Stanford University Draft Community Plan and General Use Permit Application

Draft Environmental Impact Report Volume II - Appendices

June 23, 2000

DRAFT
ENVIRONMENTAL IMPACT REPORT
VOLUME II - APPENDICES

STANFORD UNIVERSITY DRAFT COMMUNITY PLAN AND GENERAL USE PERMIT APPLICATION

STATE CLEARING HOUSE NUMBER 1999112107

PREPARED FOR:
SANTA CLARA COUNTY
DEPARTMENT OF PLANNING AND DEVELOPMENT

PREPARED BY:
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JUNE 23, 2000

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APPENDIX A

NOTICE OF PREPARATION (NOP)
AND
NOP COMMENTS

County of Santa Clara, California ✱ Planning Office ✱ Development Review Section
County Government Center, 7th Floor, East Wing
70 West Hedding Street, San Jose, CA 95110
Telephone: 408/299-2454

Notice of Preparation

To: Responsible/Trustee Agency and Interested Parties
From: Santa Clara County Planning Office

Subject: Notice of Preparation of a Draft Environmental Impact Report

Project Title	**File Number**
Stanford University Community Plan/General Use Permit Application	7165-07-81-99GP-99P-99EIR
Project Proponent	**APN(s)**
Stanford University	142-04 to 16, 19, 21, 22, 25, 26

Project Location

Northern Santa Clara County. South side of El Camino Real between Sand Hill Road/Alpine Road and Page Mill Road/Hill View Avenue.

Project Description

Santa Clara County and Stanford University are preparing a Community Plan (CP) and General Use Permit (GUP) application that will address future development for 4,107 acres of University land located in unincorporated Santa Clara County. A General Use Permit has governed development on Stanford's central campus and foothill areas for over 30 years; the Community Plan is a new tool that will state policies for campus growth. The purpose of the Community Plan is to create a policy framework that will guide both Stanford and the County in their land use decision making, and that will provide the public with a better understanding of Stanford's future use of land. The land use activities permitted through the proposed GUP will be in accordance with land use policies for the seven land use designations defined by the Draft Stanford Community Plan. These designations include Academic Campus, Open Space and Academic Reserve, Special Conservation, Campus Residential — Low Density, Campus Residential — Moderate Density, Campus Open Space, and Public School. As part of the General Use Permit application, Stanford University proposes to:

- Construct new academic facilities totaling approximately 2,035,000 gross square feet, which includes academic, academic support, student activity, cultural and athletic facilities.
- Build 2,000 housing units for graduate and undergraduate students.
- Build 350 housing units for hospital residents and postgraduate fellows.
- Build between 313 and 687 housing units for designated faculty and staff, based on low-density (1-8 units/acre) and moderate-density (8-15 units/acre) zoning on specific sites identified in the CP Housing Element.
- Construct approximately 3,095 additional parking spaces (1,850 for student/hospital resident/postgraduate fellows residential use and 1,245 for non-residential uses, including spaces associated with cultural and athletic facilities).
- Construct associated utilities, roads, bikeways, landscaping, and other requisite infrastructure.

The proposed timeframe for the GUP is 10 years. The proposed facilities will occur on vacant and redeveloped sites as indicated on the Development Districts map and the Development Projections tables (see attached detailed project description/mapping). All facilities will be located in the Academic Campus and two Campus Residential land use designations within the Academic Growth Boundary.

Attachment:
Project Description and EIR Scope of Work

County of Santa Clara, California * Planning Office * Development Review Section
County Government Center, 7th Floor, East Wing
70 West Hedding Street, San Jose, CA 95110
Telephone: 408/299-2454

Santa Clara County will be the Lead Agency and will prepare an Environmental Impact Report for the project identified above. In connection with the proposed project, we need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities.

Due to Time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

A Scoping Meeting will be held to receive comments on this Notice of Preparation at the following time and location:

Wednesday, December 15, 6:30 p.m.
Palo Alto Arts Center
1313 Newell Road, Palo Alto

Please send your response to Sarah Jones, Planner III (contact person) at the County Planning Office. We will need to know the name of a contact person in your agency.

Prepared by:
Sarah Jones, Planner III

Sarah Jones
Signature

11/29/99
Date

Attachment:
Project Description and EIR Scope of Work

PROJECT DESCRIPTION AND EIR SCOPE OF WORK

for the

STANFORD UNIVERSITY

COMMUNITY PLAN/GENERAL USE PERMIT

Prepared for

Santa Clara County Planning Office
County Government Center, 7th Floor, East Wing
70 West Hedding Street
San Jose, CA 95110

Prepared by

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November 1999

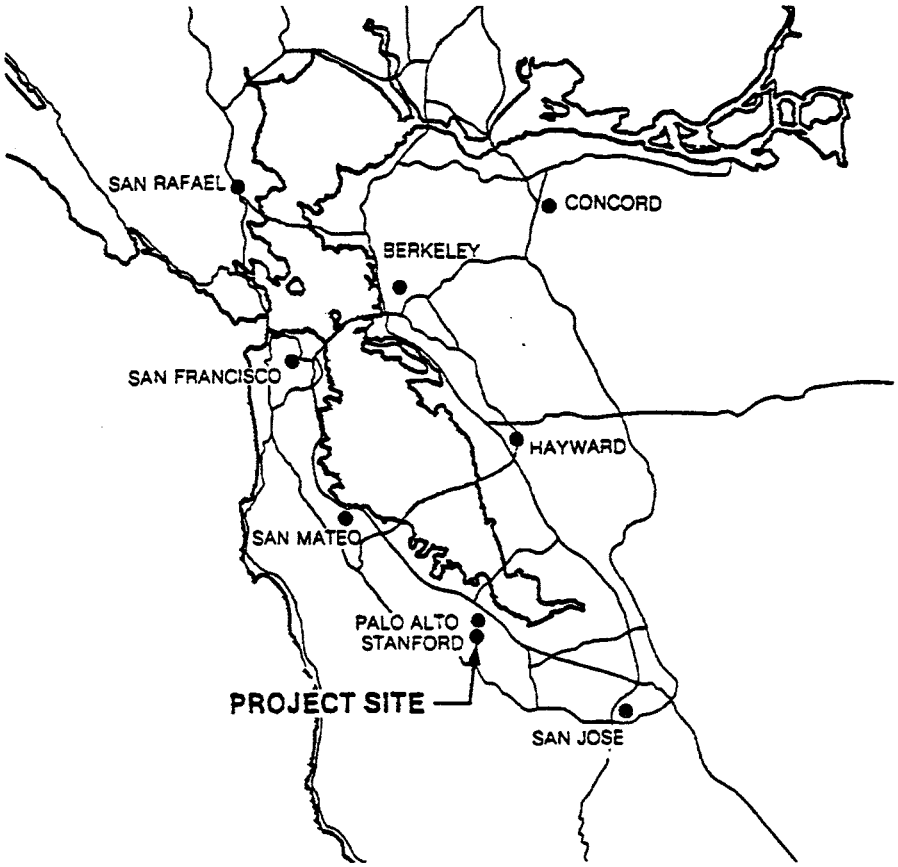
STANFORD UNIVERSITY CP/GUP PROJECT DESCRIPTION

LOCATION

Stanford University is located in Santa Clara and San Mateo counties approximately 35 miles south of San Francisco and 20 miles north of San Jose, CA (see map below and Figure 1).

The Draft Community Plan (CP) and General Use Permit (GUP) application (November 15, 1999) apply to Stanford lands located within unincorporated Santa Clara County, CA (approximately 4,017 acres). Other Stanford lands, including those within San Mateo County, Menlo Park, Palo Alto, Portola Valley and Woodside, are not a part of the CP or GUP application (see Figure 2).

The CP boundary generally includes Stanford lands located on the south side of El Camino Real between Sand Hill Road/Alpine Road and Page Mill Road/Hill View Avenue. This boundary includes the core campus area (north of Junipero Serra Blvd.) and large portions of the Stanford foothills (south of Junipero Serra Blvd.).



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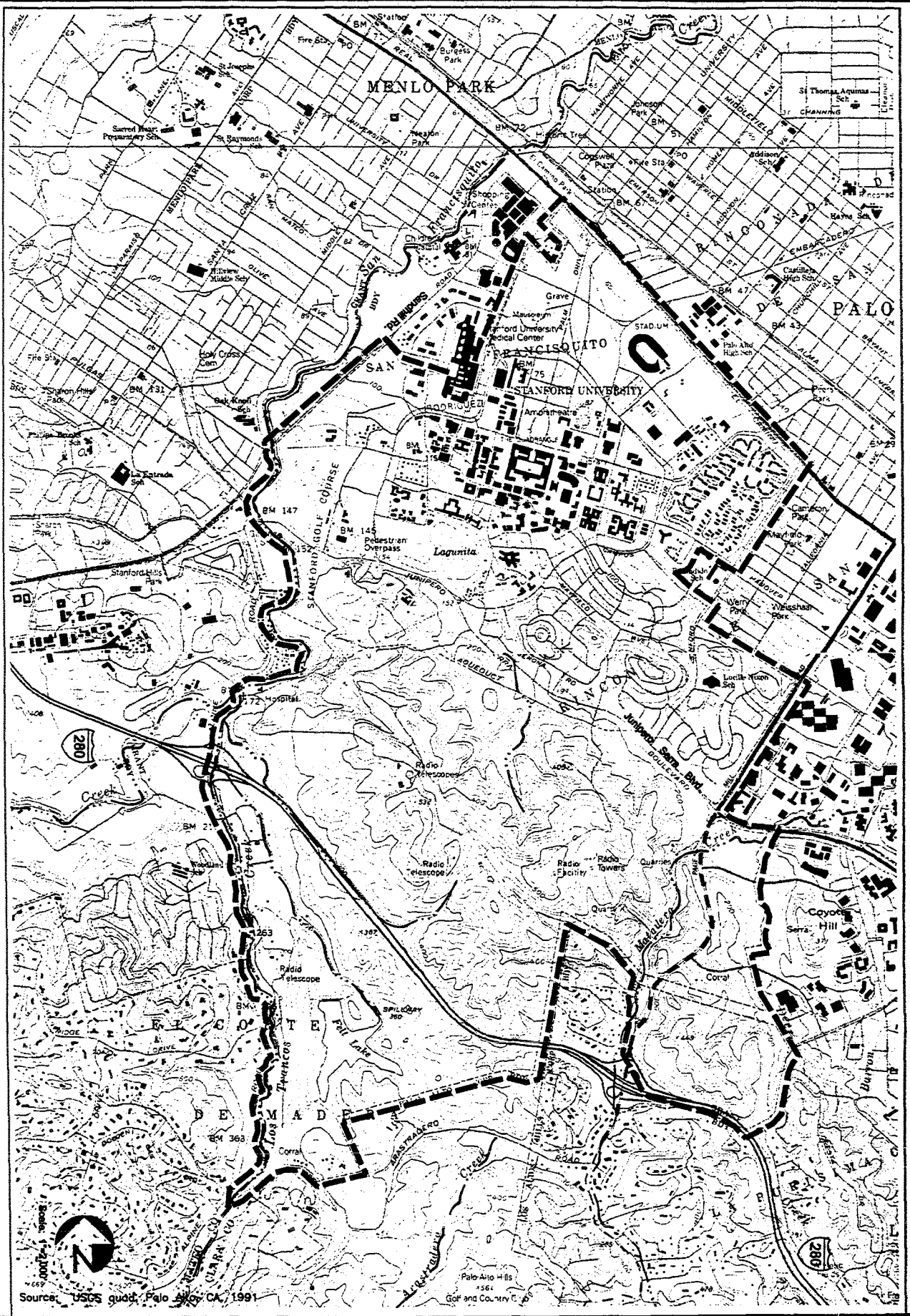


Source: USGS quad: Palo Alto, CA, 1991

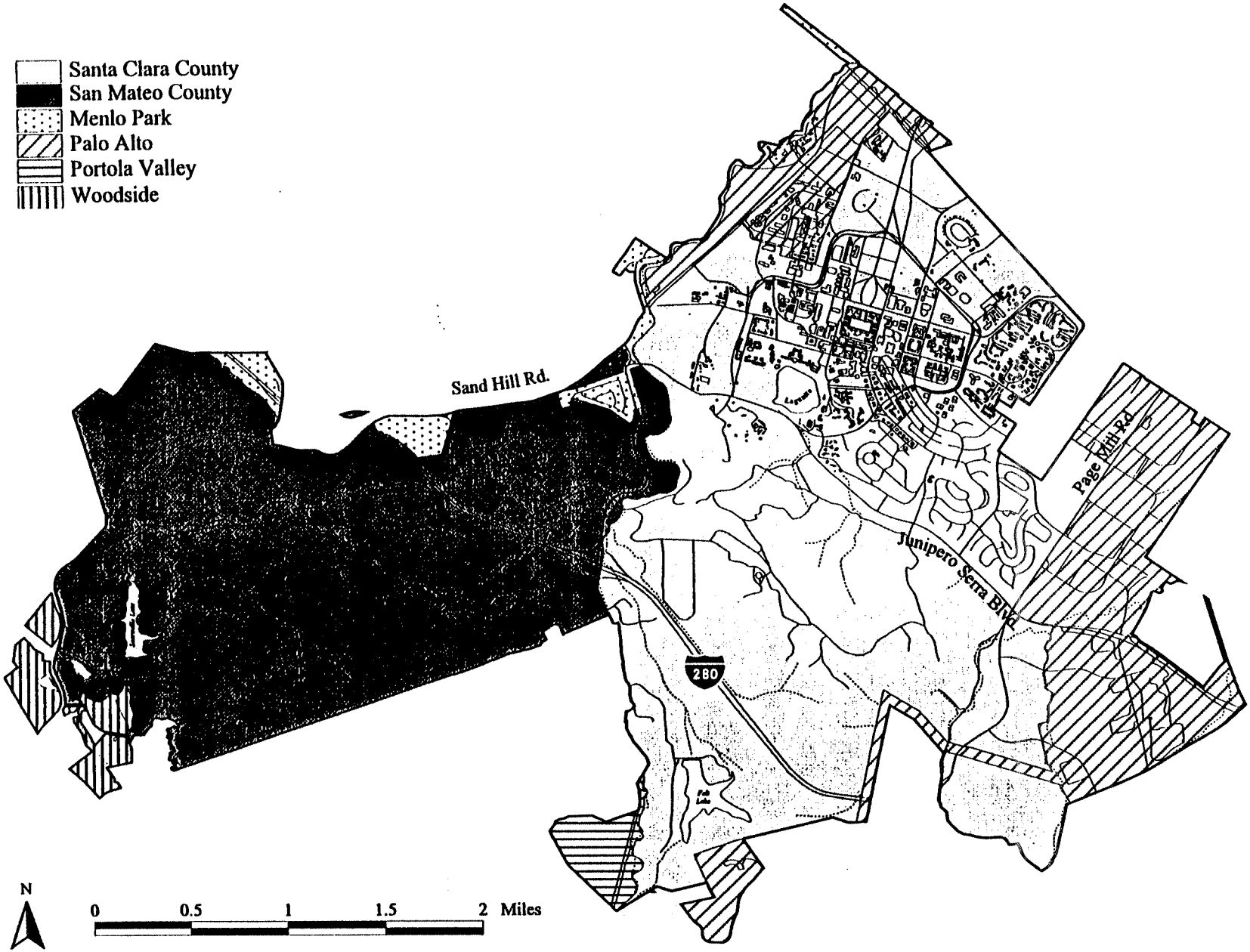
Stanford University
CP/GUP Project

COMMUNITY PLAN BOUNDARY
LOCATION MAP

PARSONS

Figure 1

GOVERNMENTAL JURISDICTIONS



State Plan, California Zone III

Figure 2

PROJECT PURPOSE

Santa Clara County has jurisdiction over 4,017 acres of Stanford University land located in the unincorporated portion of the County. This land includes the core campus north of Junipero Serra Boulevard as well as largely undeveloped areas in the foothills. The County has chosen a Community Plan (CP) as the appropriate instrument to regulate the use of Stanford lands. The CP will establish policies and land use designations and will guide the County in its approval process for development of Stanford lands. The CP allows the County and Stanford to refine the strategies, policies, and implementation recommendations of the General Plan in order to apply them to Stanford's lands. The specific entitlements to use Stanford land for housing or academic facilities, conditions for such use, and the process for obtaining specific project approvals will be contained in a separate document known as a General Use Permit (GUP).

