;">Result with trip credit (falls below the 1% trigger by 51 vehicles)</td><td style="text-align: right;">-302</td></tr> </table>	Adjusted average 2012 count	3,287	2001 baseline	3319	Baseline-established 90% confidence interval (2001)	+/- 120	Baseline-established significant traffic increase (2001)	3,439	Baseline-established 1% increase trigger (2001)	3,474	Result (falls below the 90% confidence interval by 152 vehicles)	-152	Result (falls below the 1% increase trigger by 187 vehicles)	-187	Adjusted average 2012 count	3,590	2001 baseline	3446	Baseline-established 90% confidence interval (2001)	+/- 109	Baseline-established significant traffic increase (2001)	3,555	Baseline-established 1% increase trigger (2001)	3,591	Result (exceeds the 90% confidence interval by 35 vehicles)	+35	Result (falls below the 1% trigger by 1 vehicles)	-1	2012 trip credit	-301	Result with trip credit (falls below the 1% trigger by 51 vehicles)	-302
Adjusted average 2012 count	3,287																																
2001 baseline	3319																																
Baseline-established 90% confidence interval (2001)	+/- 120																																
Baseline-established significant traffic increase (2001)	3,439																																
Baseline-established 1% increase trigger (2001)	3,474																																
Result (falls below the 90% confidence interval by 152 vehicles)	-152																																
Result (falls below the 1% increase trigger by 187 vehicles)	-187																																
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2001 baseline	3446																																
Baseline-established 90% confidence interval (2001)	+/- 109																																
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Baseline-established 1% increase trigger (2001)	3,591																																
Result (exceeds the 90% confidence interval by 35 vehicles)	+35																																
Result (falls below the 1% trigger by 1 vehicles)	-1																																
2012 trip credit	-301																																
Result with trip credit (falls below the 1% trigger by 51 vehicles)	-302																																
Conclusion:	<p>The AM peak inbound adjusted average shows a decrease of 32 vehicles from the 2001 baseline counts. This decrease falls below the +90% confidence interval by 152 vehicles. The established 1% increase trigger requirement is not met. No mitigation is required.</p> <p>The PM peak outbound adjusted average increases by 144 vehicles from the 2001 baseline counts. This increase is above the +90% confidence interval by 35 vehicles and below the 1% increase trigger by 1 vehicle. Since the established 1% increase trigger requirement is not met, no mitigation is required. After applying 301 trip credits, the PM peak hour outbound traffic is 302 trips below the 1% trigger.</p>																																