On November 15, 1999, Stanford University delivered a Draft CP and GUP application to the County Planning office. The combination of these two land use instruments – the CP and GUP – is intended to govern development and use of Stanford University lands for at least ten years. However, the CP will remain in place until it is modified or replaced by the County. The GUP will have an expected life of ten years, at which time Stanford will be required to resubmit an application and obtain another approval from the County.

The CP and GUP must be processed and approved by Santa Clara County to become effective. The County has established a review and approval process that includes many opportunities for members of the public to observe and participate in community forums, public hearings, town hall meetings, and meetings of a community resource group. As noted above, the CP and GUP will be studied in an EIR and reviewed in formal public hearings. If the CP is approved, it will be adopted by the County Board of Supervisors as an amendment to the County's General Plan. Following the CP approval, a GUP will be issued to Stanford by the County. Based on the County's review of the proposed CP and GUP, and the results of the EIR, the County expects that the CP prepared by Stanford will be modified before it is adopted as part of the County General Plan.

Once the CP and GUP are approved, Stanford will be entitled to develop its land in conformance with these land use instruments. However, each individual building or project under the GUP must be applied for and undergo additional review in the manner that will be specified in the County's conditions of approval for the GUP.

PROJECT OBJECTIVES

Stanford's planning principles are also the proposed objectives of the CP/GUP and include:

- Reinforce connection and interaction
- Concentrate development
- Create an identity
- Support permanence
- Maintain flexibility and adaptability
- Protect and preserve historic and environmental features
- Enhance environmental character

Stanford considers these planning principles essential to the planning, designing, and building of a campus in support of its academic mission of teaching and research.

PROJECT DESCRIPTION

The CP addresses the seven mandatory plan elements required by law. The CP elements include: Growth and Development; Land Use; Housing; Circulation; Open Space; Resource Conservation; and Health and Safety.

The Growth and Development element includes policies that are intended to facilitate continued development and redevelopment of the campus. These policies include promoting compact urban development, providing urban services to the campus, coordinating with local jurisdictions, focusing anticipated development within the core campus and reserving undeveloped land as open space until it is needed for academic uses.

The Land Use element provides basic strategies for addressing issues relating to land use at Stanford, and establishes policies for seven land use designations (see Figure 3). These designations include: Academic Campus; Open Space and Academic Reserve; Special Conservation; Campus Residential – Low Density; Campus Residential – Moderate Density; Campus Open Space; and Public School.

All land use activities proposed as part of the GUP will be developed in accordance with the land use policies included in the CP.

The Housing element provides policies to promote increased and balanced housing opportunities at Stanford. Specifically, goals are identified to: 1) enable students, faculty and portions of its staff to live close to the academic core; 2) give students, faculty and designated staff access to affordable housing; and 3) provide a variety of housing types to meet the different needs and levels of affordability.

The Circulation element provides policies to promote a balanced and well-integrated circulation system for current and future needs. These policies include promoting land use patterns that support travel alternatives, facilitating coordination between the existing transportation systems, optimizing the use of existing transportation systems, and improving or expanding existing system capacity where necessary.

The Open Space element provides policies to protect open space in a manner that supports the purposes of the University. These policies include identifying and preserving significant open space in order to maintain the quality and character of the core campus, facilitating development within the core campus to allow lands in the Open Space and Academic Reserve to continue as open space, and delineating Special Conservation areas where extremely limited or no development would be permitted.

The Resource Conservation element provides policies to protect natural and heritage resources present on Stanford lands. These resources include habitat and biodiversity, water quality and watershed management, heritage resources, and scenic resources. The policies generally provide for additional study of existing resources, protection of identified resources and restoration or enhancement of resources wherever possible.

The Health and Safety element provides policies to minimize potential human or environmental injury or property damage. The health and safety issues covered by the element include: air quality; geologic hazards; flooding; hazardous materials; emergency response, preparedness, and prevention; and noise.

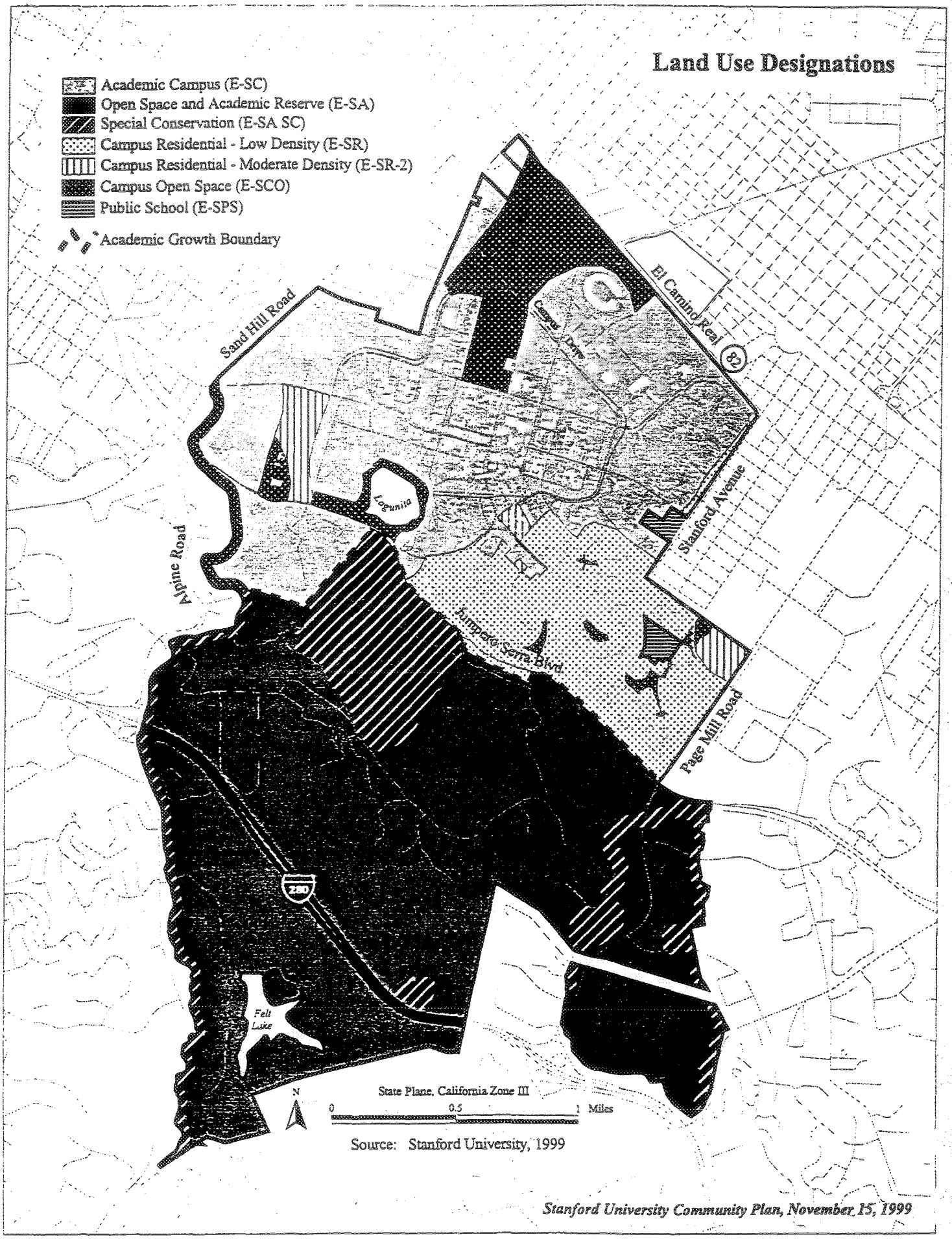

Land Use Designations
Academic Campus (E-SC)
Open Space and Academic Reserve (E-SA)
Special Conservation (E-SA SC)
Campus Residential - Low Density (E-SR)
Campus Residential - Moderate Density (E-SR-2)
Campus Open Space (E-SCO)
Public School (E-SPS)
Academic Growth Boundary
Sand Hill Road
El Camino Real
82
Campus Drive
Lagunita
Stanford Avenue
Alpine Road
Junipero Serra Blvd.
Page Mill Road
280
Felt Lake
N
State Plane, California Zone III
0
0.5
1 Miles
Source: Stanford University, 1999
Stanford University Community Plan, November 15, 1999

Figure 3

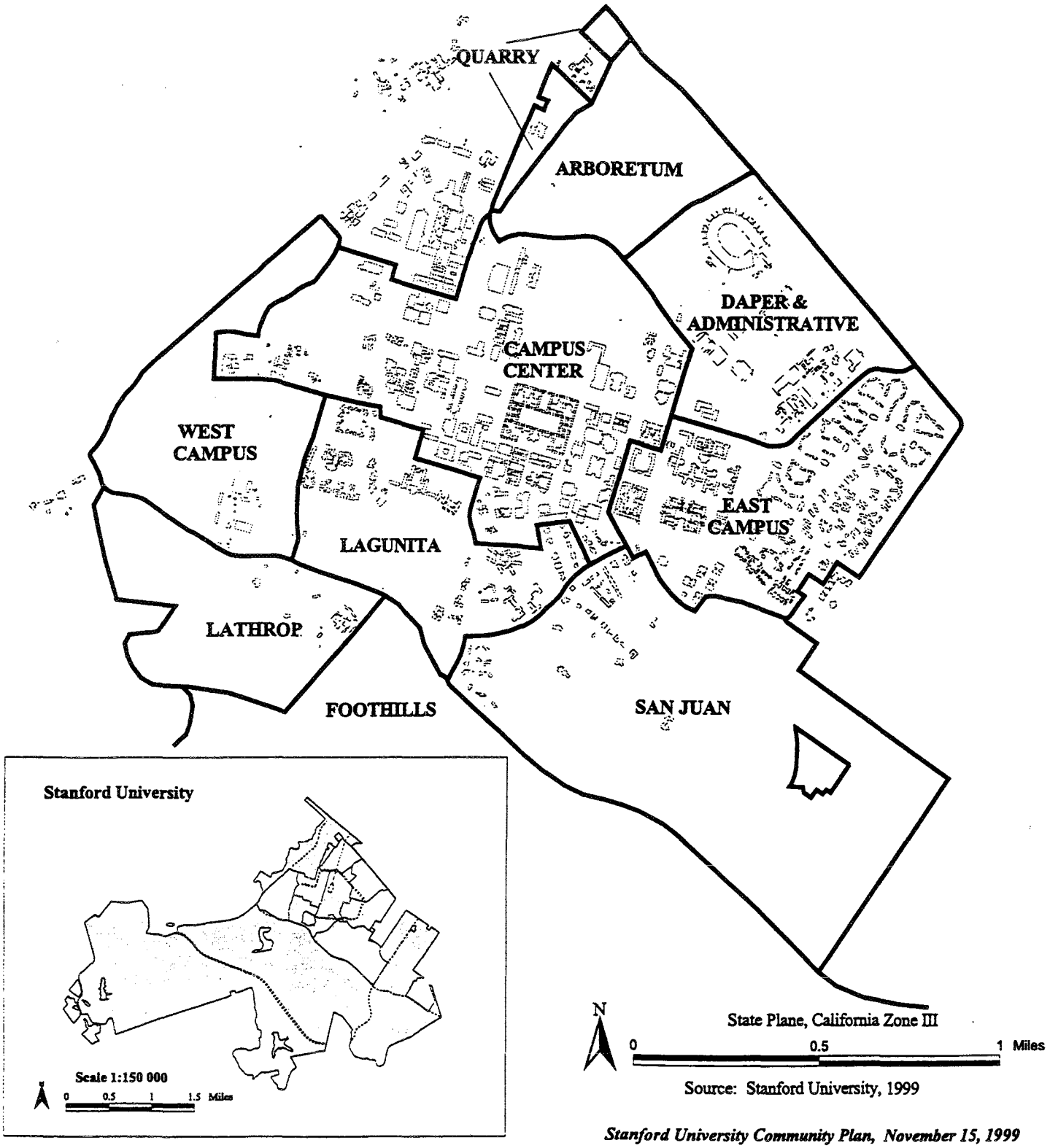
The GUP is intended to define the development proposed by Stanford for the next ten years. The development activities will be in accordance with the land use policies of the CP as described above. As part of the General Use Permit application, Stanford University proposes to:

- Construct new academic facilities totaling approximately 2,035,000 gross square feet, which includes academic, academic support, student activity, cultural and athletic facilities;
- Build 2,000 housing units for graduate and undergraduate students;
- Build 350 housing units for hospital residents and postgraduate fellows;
- Build between 313 and 687 housing units for designated faculty and staff, based on low-density (1-8 units/acre) and moderate-density (8-15 units/acre) zoning on specific sites identified in the CP Housing Element;
- Construct approximately 3,095 additional parking spaces (1,850 for student/hospital resident/postgraduate fellows residential use and 1,245 for non-residential uses, including spaces associated with cultural and athletic facilities); and
- Construct associated utilities, roads, bikeways, landscaping, and other requisite infrastructure.

The proposed facilities will occur on vacant and redeveloped sites as indicated on the Development Districts map (see Figure 4) and the Development Projections tables (see Tables 1-3). With the potential exception of a proposed school site, all facilities will be located in the Academic Campus and two Campus Residential land use designations within the Academic Growth Boundary.

The Palo Alto Unified School District is seeking a site for a new middle school and has requested that Stanford's new land use plan set aside 25 acres of land for that purpose. Stanford has identified two sites for a middle school, both located outside of the Academic Growth Boundary and within the Open Space and Academic Reserve land use designation. If one of the sites were selected, the Open Space and Academic Reserve designation would be changed to Public School at that location.

2000 - 2010 DEVELOPMENT DISTRICTS
SANTA CLARA COUNTY GENERAL USE PERMIT



Source: Stanford University, 1999

Stanford University Community Plan, November 15, 1999

Figure 4

Table 1

Academic Space

Development District	Acres	Proposed Development	Existing[1] GSF	Additional[2] GSF	Total GSF
West Campus	175	N/A	138,678	0	138,678
Lathrop	154	*Academic* *Athletic & Student Activities*	44,453	20,000 *15,000* *5,000*	64,453
Foothills[3]	2,090	N/A	14,000	0	14,000
Lagunita	183	N/A	1,008,717	0	1,008,717
Campus Center	390	*Academic & Cultural* *Academic Support*	7,165,384	1,605,000 *1,335,000* *270,000*	8,770,384
Quarry	25	*Academic* *Academic Support*	75,560	50,000 *40,000* *10,000*	125,560
Arboretum	126	N/A	839	0	839
DAPER & Administrative	194	*Academic Support* *Athletic & Student Activities*	689,801	250,000 *50,000* *200,000*	939,801
East Campus	234	*Academic* *Academic Support*	3,089,591	110,000 *60,000* *50,000*	3,199,591
San Juan	446	N/A	212,038	0	212,038
Total	**4,017**		**12,439,061**	**2,035,000**	**14,474,061**

Source: Stanford University General Use Permit Application, November 15, 1999.

Notes:
1 This column includes both existing facilities and programmed development allowable under the 1989 General Use Permit.
2 Additional gross square feet (GSF) are estimated.
3 No academic development is forecast in this district. Stanford CP – Open Space and Academic Reserve and Special Conservation land use designations and related policies will govern.

Table 2

Housing Units – Academic Campus

Development District	Undergraduate			Graduate			Res/Post Grad.
	Exist Units	Add'tl[1] Units	Total Units	Exist Units	Add'tl[1] Units	Total Units	Additional Units
West Campus							
Lathrop							
Foothills							
Lagunita	2,737	0	2,737	269	925	1,194	
Campus Center							
Quarry							350
Arboretum							
DAPER & Administrative							
East Campus	2,721	100	2,821	3,568	975	4,543	
San Juan	446	0	446	22	0	22	
Total	**5,904**	**100**	**6,004**	**3,859**	**1,900**	**5,759**	**350**

Source: Stanford University General Use Permit Application, November 15, 1999.

Notes:
1 Additional Units are estimated.

Table 3

Housing Units – Campus Residential

Development District	Faculty and Staff		
	Exist Units	Proposed Acres	Potential Add'tl Units
West Campus (8-15 units/acre)	0	38	304-570
Lathrop			
Foothills			
Lagunita	13		(13)
Campus Center			
Quarry			
Arboretum			
DAPER & Administrative			
East Campus (1-8 units/acre)	0	9	9-75
San Juan			
(1-8 units/acre)	0	5	5-40
(8-15 units/acre)	870	1	8-15
Total	**883**	**53**	**313-687**

Source: Stanford University General Use Permit Application, November 15, 1999.

STANFORD UNIVERSITY CP/GUP EIR SCOPE OF WORK

INTRODUCTION

The following task descriptions provide detail of the work program to be followed for each topic area of the Administrative Draft EIR.

A description of the affected environment will be prepared for each topic area identified below. The existing environment will be described at a level of detail necessary to provide an understanding of the significant impacts of the proposed action and alternatives.

The description of the affected environment will be followed by identification of the impact evaluation criteria and a discussion of the anticipated changes (impacts) to the environment from the proposed action and alternatives. Each impact analysis, including cumulative impacts, will consist of an impact heading, analysis of the impact in relation to the identified evaluation criteria, and significance of the impact prior to mitigation.

When an impact is determined to be significant or potentially significant, the environmental document will identify measures to avoid the impact (note: in situations where existing regulations or policies would mitigate a potential impact, the analysis will identify the existing regulation and conclude that the impact is less than significant). For potentially significant impacts, multiple and equally effective mitigation measures will be presented whenever possible. Each mitigation measure will include detail regarding the timing of mitigation implementation, responsibility for mitigation implementation, and, as necessary, the performance standards for determining mitigation effectiveness.

SCOPE OF WORK

Geology and Seismic

Data shall be assembled from existing and available sources to provide a comprehensive description of the physical environmental setting of the project site and the surrounding environs. The analysis will:

- Review relevant geological reports and maps available from Stanford University, including:
  - *Seismotectonics near Stanford University*
  - *Evaluation of Deformation Potential across the Stock Farm Monocline for Stanford University*
  - Stock Farm Monocline Agreement between Santa Clara County and Stanford University
  - *Evaluation of Site Response and Design Earthquake Ground Motions, Stanford University*

- Describe active faults (based on existing information) within the project vicinity, with emphasis on the San Andreas Fault.

- Briefly discuss historic seismicity in the project area and maximum potential earthquake magnitudes, and evaluate the overall risk of damaging earthquakes occurring near the project site.
- Identify potential constraints to project development from soil conditions or slopes based on information provided by Stanford University and Santa Clara County.
- Describe land capability, soil conditions such as erosion potential, corrosivity, and other engineering properties based on the Soil Conservation Service's Soil Survey of Santa Clara County.
- Identify feasible mitigation measures that could be incorporated into the project design to reduce or eliminate identified impacts.

Hazardous Materials

The analysis of hazardous materials presented in the 1989 General Use Permit EIR will be updated, and will assess the adequacy of existing programs in light of the new Community Plan and General Use Permit. The analysis will:

- Review relevant health and safety manuals and guides used by Stanford University, including:
  - *Stanford Safety Manual*
  - *Biosafety Program Manual*
  - *Radiation Protection Manual*
  - *Chemical Hygiene Plan*
  - *Hazardous Chemical Waste Management Reference Guide for Laboratories*

- Review and summarize the University's Chemical Waste Program.
- Discuss Stanford University's policies and procedures for maintaining public safety on campus.
- Describe county, state and federal regulations on research involving toxic compounds or radioactive elements including worker and populations monitoring, including the County Toxic Model Ordinance.
- Evaluate the adequacy of existing policies and procedures to afford safe handling, storage transport and disposal of hazardous and radioactive materials.
- Identify National Academy of Sciences reports and recommendations related to eliminating or reducing potential hazards.
- Describe existing or proposed regulations related to potentially toxic emissions from scientific research.
- Contact staff of the campus Environmental Health and Safety office to determine measures required for new facilities to reduce potential toxic emissions.
- Assess potential environmental contamination impacts related to projected site development under the Community Plan.
- If necessary, recommend mitigation measures or Community Plan policies to ensure continued preservation of public safety.

Water Quality and Hydrology

The analysis will:

- Review and describe historic stream flow characteristics for the San Francisquito and Matadero Creek watersheds. If available, stream gauging data will be obtained from Stanford, the Santa Clara Valley Water District, or the U.S. Geologic Survey. The data will be analyzed to determine estimated maximum, minimum, and average monthly flows for the historical record.

- Define and map the limits of known areas subject to flooding based on existing and available flood zone maps, and the East Campus Storm Drainage Study.
- Review historical surface water quality data from Stanford (including the Annual Water Quality Report, and data collected in accordance with the Storm Water NPDES permit), Santa Clara County, and the Regional Water Quality Control Board and provide a qualitative assessment of existing water quality within the project area.
- Evaluate alterations to surface water flow patterns and runoff quantity associated with the proposed long-term development.
- Identify suitable Best Management Practices (mitigation measures) for construction-related water quality effects and flooding, and other necessary actions required to reduce or avoid identified impacts.

Land Use

The analysis will:

- Describe and map the existing land uses within the project vicinity.
- Describe general development trends and County Planning Considerations for the project area.
- Discuss any inconsistencies between the proposed Community Plan/GUP and the County general plan, applicable city plans, and regional plans.
- Identify changes in land use and development trends that may occur as a result of the build out of the Community Plan/GUP.
- Identify operational limitations or conditions of approval that are recommended to address any identified impacts.

Public Services and Utilities

The analysis will:

- Request and summarize information regarding existing service providers, service area boundaries, current levels and standards of service in the project area, and current service planning or expansion efforts (School District impacts are discussed in the population and housing section).
- Evaluate and describe impacts to existing services and service providers, and service and utility customers based on campus academic and housing expansion.
- Identify mitigation or Community Plan policies that would be required to address existing and projected future service demands caused by the project.

Traffic and Circulation

The analysis will:

Develop Project Traffic Projections. The CUA BAYCAST travel demand model will be used in the development of traffic volumes that will result from the implementation of the Community Plan. The BAYCAST travel model has been developed to account for travel by non-automobile modes. Additional adjustments to the model may be appropriate to account for increased non-automobile travel for Stanford.

Adjustments to the CUA model will be required as part of the Community Plan analysis. These adjustments would include such items as checking land use projections in southern San Mateo County (Menlo Park, Atherton, and East Palo Alto) to determine that current levels of future land use are included, checking land uses within northern Santa Clara County to determine that all envisioned projects are included, and adjusting the model treatment of interaction between San

Mateo County and Santa Clara County so that changes in land use will result in realistic changes in travel between the two counties.

A sensitivity analysis will also be conducted to determine if the model is accurately projecting additional travel within Stanford. A trip generation analysis will be conducted which accounts for internalization of campus residential traffic. If the trip generation analysis shows that the traffic volumes are less than projected by the model, the forecasts will be adjusted to reflect what is expected to actually occur.

Traffic Analysis Scenarios. The General Use Permit is expected to be implemented over the next 10 years. The full project condition is expected to be 2010. The analysis scenarios will be consistent with guidelines of the Santa Clara County Congestion Management Plan.

The existing conditions will be based on the data collection effort of November 1999. The future project scenarios will be developed using the CUA's BAYCAST travel demand model and the "Develop Project Traffic Projections" task above. The following scenarios are anticipated.

- Existing Conditions (1999) — An analysis of the existing transportation conditions in 1999.
- No Project (2010) — An analysis of the expected transportation conditions in 2010 without any additional expansion on the Stanford campus over that allowed with the existing General Use Permit.
- With Project (2010) — Project traffic will be added to the No Project above to determine the effects of implementation of the Community Plan/General Use Permit.

The near-term cumulative condition as required in the CMP guidelines is not considered applicable to this long term project.

Transportation Demand Management. The traffic volumes developed in the Traffic Analysis Scenarios task will need to be adjusted to account for existing and future transportation demand management strategies within the Stanford campus. The most recent review of the Stanford's Transportation Demand Management program will be reviewed, as well as TDM trends for Stanford since the last GUP. Future traffic volumes will be adjusted to account for both the continuation and expansion of the TDM program. The TDM adjustment will consist of a range that accounts for maintenance of the existing program, as well as expansion that reduces automobile travel above current levels. The base level analysis will be the conservative status quo of the TDM program. Through monitoring, the more aggressive TDM program may reduce or eliminate the need for other mitigation measures.

Alternatives Analysis. Alternatives to the proposed Community Plan will be evaluated. The alternatives analysis will consist of trip generation calculations indicating the level of traffic generation. The traffic generation will also be characterized by travel mode and degree of on-campus versus off-campus travel.

Traffic Impacts and Mitigation Measures. Project impacts will be determined according to the criteria established by the City of Palo Alto, the Santa Clara County Congestion Management Agency, the City of Menlo Park, the City of East Palo Alto, or the San Mateo County Congestion Management Agency. Intersections under control of the two Congestion Management Agencies may trigger impacts according to the municipality, the CMA, or both. Study signalized and unsignalized intersections will be evaluated using the TRAFFIX software package as required by the Santa Clara County CMA. CMA and City standards of significance will be applied to a comparison of the No Project and With Project scenarios developed in "Traffic Analysis

Scenarios" task. Significant traffic impacts attributable to the proposed Community Plan and other traffic sources will be clearly identified.

Transit Evaluation. The existing transit system will be reviewed and evaluated to determine its effectiveness in serving the proposed project. A written and graphical description of the existing and planned transit services located near the project (i.e., Caltrain, VTA buses, SAMTRANS buses, and Marguerite shuttles) will be developed. This description will include the following to meet CMA requirements:

- Transit route description and map;
- Transit station/stop locations;
- Site access to major regional transit (Caltrain, VTA, SAMTRANS)
- Transit schedule and headway information; and
- Existing ridership and load factors (if available)

The evaluation of transit service will determine if existing systems are within a reasonable walking distance of the project, whether additional shuttle service is required, what specific impacts are attributable to the project, and what mitigation measures are appropriate. Mitigation measures will include improvements such as schedule modifications, improved pedestrian access, and roadway improvements to enhance transit travel and reduce conflicts with general automobile traffic.

Non-Motorized Travel Evaluation. The bicycle and pedestrian facilities, both existing and proposed, will be described for the Community Plan area. Included in this description will be official bicycle and pedestrian paths and lanes, sidewalks, and any informal routes established by uses. Each of the routes will be characterized in terms of safety, comfort, and attractiveness. The project's connectivity to surrounding uses, such major employment centers, commercial/retail facilities, and transit systems will be discussed and evaluated.

The effects of the Community Plan on the bicycle and pedestrian facilities will be evaluated. Additionally, any improvements to the bicycle and pedestrian facilities as part of the Community Plan will also be evaluated. A key to the evaluation of proposed facilities is their integration into the existing system. Connections to key generators, such as the employment, retail, and transit facilities described above will be addressed.

Parking Analysis. Stanford has extensive data on the supply and demand of existing parking. Current parking characteristics will be reviewed and evaluated to determine how well existing uses are served and how well additional uses can be expected to be served. The parking supply can be reduced by construction on existing facilities. The parking demand can be increased through the construction of new buildings. Future parking facilities will be evaluated in terms of size and location to determine their ability in serving the parking demand created by the Community Plan.

Comparative Analysis. Traffic conditions and the effects of additional development on the amount of traffic on the roadway network are critical issues within Stanford, Palo Alto, and Menlo Park. In anticipation of questions and comments concerning any differences between the Community Plan analysis and Sand Hill Road, Comprehensive Plan, or the Cancer Center, a comparison will be made on an intersection by intersection basis and a roadway by roadway link basis. Variations in traffic volumes and levels of service between these analyses will be identified and the reasons for those variations documented.

Develop Traffic Analysis Criteria and Define Mitigation Monitoring. While the Community Plan analysis will assess future conditions for Stanford in 2010 with additional growth, the EIR

is not expected to approve specific projects. Rather, additional traffic work will be required to clear specific projects. As part of the Community Plan analysis, threshold levels will be established which will clearly define when additional traffic analysis work is necessary. The thresholds will be based on a level of trip generation (possibly 50 or more peak hour vehicle trips) and/or the level of existing congestion at surrounding intersections.

As part of the mitigation monitoring, the level of Stanford generated traffic will be monitored. The monitoring will consist of establishing a cordon line encircling the Central Campus, including the academic and residential areas. A cordon line is an imaginary line across which all inbound and outbound traffic is measured. Traffic counts will be conducted at the cordon line to determine the total volume. Additional research will be needed to determine the composition of the traffic. Origin/destination surveys can then be used to differentiate between students, faculty, staff, visitors, and through traffic which cross the cordon line. These data can then be used to determine if traffic levels are greater than allowed and which component of the population is causing the increase. The location of the cordon line will be developed as part of this analysis and procedures established on monitoring the total amount of Stanford-generated traffic.

Air Resources

Data from existing and available sources shall be assembled to provide a comprehensive description of the physical environmental setting of the Project site and surrounding environment. The analysis will:

- Review all relevant reports and maps available from Stanford University, including EIRs for the 1989 General Use Permit, Sand Hill Road Improvements, the Cancer Center and Palo Alto Medical Foundation.
- Review and utilize all available resources from the Bay Area Air Quality Management District (BAAQMD), and the California Air Resources Board (CARB) as applicable to the Project;
- Utilize the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines to insure that all assessment activities will be in compliance;
- Provide a brief discussion regarding air quality trends in the region and the appropriate regulatory framework as applicable to the Project;
- Briefly discuss mitigation measures required by the BAAQMD Guidelines for mitigation of impacts from construction and demolition activities;
- Briefly discuss what measures would be required to insure minimum exposure of worker and student populations to asbestos containing materials (ACM) from demolition of structures built prior to 1971;
- Identify potential siting problems with proposed laboratory hoods due to potential exposure of populations to toxic air contaminants from hood exhaust;
- Qualitatively discuss the potential air quality impacts from increased traffic. It is assumed that project traffic increases related to the main campus will be minimal, as required by the existing GUP. However, traffic generation will be analyzed for the cumulative, non-county portions of Stanford as well.

Noise

Potential project noise impacts include noise generated by earth-moving equipment, and other construction activities as well as noise levels generated by the project generated traffic. Another noise source could be the mechanical equipment associated with building air conditioning system. Appropriate treatment measures will be recommended to mitigate potential noise impacts on the surrounding areas and the project site due to activities generated by the project and vehicular traffic. The analysis will:

- Review proposed new construction layout, noise ordinance, and noise element.
- Use results of previous and newly collected noise measurements to establish the existing ambient noise levels in the project vicinity.
- Evaluate earth-moving equipment and other construction activity noise impacts at selected receptor locations, and recommend necessary mitigation measures and monitoring requirements.
- Predict the future noise levels generated by the vehicular traffic associated with the project along noise-sensitive portions of nearby roads that would be affected by the project.
- Recommend noise abatement measures, such as noise barriers, building acoustical insulation, building size, and orientation, as well as equipment acoustic treatments to mitigate noise impacts within the proposed project area and at nearby sensitive areas adjacent to the project.

Biological Resources

The analysis will:

- Conduct a search of the California Department of Fish and Game's Natural Diversity Data Base and the California Native Plant Society's *Inventory of Rare and Endangered Vascular Plants of California.*
- Request a list of special-status species that may occur in the project area from the U.S. Fish and Wildlife Service.
- Conduct a review of existing data available through Stanford University and consult with the Campus Conservation Biologist and Center for Conservation Biology.
- Based on the results of the background research and data base searches, compile a list of special-status species and other significant biological resources that may occur in the project area.
- Conduct a one-day site reconnaissance visit to characterize and map vegetation communities and wildlife habitats, including potential wetlands that occur in the project area. The scope of work will not include a formal wetland delineation, but will consist of a preliminary evaluation of wetland resources. If it is determined that adequate mapping is available from Stanford, this task will not need to be performed.
- Using the maps prepared during the site visit, identify the approximate acreage and character of sensitive vegetation communities and/or important wildlife habitats that could be impacted by construction of the project.
- Evaluate potential impacts to biological resources at the project site using criteria established in the "Environmental Checklist Form" in Appendix G of the CEQA Guidelines. Evaluation of the significance of potential impacts will also consider local environmental policies or standards that have been established for the protection of biological resources (such as the California tiger salamander Management Agreement).
- Identify mitigation measures to address potential impacts to biological resources. Mitigation measures may include avoidance of sensitive resources (e.g., heritage oaks, active raptor nesting sites, sensitive plant populations, wetlands), limited construction periods, and enhancement or replacement of habitat communities or significant habitat elements.

Historic and Archaeological Resources

The analysis will:

- Utilize the complete inventory of prehistoric and historic cultural resources and historic values index for campus buildings available from Stanford University as well as the County's Heritage Resource Inventory, to identify any significant archaeological, historic,

or traditional cultural resources that will be impacted by building replacements or new development.

- Describe the cultural setting and history of the project area.
- Identify potential impacts to cultural and historical resources.
- Propose mitigation measures to address the potential direct and cumulative impacts to cultural and historical resources.

Open Space and Visual Resources

The analysis will:

- Identify and describe existing open space lands within the project area.
- Review and summarize scenic policies, and other scenic information available from the County and Stanford (e.g., the County General Plan, Olmsted's original planning guidance, and direction from the Stanford planning office).
- Select viewpoints for use in the scenic analysis with input from County staff. Photographs collected during the photo-documentation of the project area will be used for both the affected environment and use in the preparation of simulations.
- Develop scenic impact mitigation measures, including potential design modifications, grading and excavation guidelines, restoration and revegetation recommendations, and vegetative screening.
- Prepare up to six visual simulations to document potential impacts from proposed hillside development and additions to the main campus area. Since detailed projects will not be provided in the Community Plan/GUP, the simulations will be conceptual in nature.

Population and Housing

The analysis of population and housing impacts will focus on proposed changes in the current University Community Plan and general use permit that may affect campus employment, student enrollment, and changes in student body composition. These population changes will, in turn, be evaluated to assess their potential effects on the demand for faculty and student housing (both on campus and in the surrounding communities). Strategies proposed by Stanford University to address future housing needs, such as increasing the housing stock for low- and moderate-income households, will be evaluated for their overall impact on housing cost and availability in the surrounding communities.

The analysis will:

- Collect data regarding existing and projected conditions in the study area, including population and demographics, employment, income, characteristics of the local real estate market and housing stock, and other factors that may impact the demand for housing and affect the University's housing strategies.
- Define appropriate population groups for analysis, such as students, University employees, employees of businesses that provide goods and services to the University (including its students and faculty), and residents (or potential residents) of the study area who might compete for off-campus housing with students or faculty. In particular, the EIR will provide an analysis of the project's potential impact on low-income and minority populations to determine if they will be disproportionately affected in their ability to obtain sound, affordable housing as a result of the implementation of the University's Community Plan.
- Characterize each potential impact according to whether it is a direct consequence of the project (e.g., increased demand for affordable housing due to an increase in graduate student enrollment) or an indirect consequence (e.g., increase in total local economic output

due to construction and other economic activity generated by the University that potentially impacts housing demand, cost, and availability).

- Consider the effect of housing mitigation measures adopted with the Community Plan on the local housing market.
- Discuss the impact of population growth related to the implementation of the Community Plan on the demographic profile of the study area and any relevant subareas. Changes will be considered in all key variables, including, but not limited to: age, sex, race or ethnic background, type of household, type of housing, and personal income.
- Discuss the impact of population growth related to the implementation of the Community Plan on employment, by industry, in the study area and the south Bay sub-region within ABAG.
- Discuss the impact of the Community Plan on housing stock characteristics within the study area and the region, based on future conditions with and without the project. The EIR will determine whether projected net changes in student enrollment, campus employment, and off-campus employment related to implementation of the Community Plan could be accommodated by the existing housing market. This analysis will consider the projected net increase in the housing stock by type and cost with and without the implementation of any measures by the University to increase the supply or availability of housing.
- Assess and document the project's conformity with ABAG's job-housing balance guidelines, and housing policies/plans of local jurisdictions within the study area. The EIR will determine whether any incremental or "induced" growth may occur based on an assessment of development potential within the study area with and without implementation of the Community Plan, and will evaluate effects of implementing the Plan with any growth management controls or policies that may have been adopted in the study area.
- An independent evaluation of the school districts' assessment of impacts of school-aged children on local schools that would result from the project will be prepared. The Population and Housing analysis will include an evaluation of the factors used by the school districts to assess the impact, and a comparison of these factors with those used in other, similar districts. The factors to be examined include: student generation rates for new housing, cohort graduation rates for each grade level, public school enrollment coverage (as a proportion of all school-aged children), and household turnover rates and composition changes from existing residential areas. Any disagreement on school district factors, ratios, or methodologies used to arrive at enrollment projections and impacts will be reported to the County. If necessary, an alternative approach to the school district analysis and an appropriate course of action for reconciling the difference with the school district will be recommended.

County of Santa Clara

Environmental Resources Agency
Planning Office

County Government Center, East Wing, 7th Floor
70 West Hedding Street
San Jose, California 95110-1705
(408) 299-2454 FAX 279-8537

PARSONS HARLAND BARTHOLOMEW & ASSOCIATES JAN 13 2000

January 11, 2000

To: **The Board of Supervisors**

From: **Paul Romero, Acting Director, ERA**

Subject: **Enclosed transmittal on the Stanford University Community Plan/General Use Permit**
(File No. 7165-07-81-99GP-99P-99EIR)

The enclosed Board transmittal pertains to the Stanford University Community Plan/General Use Permit application, which is the topic of the special Board of Supervisors meeting on the evening of Tuesday, January 25, 2000. This transmittal is being made available to the Board of Supervisors and the public at this early date to give adequate time for review and consideration. The transmittal will also be reviewed during the regular agenda review for January 25.

Notices of the availability of this transmittal and the January 25 special meeting date have been distributed to the mailing list of over 500 individuals that the Planning Office has generated and maintained throughout the project. A copy of the notice is attached to this transmittal. The transmittal is also available on the Planning Office's web site at www.sccplanning.org/ndins.htm.

Board of Supervisors: Donald F. Gage, Blanca Alvarado, Pete McHugh, James T. Beall Jr., S. Joseph Simitian
County Executive: Richard Wittenberg

County of Santa Clara

Environmental Resources Agency
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County Government Center, East Wing, 7th Floor
70 West Hedding Street
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Prepared by:
Sarah Jones, Planner
Reviewed by:
Ann Draper, Planning Director

January 11, 2000

To: **The Board of Supervisors**

From: **Paul Romero, Acting Director, ERA**

Subject: **Stanford University Community Plan/General Use Permit**
(File No. 7165-07-81-99GP-99P-99EIR)

RECOMMENDED ACTION:

Direct staff to consider Board member and community comments regarding the land use components and environmental and planning analysis of the Stanford Community Plan and General Use Permit application.

FISCAL IMPLICATIONS:

No impact on the County General Fund.

CONTRACT HISTORY:

N/A

REASONS FOR RECOMMENDATION:

At this time, the Stanford University Community Plan is not before the Board for final decision. It is expected that this item will be before the Board in October 2000. Staff is requesting input regarding issues to consider relating to the land use components of the Stanford Community Plan and the associated environmental and planning analysis.

BACKGROUND:

On March 30, 1999, the Board of Supervisors approved a process for preparation of a Community Plan and General Use Permit for future development on Stanford lands. This process has been conducted as directed by the Board and has

now reached a critical juncture. Stanford University has submitted a proposed Community Plan and corresponding General Use Permit application to the County, and the Planning Office is initiating review of the proposal.

Staff has identified several areas for alternative approaches to the planning mechanisms or policies proposed by Stanford. Staff intends to analyze these alternatives in the environmental impact report (EIR) and in other analysis to provide adequate understanding of the relative implications of these approaches before staff prepares final recommendations on the project. Planning staff is seeking input on issues or interests that may need to be considered during this analysis stage.

Process

The planning process approved by the Board of Supervisors stipulated that Stanford University prepare and submit a draft Community Plan, which would serve as a General Plan amendment application, and an application for a General Use Permit. Stanford submitted the plan and use permit application as directed, and the responsibility for analysis and preparation of a final recommendation to the Planning Commission and the Board of Supervisors is the County's.

To date, the process involved extensive levels of public participation. Efforts by the community, the Planning Office, other jurisdictions, and Stanford to reach this point have included:

- An ongoing 18-member Community Resource Group, which will continue to meet regularly through the project decision.
- A series of four Community Forums in July and August, each focusing on a major planning issue.
- Planning Commission hearings in September and October, at which the Planning Commission gave direction to Stanford for preparation of the Community Plan/General Use Permit application.
- Release of a Draft Community Plan/General Use Permit application by Stanford on September 20.
- A Community Meeting hosted by the Planning Office to receive public comment on the September 20 draft.
- Public hearings in surrounding jurisdictions to comment on the September 20 draft.
- Submittal of the Community Plan/General Use Permit application by Stanford on November 15, which is the proposed project for analysis.
- Two Town Hall Meetings hosted by Supervisor Simitian following the September 20 and November 15 submittals.

To move to the next steps of the process, staff needs to identify aspects of the Stanford proposal which could benefit from alternative consideration. An EIR will be prepared in the upcoming months that considers both the proposed project and alternatives as required by state law. Concurrent with EIR preparation, staff will begin to formulate important plan implementation items such as zoning and

conditions of the General Use Permit. The Draft EIR is expected to be available in June 2000, and Planning Commission and Board of Supervisors hearings on the project will occur in September and October 2000.

Summary of Stanford Application

The Draft Community Plan submitted by Stanford contains eight chapters, including an Introduction, which are analogous to the state-required elements of a General Plan and the Santa Clara County General Plan. Stanford's draft Community Plan and General Use Permit application was delivered to Board members in mid-November. While the proposed plan contains a multitude of policies related to many aspects of Stanford's ongoing growth, the plan proposes the following primary land use components:

- An **Academic Growth Boundary** (AGB) comparable to the Urban Growth Boundaries encouraged in the County General Plan and adopted by several cities. The AGB as proposed would include all land south of Junipero Serra Boulevard as well as the golf course and several academic buildings in the lower portions of the foothills on the western side of the campus. The AGB would be subject to review after 10 years.
- Five **land use designations within the AGB**, replacing the one existing designation for the core campus. These include a broad designation for academic and student housing activities, a designation for important campus open spaces and recreational parks, and a designation for the two existing public schools on the campus and any new school sites identified through this plan. Two separate designations are proposed for low- and moderate-density faculty/staff housing areas, at up to 8 and 15 units per acre, respectively.
- Two **land use designations outside the AGB**. The bulk of these 2,000 acres are proposed for the Open Space and Academic Reserve designation, which allows for low intensity academic use dependent on the area's open space resources and which would require a use permit. Areas which Stanford deems particularly sensitive are designated Special Conservation and use is limited to conservation activities and field environmental studies.
- Fifteen **potential housing sites** are identified, ranging in size from one to 116 acres. Two of the most substantial opportunities are infill housing in Escondido Village and a 38-acre undeveloped site that would be used for faculty/staff housing. The plan also proposes provision of housing for postdoctoral fellows, a newly-served group under this plan.

Stanford submitted an application for a General Use Permit (GUP) concurrently with the proposed Community Plan. The GUP would entitle a specified amount of development and establishes the conditions under which the development may take place. In the GUP application, Stanford requests:

- **2.035 million additional square feet** of new academic and academic support facilities in areas designated Academic Campus.

- A total of **2,663-3,037 new housing units**, including 2,000 student units, 350 postdoctoral fellow/medical resident units, and between 313 and 687 units for faculty and staff.
- **3,095 additional parking spaces**, including 1,850 spaces for student residential use and 1,245 spaces for nonresidential use.
- Expected **on-site population increase of approximately 2,200** graduate students, postdoctoral fellows, faculty and staff.

The GUP issued in 1989 allowed for development of 2.1 million additional square feet (including housing), a population increase of 1,905 persons, and 1,200 additional parking spaces.

The EIR for the Community Plan and General Use Permit will analyze 3-4 basic alternatives to the proposed project, including a No Project alternative as required by the California Environmental Quality Act (CEQA) and one or more reduced project alternatives that consider some reduction in the proposed additional development on the campus, as well as potential changes in the location or nature of proposed land use components. Staff will also identify alternative planning approaches as discussed below for analysis in the EIR.

Staff Alternative

Planning staff has focused its alternative approaches at the Community Plan level and has drawn guidance from the County's primary General Plan policies of compact urban development and resource conservation. In addition, concepts proposed for analysis include ideas generated by the public, other jurisdictions, and the Planning Commission. The alternatives under consideration are not necessarily those that will be recommended by staff next fall, but they do reflect staff's preliminary analysis of the Stanford proposal. The following chart and discussion highlights staff's alternative analysis recommendation.

Comments Requested

In the fall of 2000, the Board of Supervisors will consider Stanford's proposal. In preparation for those considerations, Board members may want analysis of alternatives to both Stanford's and the staff's alternatives. Board members may want to consider comments in the following areas:

- Basic land use components
- Policy context
- Implementation approaches such as conditions on the General Use Permit.

No decisions or conclusions on either the land use components or the other topic areas are requested.

Land Use Concepts
The major land use concepts as they currently exist, as they are proposed by Stanford, and as they are being considered for the Staff Alternative are shown in the following table and illustrated in the map on the following page.

Land Use	Existing	Stanford Proposed	Staff Alternative
Academic areas	Part of Campus designation	Same as existing	Same as existing
Housing			
Student	Part of Campus designation	Same as existing	Same as existing
Faculty/staff	Part of Campus designation	Campus Residential – Low Density (1-8 units/ac)	Same as proposed
		Campus Residential – Medium Density (8-15 units/ac)	Same as proposed
Core campus open space	Part of Campus designation	Campus Open Space	Same as proposed
Golf course	Part of Campus designation	Same as existing	Campus Open Space
Lands south of Junipero Serra			
Sensitive areas	Academic Reserve and Open Space	Special Conservation	Same; locations may be modified
Other lands	Academic Reserve and Open Space	Open Space and Academic Reserve	Open Space and Field Research
Academic Growth Boundary	None	Proposed	Modified
School	None	Made available	Made available

Alternatives to Stanford's proposed Community Plan are described below:

Academic Growth Boundary

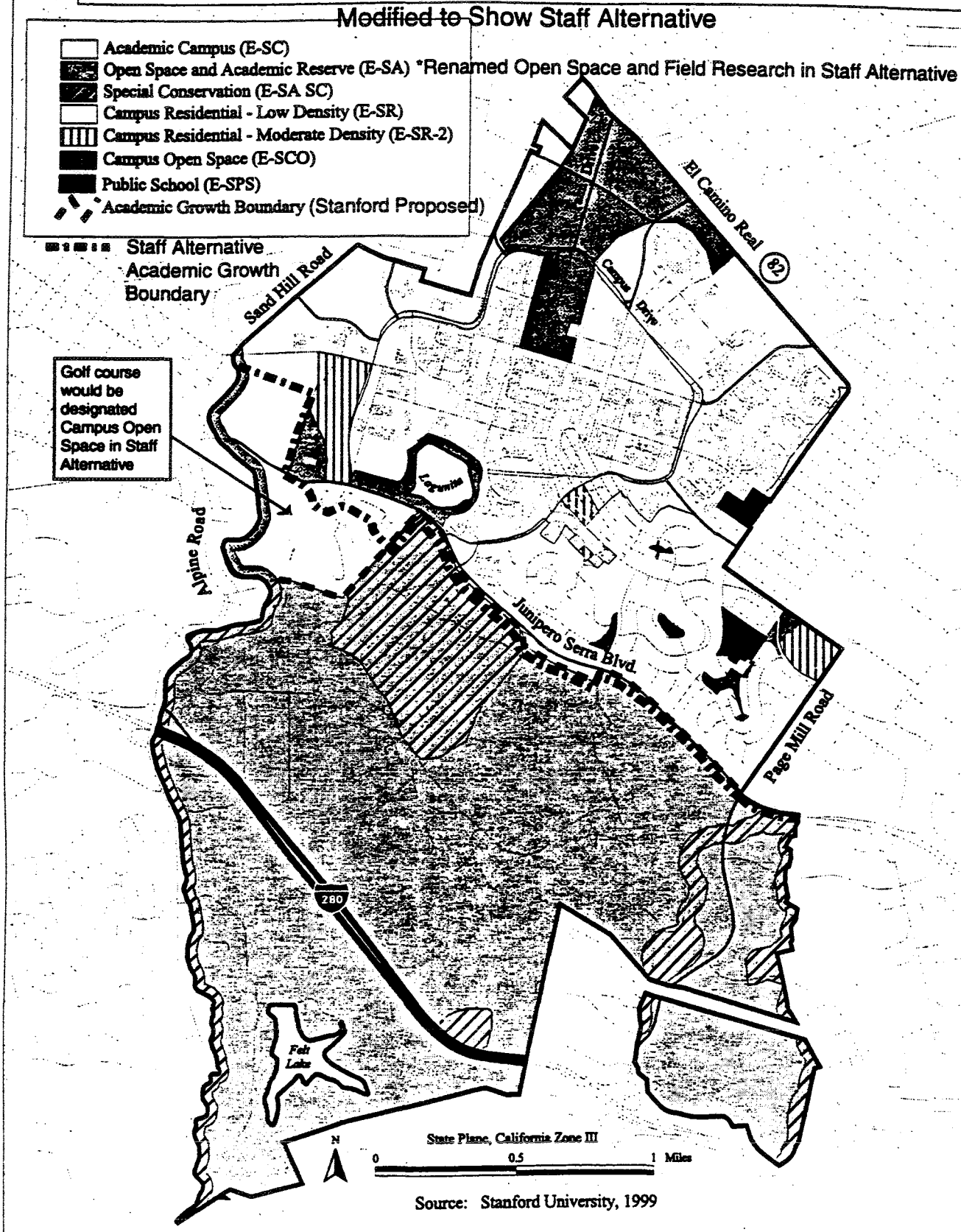
- The staff alternative modifies the location of AGB to exclude the golf course. Existing academic buildings south of JSB remain within the growth boundary (see map on next page).

Golf Course

- The golf course is redesignated from Academic Campus to Campus Open Space. Under the new designation, a General Plan amendment would be required to allow development on the golf course. Stanford's proposal would mean that more intensive development could occur on the golf course with a use permit but no General Plan amendment.

Community Plan Land Use Designations in Santa Clara County

Modified to Show Staff Alternative



Source: Stanford University, 1999

Stanford University Community Plan, November 15, 1999
Modified by Santa Clara County Planning Office, January 2000

Land south of Junipero Serra Boulevard

- The Open Space and Academic Reserve designation is renamed to Open Space and Field Research. Only utilities, conservation activities and field studies and their associated facilities and structures would be permitted.
- Alternative locations for the Special Conservation areas may be proposed based on the environmental analysis.

Staff has not proposed alternatives to several aspects of Stanford's proposal. One of these land use concepts is a new school site on Stanford lands. Stanford has proposed a land use designation that makes it possible to locate one or more new schools on the campus and has identified two potential school sites south of Junipero Serra Boulevard. At this time, the University and the school district are negotiating to identify an acceptable site. Staff intends to analyze the environmental impacts of locating a school at proposed sites.

At this time, staff is not considering alternatives to the location or components of the housing or academic designations proposed by Stanford; alternative amounts of housing and academic development will be analyzed as required by CEQA. The flexibility provided by the Campus designation in the past has been appropriate to reflect the relationship between academic areas and student residences; the accountability needed to ensure mitigation of the impacts of new development can be achieved through policies and implementation rather than through other land use approaches.

The University has proposed a new designation for the faculty/staff housing areas, separate from the rest of the academic campus. The proposed density for the Campus Residential – Low Density designation is consistent with existing zoning, and the proposed density for the Medium Density designation is appropriate for achieving more compact and "village-type" residential development.

The alternative land use components being considered by staff are meant to emphasize the fundamental General Plan principles of compact urban development and resource conservation. The AGB and corresponding development intensity policies are the primary mechanism for containing academic growth within existing developed areas. Corresponding approaches outside the academic growth boundary explicitly and substantially limit the development potential of land that is not planned for and/or appropriate for urban development. As with Urban Growth Boundaries, modifications to the location of the Academic Growth Boundary should be examined periodically. Planning staff intends to include appropriate policies in all areas of the Community Plan that would supplement these land use concepts and fundamental General Plan principles.

Notification
Notices were distributed to the mailing list that has been maintained by the Planning Office of approximately 500 people interested in the Stanford Community Plan/General Use Permit. The notice contained contact information for questions or for requesting a copy of this Board transmittal, as well as the Planning Office's web page address where the transmittal and other documents related to this process are available for downloading.

CONSEQUENCES OF NEGATIVE ACTION:

Work would proceed on the environmental analysis without the benefit of Board input. Issues could be introduced during the plan approval hearings next fall that had not been analyzed by staff, thereby requiring additional analysis and delaying approval of a Community Plan and General Use Permit.

STEPS FOLLOWING APPROVAL:

N/A

COMMENT LETTER A

Keith R. Anderson
Environmental Advocate

Santa Clara County
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Voice and Fax

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

No.	Species	Common Name	Federal Status	California Status	CDFG	CNPS	Habitat Descriptions and Notes
	Invertebrates						
1	Branchinecta lynchi	Vernal pool fairy shrimp	Threatened	None			Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water.
2	Calicina minor	Edgewood blind harvestman	Species of concern	None			Open grassland in areas of serpentine bedrock.
3	Danaus plexippus	Monarch butterfly	None	None			Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico.
4	Euphydryas editha bayensis	Bay checkerspot butterfly	Threatened	None			Native grasslands, commonly on outcrops of serpentine soil in the vicinity of San Francisco Bay.
5	Lepidurus packardi	Vernal pool tadpole shrimp	Endangered	None			Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water.
6	Tryonia imitator	Mimic tryonia (California brackishwater snail)	Species of concern	None			Inhabits coastal lagoons and salt marshes, from Sonoma County south to San Diego County.
7	**Fish**						
8	Lampetra tridentata	Pacific lamprey	Species of concern	None			Rivers and tributaries with fine gravel beds along the coast and it's estuaries.

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

No.	Species	Common Name	Federal Status	California Status	CDFG	CNPS	Habitat Descriptions and Notes
9	Oncorhynchus mykiss	Steelhead-central California coast esu	Threatened	None			Rivers and tributaries of the central coast that maintain a summer water temperature below 20c.
10	Oncorhynchus tshawytscha	Chinook salmon winter run	Endangered	Endangered			San Francisco Bay and San Joaquin River Estuary. Spawning is confined to the mainstem of the Sacramento River. Requires clean, cold water over gravel beds with water temperatures between 6 and 14 c for spawning.
		(Unlikely in South Bay & tributaries - Strays)					
11	Oncorhynchus tshawytscha	Chinook salmon fall run	~~Proposed for threatened status~~	None	Sc		Sacramento river below Keswick Dam. San Francisco Bay and tributaries (incl. Coyote Creek). Spawns in the Sacramento River but not in tributary streams.
		No longer included in any designated ESU (Sept. 1999 Determinations)			–		
	Amphibians						
12	Ambystoma californiense	California tiger salamander	Candidate	None	Protected/ Sc		Annual grasslands & grassy understory of valley-foothill hardwood habitats in central & northern California.
13	Rana aurora draytonii	California red-legged frog	Threatened	None	Protected/ Sc		Mostly in lowlands and foothills in/near permanent or ephemeral sources of deep water, but will disperse far during and after rain.
14	Scaphiopus hammondii	Western spadefoot	Species of concern	None	Protected/ Sc		Grassland, valley foothill hardwood woodlands, vernal pool, slow creeks for breeding and egg-laying.
15	Rana boylii	Foothill yellow-legged frog	Species of concern	None	Protected/ Sc		Partly shaded shallow streams with rocky substrate at least the size of cobbles.

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

No.	Species	Common Name	Federal Status	California Status	CDFG	CNPS	Habitat Descriptions and Notes
	Reptiles						
16	Clemmys marmorata	Western pond turtle	Species of concern	None	Protected/ Sc		A turtle of ponds, marshes, rivers, streams & irrigation ditches with aquatic vegetation. Requires upland with some soft substrate for nesting.
17	Clemmys marmorata pallida	Southwestern pond turtle	Species of Concern	None	Protected/ Sc		Same as western pond turtle.
18	Phrynosoma coronatum frontale	California horned lizard	Species of concern	None	Protected/ Sc		Dry, soft soil grassland, open coastal scrub, oak woodland.
19	Thamnophis sirtalis tetrataenia	San Francisco garter snake	Endangered	Endangered	Fully protected		Vicinity of freshwater marshes, ponds and slow moving streams in San Mateo County and extreme northern Santa Cruz County.
	Birds						
20	Agelaius tricolor (nesting colony)	Tricolored blackbird	Species of concern	None	Sc		Highly colonial species, most numerous in the central valley & vicinity. Largely endemic to California.
21	Aquila chrysaetos (nesting and wintering)	Golden eagle	None	None	Fully Protected/ Sc		Rolling foothill or coast-range terrain, where open grassland turns to scattered oaks, sycamores, or large digger pines.
22	Ardea herodias	Great blue heron	None	None			Colonial nester in tall trees, cliffsides, and sequestered spots on marshes.
23	Asio otus (nesting)	Long-eared owl	None	None	Sc		Found in riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses.

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

No.	Species	Common Name	Federal Status	California Status	CDFG	CNPS	Habitat Descriptions and Notes
24	Athene cunicularia (burrow sites)	Burrowing owl	Species of concern	None	Sc		Found in open, dry annual or perennial grasslands, deserts & scrublands characterized by low-growing vegetation.
25	Charadrius alexandrinus nivosus (nesting)	Western snowy plover	Threatened	None	Sc		Sandy beaches on marine and estuarine shores, also salt pond levees and the shores of large alkali lakes.
26	Circus cyaneus (nesting)	Northern harrier	None	None	Sc		Coastal salt marsh and fresh-water marsh. Nests and forage in grasslands, from salt grass in desert sink to mountain cienagas.
27	Cypseloides niger (nesting)	Black swift	None	None	Sc		Coastal belt of Santa Cruz and Monterey Co.; central and southern Sierra Nevada; San Bernardino and San Jacinto mtns.
28	Elanus leucurus (nesting)	White-tailed kite	None	None	Fully Protected		Low rolling foothills/valley margins with scattered oaks and river bottomlands or marshes adjacent to deciduous woodland
29	Geothlypis trichas sinuosa	Saltmarsh common yellowthroat	Species of concern	None	Sc		Resident of the San Francisco Bay region, in fresh and salt water marshes.
30	Laterallus jamaicensis coturniculus	California black rail	Species of concern	Threatened	Fully protected		Mainly inhabits salt-marshes bordering larger bays.
31	Pelecanus occidentalis californicus (nesting)	California brown pelican	Endangered	Endangered	Fully protected		Colonial nester on coastal islands of small to moderate size.
32	Plegadis chichi (nesting)	White-faced ibis	Species of concern	None	Sc		Inhabits shallow fresh-water marsh. Nesting habitat contains dense thickets of tule interspersed with areas of shallow water for foraging.
33	Rallus longirostris obsoletus	California clapper rail	Endangered	Endangered	Fully protected		Salt-water marshes traversed by tidal sloughs in the vicinity of San Francisco Bay.

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

No.	Species	Common Name	Federal Status	California Status	CDFG	CNPS	Habitat Descriptions and Notes
34	Riparia riparia (nesting)	Bank swallow	None	Threatened			Colonial nester; nests primarily in riparian and other lowland habitats west of the desert.
35	Sterna antillarum browni (nesting colony)	California least tern	Endangered	Endangered	Fully protected		Nests along the coast from San Francisco Bay south to northern Baja California.
	Mammals	* 6/99 See attachment for bats					
36	Reithrodontomys raviventris	Salt-marsh harvest mouse	Endangered	Endangered	Fully protected		Only in the saline emergent wetlands of San Francisco Bay and its tributaries.
37	Sorex vagrans halicoetes	Salt-marsh wandering shrew	Species of concern	None	Sc		Salt marshes of the south arm of San Francisco Bay.
38	Dipodomys ingens	Giant kangaroo rat	Endangered	Endangered			Annual grassland and alkali scrub with sandy loam soils
39	Vulpes macrotis mutica	San Joaquin kit fox	Endangered	Threatened			Annual grasslands or grassy open stages with scattered shrubby vegetation.
	Plants						
40	Acanthomintha duttonii	San Mateo thorn-mint	Endangered	Endangered		1b	Chaparral, valley and foothill grassland, coastal scrub, vernal pools. Endemic to San Mateo serpentine clay.
41	Arctostaphylos andersonii	Santa Cruz manzanita	Species of concern	None		1b	Broadleaved upland forest, chaparral, north coast coniferous forest. Known only from the Santa Cruz mtns.
42	Astragalus tener var. Tener	Alkali milk-vetch	None	None		1b	Alkali playa, valley and foothill grassland, vernal pools.
43	Balsamorhiza macrolepis var. Macrolepis	Big-scale balsamroot	None	None		1b	Valley and foothill grassland, cismontane woodland.

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

No.	Species	Common Name	Federal Status	California Status	CDFG	CNPS	Habitat Descriptions and Notes
44	Castilleja affinis ssp neglecta	Tiburon indian paintbrush	Endangered	Threatened		1b	Valley and foothill grassland. Known only from Marin, Napa, and Santa Clara counties.
45	Ceanothus ferrisae	Coyote ceanothus	Endangered	None		1b	Chaparral, valley and foothill grassland, coastal scrub. Endemic to Santa Clara county.
46	Chorizanthe robusta var. Robusta	Robust spineflower	Endangered	None		1b	Cismontane woodland, coastal dunes, coastal scrub.
47	Cirsium fontinale var. Campylon	Mt. Hamilton thistle	Species of concern	None		1b	Cismontane woodland, chaparral, valley and foothill grassland.
48	Cirsium praeteriens	Palo Alto thistle	None	None		None	Little information exists on this plant; it was collected from the Palo Alto area at the turn of the 20th century.
49	Clarkia concinna ssp automixa	Santa Clara red ribbons	Species of concern	None		1b	Cismontane woodland, chaparral.
50	Cordylanthus maritimus ssp palustris	Point Reyes bird's-beak	Species of concern	None		1b	Coastal salt marsh.
51	Coreopsis hamiltonii	Mt. Hamilton coreopsis	Species of concern	None		1b	Cismontane woodland. Only known from Santa Clara and Stanislaus counties.
52	Dirca occidentalis	Western leatherwood	None	None		1b	Broadleafed upland forest, chaparral, cismontane woodland, north coast coniferous forest, riparian forest, riparian woodland.
53	Dudleya setchellii	Santa Clara Valley dudleya	Endangered	None		1b	Valley and foothill grassland, cismontane woodland. Endemic to serpentine soils of Santa Clara county.

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

No.	Species	Common Name	Federal Status	California Status	CDFG	CNPS	Habitat Descriptions and Notes
54	Eriogonum nudum var. Decurrens	Ben Lomond buckwheat	None	None		1b	Chaparral, cismontane woodland, lower montane coniferous forest. Known only from Contra Costa and Santa Cruz counties.
55	Fritillaria liliacea	Fragrant fritillary	Species of concern	None		1b	Coastal scrub, valley and foothill grassland, coastal prairie.
56	Hemizonia parryi ssp congdonii	Congdon's tarplant	Species of concern	None		1b	Valley and foothill grassland.
57	Lasthenia conjugens	Contra Costa goldfields	Endangered	None		1b	Valley and foothill grassland, vernal pools.
58	Legenere limosa	Legenere	Species of concern	None		1b	Vernal pools.
59	Lessingia arachnoidea	Crystal Springs lessingia	Species of concern	None		1b	Coastal sage scrub, valley and foothill grassland, cismontane woodland, ultramafic.
60	Lessingia micradenia var. Glabrata	Smooth lessingia	Species of concern	None		1b	Chaparral.
61	Malacothamnus hallii	Hall's bush mallow	None	None		1b	Chaparral.
62	Monardella villosa ssp globosa	Robust monardella	None	None		1b	Chaparral, cismontane woodland.
63	Penstemon rattanii var. Kleei	Santa Cruz Mtns. Beardtongue	None	None		1b	Chaparral, lower montane coniferous forest.
64	Plagiobothrys glaber	Hairless popcorn-flower	None	None		1a	Meadows, coastal marshes.
65	Potamogeton filiformis	Slender-leaved pondweed	None	None		2	Marshes and swamps.
66	Sanicula saxatilis	Rock sanicle	Species of concern	Rare		1b	Broadleafed upland forest, chaparral.

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

No.	Species	Common Name	Federal Status	California Status	CDFG	CNPS	Habitat Descriptions and Notes
67	Sidalcea malachroides	Maple-leaved checkerbloom	None	None		1b	Broadleaved upland forest, coastal prairie, coastal scrub, north coast coniferous forest.
68	Streptanthus albidus ssp albidus	Metcalf Canyon jewel-flower	Endangered	None		1b	Valley and foothill grassland, serpentine barrens.
69	Streptanthus albidus ssp peramoenus	Most beautiful jewel-flower	Species of concern	None		1b	Chaparral, valley and foothill grassland.
70	Streptanthus callistus	Mt. Hamilton jewel-flower	Species of concern	None		1b	Chaparral, cismontane woodland
71	Suaeda californica	California seablite	Endangered	None		1b	Salt marsh.

Federal Status:

Endangered	Listed as endangered under the federal Endangered Species Act
Threatened	Listed as threatened under the federal Endangered Species Act
Candidate	Candidate for listing under the federal Endangered Species Act
Species of Concern	Informal designation by USFWS; no formal listing status; may qualify for consideration under CEQA
Proposed for Threatened Status	Proposal to list species under the federal Endangered Species Act has been published in the Federal Register

State Status:

Endangered	Listed as endangered under the California Endangered Species Act
Threatened	Listed as threatened under the California Endangered Species Act
Rare	Plant species listed as Rare under the California Native Plant Protection Act and the California Endangered Species Act

CDFG:

Species of Concern	Animal species designated by CDFG for protection; qualify for consideration under CEQA
Protected and Fully Protected	Animal species that may not be taken or possessed without a permit from the Fish and Game Commission and/or the Department of Fish and Game

California Native Plant Society Inventory (Skinner and Pavlik 1994):

Table A6
Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity

1A	Plant species believed to be extinct
1B	Plant species that are rare, threatened, or endangered in California and elsewhere
2	Plant species that are rare, threatened, or endangered in California but more common elsewhere

June 1999

Special Status Bats Known to Occur in the Santa Clara Valley Watersheds

FEDERAL SPECIES OF CONCERN

Greater western mastiff bat, *Eumops perotis californicus* *

Small-footed myotis bat, *Myotis ciliolabrum*

Long-eared myotis bat, *Myotis evotis*

Fringed myotis bat, *Myotis thysanodes*

Long-legged myotis bat, *Myotis volans*

Yuma myotis bat (AKA San Joaquin myotis) *Myotis yumanensis* *

Townsend's western big-eared bat, *Corynorhinus (=Plecotus) townsendii townsendii* *

*** Also California Species of Special Concern**

These species are known to roost in tree cavities and under sloughing bark on large trees within the riparian corridor, including sycamore, oaks and some eucalyptus. Tree removal may result in an unavoidable loss of immature bats and bat roosts. Most bat species are sensitive to unusual noise and disturbance in the vicinity of their daytime roosts. Construction noise and activities during the reproductive season (May through September) may cause bats to abandon roosts and experience reproductive failure. Because bats have a low reproductive rate (typically one per year), disturbance or destruction of roost sites have long-term consequences on population success.

Local bat species feed exclusively on insects and other arthropods. Riparian corridors are particularly important to these species because of their high insect productivity, with essential foraging habitat occurring mostly within and adjacent to the riparian zone.

COMMENT LETTER B

I AM THE PALO ALTO Stanford REPRESENTATIVE ON THE BOARD OF THE MROSD HOWEVER I AM HERE TONIGHT TO SHARE MY PERSONAL OPINIONS ON THE DRAFT

1) THE ACADEMIC GROWTH BOUNDARY: Exhibit-A

Since foothill lands in Stanford ownership in Santa Clara Co. are in the legal sphere of Influence of Palo Alto, the county should recognize the city's Urban Growth Boundary as the logical growth boundary for Stanford. And it should be renamed to Academic/ Urban Growth Boundary. It should extend south from Page Mill Rd. along Foothill Expressway to Arastradero Rd. following Palo Alto's Urban Service Area Boundary (otherwise called the Urban Growth Boundary in the Comprehensive Plan) and which serves as the western edge of the Stanford Industrial Park.

The Land Use Map page 22, does not reflect this boundary of the Industrial Park, whereas the text in the brochure on school sites does (on pages 21 + 23) So my conclusion is that the text is accurate and the map is not.

2.) All Proposed development of lands outside the boundary should require full public scrutiny and not be automatically included under a general use permit.

Under current county regulations, development of projects up to and including 5,000 gsf can proceed without a use permit. Four of such individual projects were outlined by Stanford as possible in the next ten years (Stanford's first draft page 12). I believe these units were separate projects from the Carnegy proposal. Exhibit B

Even comparably small and individual projects , especially if located in close proximity to one another, or on ridges, could destroy what otherwise would be the scenic beauty we are anxious to preserve.

Historically the Industrial Park was developed on a larger scale in what could become a similar pattern--- 4-lot divisions needed approval only by the Palo Alto Planning Director, and never came to the Planning Commission, Council, and public until after the fact. This proceedure was halted by the city council in the 70s . Although a little late for Palo Alto; the county could learn from this.

★— 3.) Zoning: Exhibit C

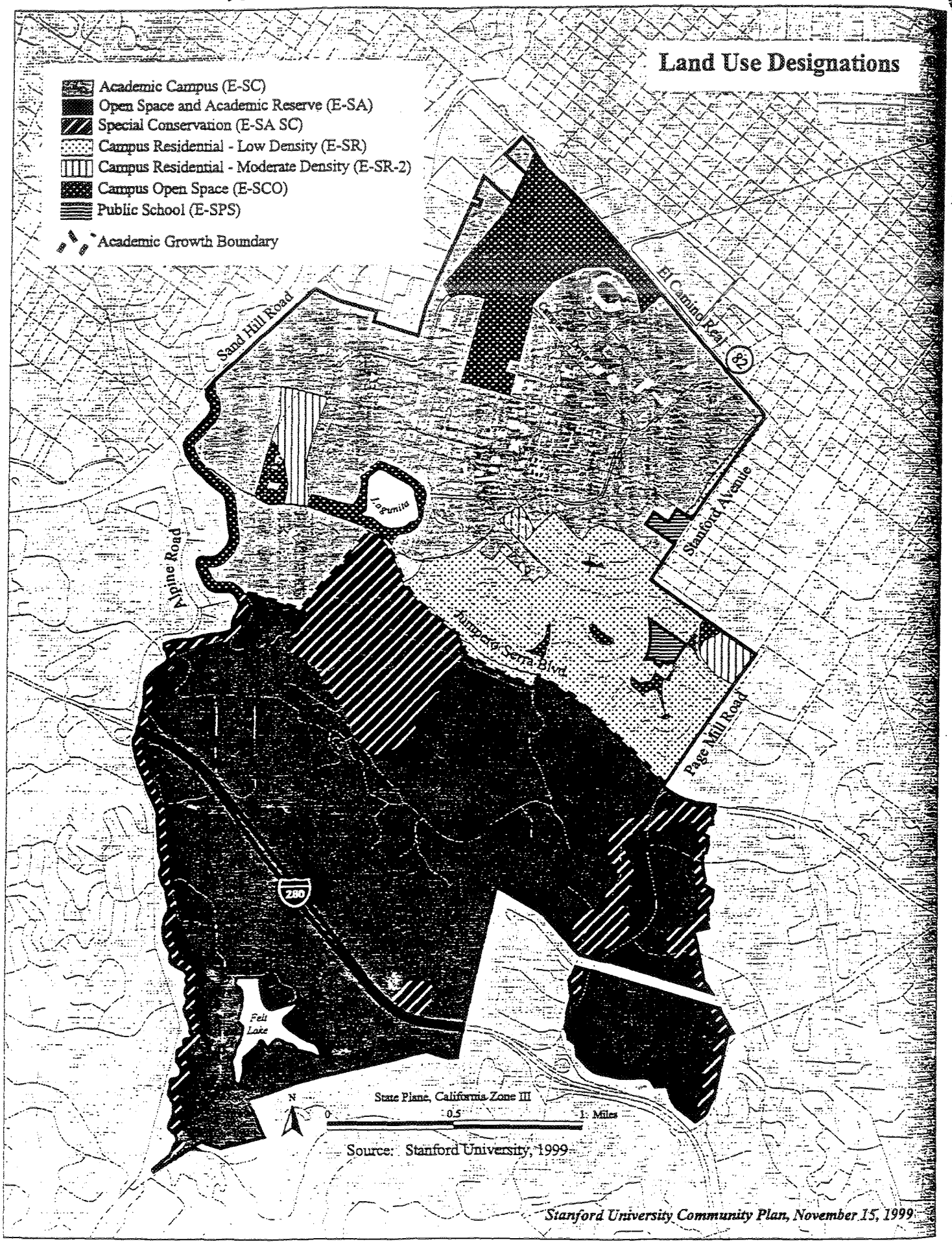
As to the zoning, for these unincorporated lands; the county should look first at Palo Alto 's A-C zone as a starting point. This zoning now applies to Coyote Hill and adjoining incorporated lands in Palo Alto.

4.) In Conclusion, archeological sites should be protected under Stanford's proposed Land Use Plan Designation... Special Conservation. And protection of these sites be included under the definition.

★ aside from the lack of Permanent Open Space as a mitigation of substantial development in the past and more expected in the future, there is a Question of Zoning.

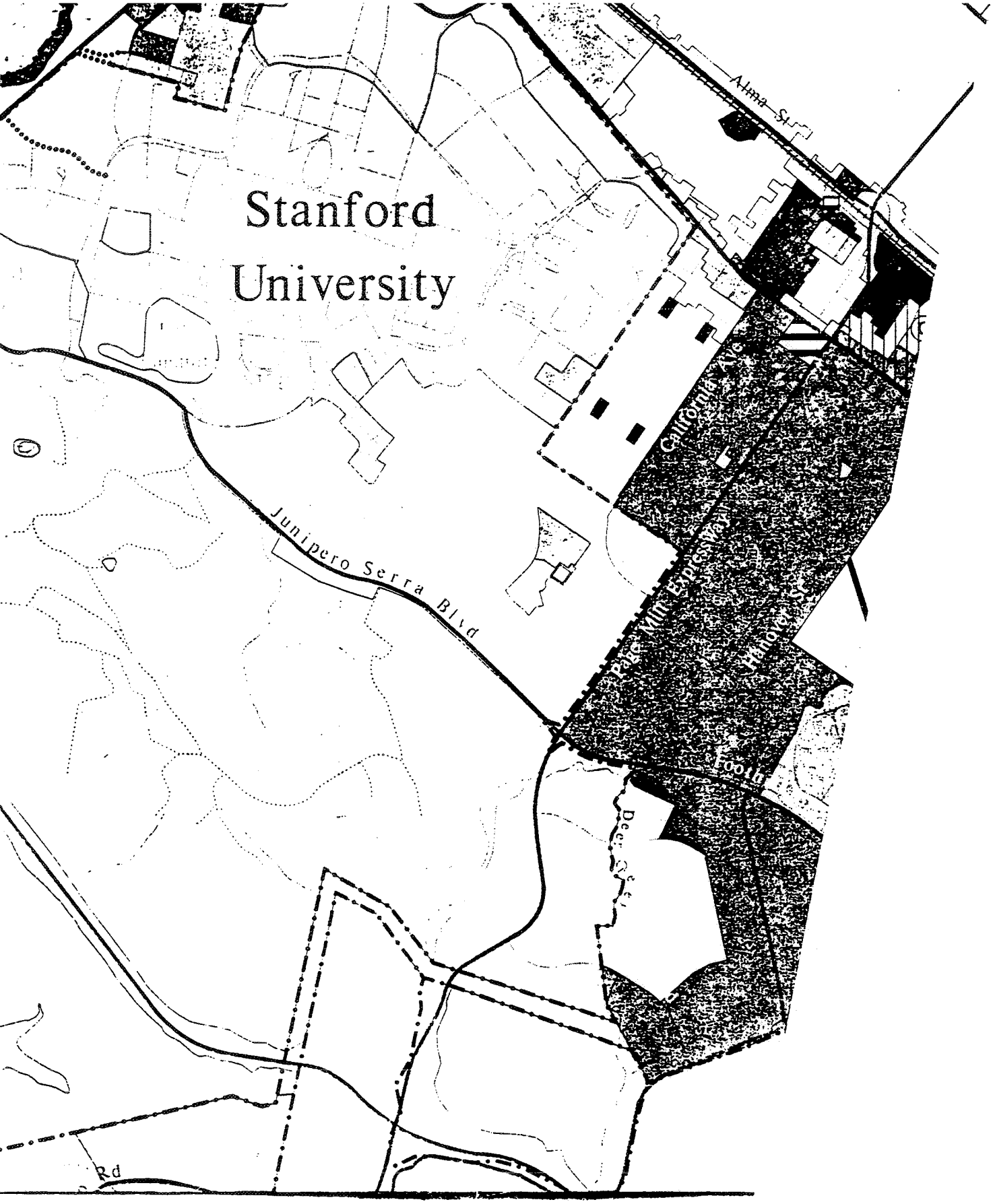
Nonette Hanko
650-494-0796

Nov. 15 draft of Stanford Plan



Stanford University Community Plan, November 15, 1999

Exhibit A-1



lo Alto Urban Service Area and Urban
omprehensive Plan

From Stanford Brochure (Nov. 15 draft)

Long History of Cooperation Between Stanford and Palo Alto Schools

Stanford University has a long history of cooperation with the Palo Alto Unified School District. Currently, five schools are located on land obtained from Stanford. Four are in Palo Alto (Nixon and Escondido elementary schools, plus Palo Alto and Gunn high schools), and one is in Menlo Park (Oak Knoll Elementary). Approximately 40% of the students in the Palo Alto school district attend school in one of the four schools located on land provided by Stanford.

A strong local public school system has always been important to the University. The quality of local schools is also an important factor in the recruitment and retention of Stanford faculty.

School District Request for a School Site — Two Sites Identified

The District is seeking a site for a new middle school and has requested that Stanford's new land use plan set aside 25 acres of land for that purpose. State law does not allow local government agencies to require school impact mitigations beyond the payment of impact fees. However, Stanford has voluntarily agreed to assist the School District in its search for a new school site, including the possibility of locating another school on Stanford land.

The Dean of the School of Education at Stanford has also expressed interest in collaboration between the School of Education and the school district in designing and operating a new middle school program.

Stanford has identified two sites that might be suitable for a middle school as shown on the map on page 23. One site is on flat land on the southwest corner of Page Mill Road and Junipero Serra Boulevard, and the other is on Deer Creek Road between Page Mill Road and Arastradero Road. These sites need to be studied to assess their suitability.

(Note: Both of the sites identified are outside the proposed Academic Growth Boundary. See the section below, "A School Site and the Academic Growth Boundary.")

The School District has expressed a preference for a site within the core campus, north of Junipero Serra Boulevard, but Stanford has been unable to identify a suitable site in that part of the campus. The County Planning Commission's direction that future Stanford educational facilities and housing be concentrated in the core campus, the limited space in that area, and Stanford's own current and future programmatic needs make it infeasible to locate a new middle school in the core campus.

Stanford and the School District are now engaged in ongoing discussions regarding a potential school site and other issues of importance to the district and to Stanford. If Stanford and the School District agree on a suitable site on Stanford land, both parties must enter into an agreement on the conditions for use (a letter dated November 15, 1999 from Stanford University notified the County that Stanford has identified the school sites discussed above).

School Age Children and New On-Campus Housing

The demographic research firm of Lapkoff and Gobalet projected the number of school-age children that would live in faculty and staff housing proposed in the draft General Use Permit of September 20th. Because a range of possible faculty and staff housing units rather than a fixed number was proposed, Lapkoff and Gobalet calculated the low and high possibilities: 165 students in the low estimate and 401 students in the high estimate.

Lapkoff and Gobalet also projected that there would be additional school children added in the School District as a result of the single graduate student housing that Stanford proposed in the September 20th draft. Assuming that families with children moved into housing vacated by Stanford graduate

Exhibit A-3

(Nov. 15 draft)

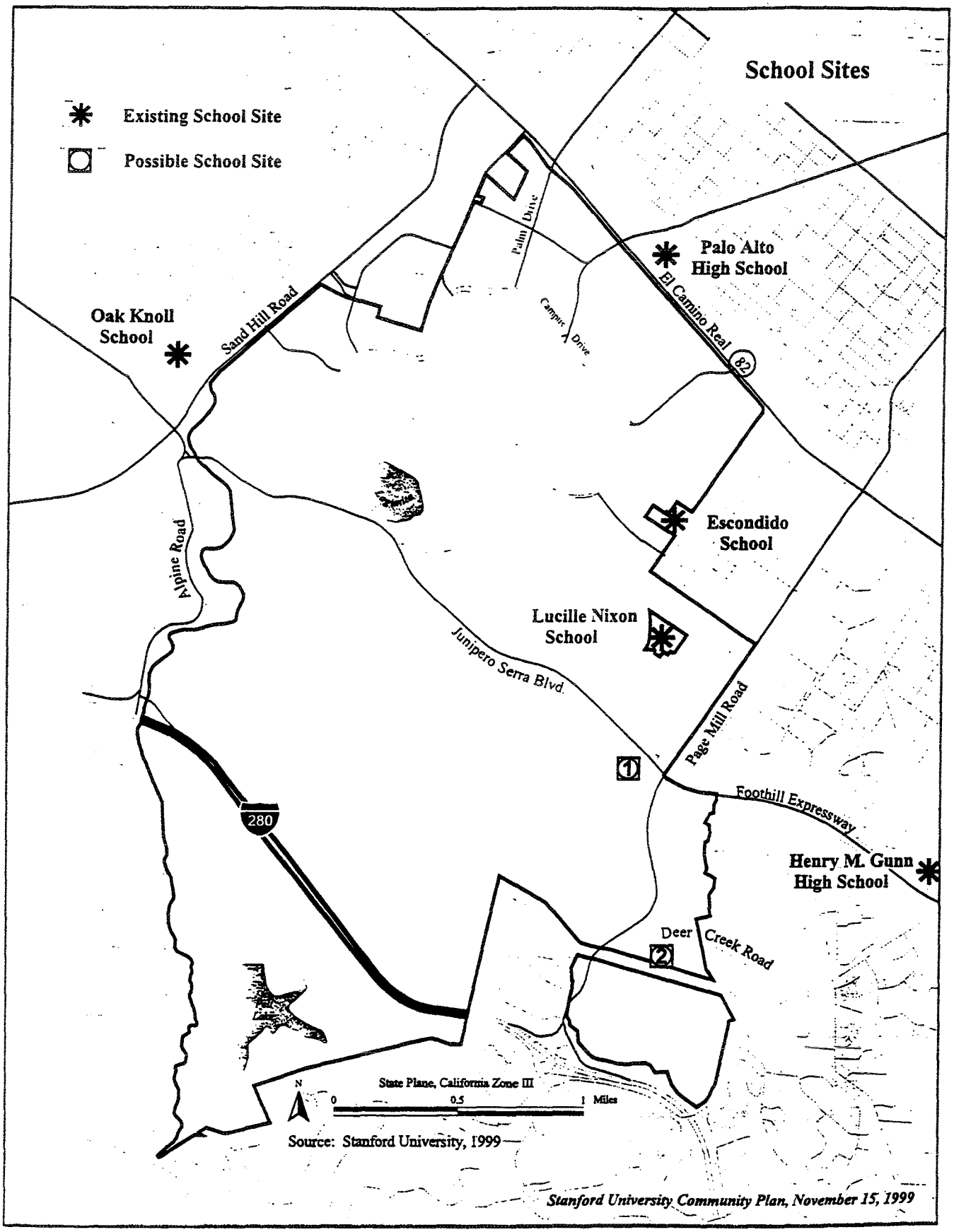


Exhibit A-4

Palo Alto Comprehensive Plan
Land Use and Community Design Section

Exhibit B-1

Goals, Policies, and Programs

LOCAL LAND USE AND GROWTH MANAGEMENT

GOAL L-1: A Well-designed, Compact City, Providing Residents and Visitors with Attractive Neighborhoods, Work Places, Shopping Districts, Public Facilities, and Open Spaces.

The amount of urban land in Palo Alto in 2010 will remain essentially the same as it is today, with growth occurring through infill and redevelopment. In a community survey conducted during the Comprehensive Plan process, the community overwhelmingly reaffirmed its commitment to the protection of the baylands and foothills. The emphasis on infill brings opportunities for positive change but also the need to protect the qualities that are important to Palo Alto.

Extent of Urban Development

POLICY L-1:

Continue current City policy limiting future urban development to currently developed lands within the urban service area. The boundary of the urban service area is otherwise known as the urban growth boundary. Retain undeveloped land west of Foothill Expressway and Junipero Serra as open space, with allowances made for very low-intensity development consistent with the open space character of the area. Retain undeveloped Baylands northeast of Highway 101 as open space.

This is a continuation of existing City policy. Any future expansion of the Stanford Research Park will be in the form of infill development rather than expansion. The City's Urban Service Area boundary identifies areas that may be developed during the term of this Plan.

POLICY L-2:

Maintain an active cooperative working relationship with Santa Clara County and Stanford University regarding land use issues.

Development Limitations on Unincorporated Stanford Lands

A 1985, three-party interjurisdictional agreement with the City, Santa Clara County and Stanford University, identifies the land use polices for lands owned by Stanford and located within unincorporated Santa Clara County. Stanford's General Use Permit, issued by Santa Clara County, establishes building area, population limits and some mitigation measures for development of the unincorporated lands, and identifies four sub-areas with special land use controls (See Map L-3). The special area limitations are:

Area A (Campus frontage along El Camino Real): No development.

Area B (South of Sand Hill Road between Pasteur Drive and Junipero Serra Boulevard): Until 2021 limited to academic and recreation fields and related support facilities. Faculty, staff or student housing may be proposed in a portion along Campus Drive West.

Area C (West of Junipero Serra between Alpine Road and Deer Creek): Low-intensity academic uses that are compatible with the open space qualities of the area. Development of any structure over 5,000 square feet requires a use permit from the County. Development for income producing purposes, or sale or lease for nonacademic purposes, would require annexation to the City.

Area D (Arboretum area along Palm Drive and the Oval): No development.

See also Goal N-1 and associated policies and programs

See Map L-2 for the Urban Service Area boundary and the Urban Growth boundary

See Land Use Map L-3: Stanford Lands

See Santa Clara County General Plan Policies R-LU68 and R-LU69 regarding Academic Reserve and Open Space designation

See Santa Clara County General Plan Policies C-GD1, C-GD2, R-GD2 and R-GD6 regarding development in rural unincorporated areas

From Stanford Brochure (Sept. 20 draft)

Exhibit B-2

Open Space and Conservation

The proposed plan preserves open space. Development on Stanford land in Santa Clara County will be concentrated in the core campus. More than 99% of the undeveloped Stanford land in Santa Clara County south of Junipero Serra Boulevard will remain open space. Some very limited, low-intensity academic projects will be permitted south of Junipero Serra Boulevard.* New land use designations are proposed that classify open space (see the Future Land Use map on the inside cover page of this booklet).

The Planning Commission recommended special protection for urban open space in the core campus — for example, the Arboretum, the Oval, and Lake Lagunita. Stanford will identify these and other areas in the core campus for special designation as open space.

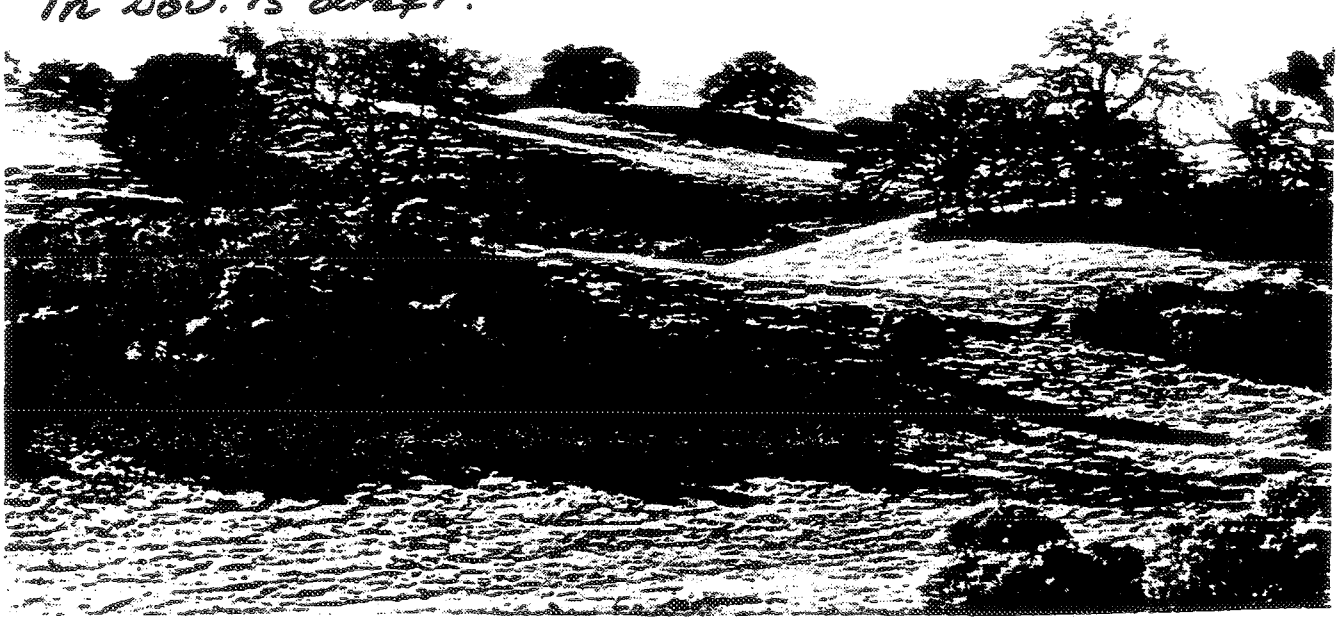
Stanford will also designate new riparian set backs along both sides of Matadero Creek and San Francisquito Creek on Stanford land as protected open space (subject to grandfathered uses and any existing contractual rights of current leaseholds).

Stanford will designate special areas for preservation of endangered species and habitat conservation and will work with State and Federal fish and wildlife and environmental protection agencies to accomplish these objectives.

The plan will explicitly adopt the County provisions for resource conservation as the conservation element. In implementing its conservation measures, Stanford will undertake a program to conserve vital resources, including natural and cultural resources. This program will include continued oak woodland reforestation efforts and other conservation efforts in the foothills. As speakers noted in the public forum on conservation, the Dish area and the foothills are suffering from erosion and misuse. Stanford will address the environmental degradation in these areas and work to preserve their natural beauty.

* Because the area south of Junipero Serra is academic reserve and is used in teaching and research, Stanford may seek separate use permits for up to four academic projects, each not to exceed 5,000 gross square feet and the total square footage used for all projects not to exceed 20,000 gross square feet. Examples of the type of projects that now exist in that area and which might be applied for are artist studios and a student observatory. A separate use permit may also be sought to build a new clubhouse for the golf course. This will be on land already allocated to the golf course; it will not increase the size of the golf course.

County regulations don't require use permits for 5000 gsf or less. Above language not included in Nov. 15 draft.



Although I believe the County Planning staff should work with the staff of Palo Alto to develop a taylor-made zone district to cover the county unincorporated lands of Stanford; the County should look at Palo Alto's adjoining lands zoned AC and exclude residential and other uses which are not a presently existing agricultural use.

Exhibit C

any such parcel.
(Ord. 3583 §§14, 15, 1984; Ord. 3340 §4, 1982; Ord. 3048 (part), 1978)

check county map

Coyote Hill + lots 1, 2, 3, rezoned A-C Mar. 12, 1973

CHAPTER 18.72

AC AGRICULTURAL CONSERVATION DISTRICT REGULATIONS

18.72.010 Specific purposes.

The AC agricultural conservation district is intended to permit agricultural and compatible uses on property intended for preservation and retention essentially in its natural, farmed, or landscaped state. (Ord. 3048 (part), 1978)

18.72.020 Applicability of regulations.

The specific regulations of this chapter and the additional regulations and procedures established by Chapters 18.83 to 18.99, inclusive, shall apply to all AC agricultural conservation districts. (Ord. 3048 (part), 1978)

18.72.030 Permitted uses.

The following uses shall be permitted in the AC agricultural conservation district:

(a) Agricultural use, excepting the conduct and maintenance of hog farms;

remove —(b) Residential use, and accessory buildings and uses customarily incidental to permitted dwellings; provided, however, that such permitted dwellings shall be for the exclusive use of the owner or owners, or lessee or lessor of land upon which permitted agricultural use is conducted, and the residence of other members of the same family and bona fide employees of the aforementioned;

(c) Sale of agricultural products produced on the premises; provided, that no permanent commercial structure for the sale or processing of agricultural products shall be permitted;

Palo Alto zoning

remove

(d) Mobile homes (manufactured housing) on permanent foundations. See Section 18.88.140. (Ord. 3291 §11, 1981; Ord. 3048 (part), 1978)

18.72.040 Conditional uses.

The following uses may be conditionally allowed in the AC agricultural conservation district, subject to issuance of a conditional use permit in accord with Chapter 18.90:

(a) Animal care, including boarding and kennels;

(b) Outdoor recreation services;

(c) Utility facilities essential to provision of utility services to the neighborhood, but excluding business offices, construction or storage yards, maintenance facilities, or corporation yards;

remove (d) Cemeteries.

(Ord. 3108 §11, 1979: Ord. 3048 (part), 1978)

18.72.050 Site development regulations.

remove

The following site development regulations shall apply in the AC agricultural conservation district; provided, that more restrictive regulations may be recommended by the architectural review board and approved by the director of planning and community environment, pursuant to Chapter 16.48 of the Palo Alto Municipal Code:

(a) Site area. The minimum site area shall be twenty thousand two hundred thirty-four square meters (five acres).

(b) Site width. The minimum site width shall be 76.2 meters (two hundred fifty feet).

(c) Site depth. The minimum site depth shall be 76.2 meters (two hundred fifty feet).

(d) Front yard. The minimum front yard shall be 9.2 meters (thirty feet)

(e) Rear yard. The minimum rear yard shall be 9.2 meters (thirty feet).

(f) Side yards. The following side yard regulations shall apply:

(1) The minimum interior side yard shall be 4.6 meters (fifteen feet).

(2) The minimum street side yard shall be 7.3 meters (twenty-four feet).

(g) Residential density. Not more than one dwelling unit per four thousand seventy-four square meters (one acre) shall be permitted on any site, including all dwelling units as permitted by Section 18.72.030.

(h) Site coverage.

(1) The maximum site coverage shall be ten percent of the site area.

(2) Impervious ground surfaces may cover ten percent of the site area, in addition to the allowable coverage by buildings established by subdivision.

(i) Height. The maximum height shall be 10.7 meters (thirty-five feet).

(j) Accessory facilities and uses. Regulations governing accessory facilities and uses and governing the application of site development regulations in specific instances are established by Chapter 18.88.

(k) Special setbacks. Where applicable, setback lines imposed by a special setback map pursuant to Chapter 20.08 of this code shall be followed for the purpose of determining legal setback requirements.

(Ord. 4016 §38,1991: Ord. 3465 §19, 1983: Ord. 3048 (part), 1978)

18.72.060 Parking and loading.

(a) Off-street parking and loading facilities shall be required for all permitted and conditional uses in accord with Chapter 18.83. All parking and loading facilities on any site, whether required as minimums or optionally provided in addition to minimum requirements, shall comply with the regulations and the design standards established by Chapter 18.83.

(b) Minimum parking requirements for selected uses permitted in the AC agricultural conservation district shall be as follows: (see also Chapter 18.83):

remove (1) Residential use. The minimum parking requirements for each dwelling unit shall be two spaces. A minimum of one space per dwelling shall be covered.

(c) Location of parking spaces. No required parking space shall be located in a required front yard, or in a required street side yard. (Ord. 3048 (part) 1978)

18.72.070 Special requirements.

The following special requirements shall apply in the AC agricultural conservation district:

(a) Barns, stables, sheds, chicken houses, and other similar facilities for the shelter and feeding of animals, exclusive of domestic household pets, shall be located a minimum of 12.2 meters (forty feet) from any site line, and shall be located a minimum of 12.2 meters (forty feet) from any dwelling.

(b) Site and design review applicable. The provisions of Chapter 18.82 shall apply to all sites in the AC district.

(Ord. 3048 (part), 1978)

CHAPTER 18.74

F FLOODPLAIN DISTRICT REGULATIONS

18.74.010 Specific purposes.

The F Floodplain district is intended to protect persons and property from the hazards of development in inundated areas or in areas subject to inundation, to protect the community from costs which may be incurred when unsuitable or premature development occurs in such areas, and to allow uses which may be appropriate to such areas. (Ord. 3048 (part), 1978)

18.74.020 Applicability of regulations.

The specific regulations of this chapter and the additional regulations and procedures established by Chapters 18.83 to 18.99, inclusive, shall apply to all F floodplain districts. (Ord. 3048 (part), 1978)

18.74.030 Permitted uses.

The following uses shall be permitted in the F floodplain district:

(a) All agricultural uses, except the conduct and maintenance of hog farms;

(b) Extraction of chemicals from seawater, by solar and natural evaporation.

(Ord. 3048 (part), 1978)

18.74.040 Conditional uses.

The following uses may be conditionally allowed in the F floodplain district:

(a) Dredging of oyster shells and other deposits;

(b) Any permanent structures shall be subject to issuance of a conditional use permit in accord with Chapter 18.90.

(Ord. 3048 (part), 1978)

18.74.050 Site development regulations.

The following site development regulations shall apply in the F floodplain district:

(a) Site area. The minimum site area shall be forty thousand four hundred sixty-nine square meters (ten acres).

(b) Site width. The minimum site width shall be 91.4 meters (three hundred feet).

(c) Site depth. The minimum site depth shall be 91.4 meters (three hundred feet).

(d) Front yard. The minimum front yard shall be 15.2 meters (fifty feet).

(e) Rear yard. The minimum rear yard shall be 12.2 meters (forty feet).

(f) Side yard. The minimum side yard shall be 9.1 meters (thirty feet).

(g) Height. The maximum height shall be 4.6 meters (fifteen feet).

(h) Accessory facilities and uses. Regulations governing accessory facilities and uses and governing the application of site development regulations in specific instances are established by Chapter 18.88.

(Ord. 3048 (part), 1978)

THE LEAGUE
OF WOMEN VOTERS
OF PALO ALTO

COMMENT LETTER C

457 KINGSLEY AVENUE • PALO ALTO, CALIFORNIA 94301 • 415/327-9148

December 9, 1999

TO: Santa Clara County Supervisors and Planning Staff

FROM: The League of Women Voters of Palo Alto

RE: Stanford Community Plan and General Use Permit Applications

The League of Women Voters of Palo Alto has submitted statements to the county and testified at each of the earlier public forums held on the original draft Stanford Community Plan. We have carefully reviewed the revised Draft Community Plan and General Use Permit Application which were submitted to the county on November 15, 1999. We confirm our earlier statements, and speak to the following areas of the November 15 documents:

Housing. We heartily support the proposed increase in the number of housing units to be constructed to 2,000 for graduate and undergraduate students, 350 for hospital residents and postgraduate fellows, and a minimum of 313 units which could be expanded to a maximum of 687 units for designated faculty and staff. There can be no question as to the critical need for this housing and the benefits not only to the new occupants and the University, but also to the surrounding communities.

We endorse the Plan's identification of specific sites zoned for low-density (1-8 units/acre) and moderate-density (8-15 units/acre). We urge the University to develop quality housing at the upper range of the allowable densities, once the Plan and GUP have been improved. Particularly the West Campus district, where 570 housing units are the maximum proposed, could be developed with attractive buildings with surrounding landscaped areas. We also urge that housing in the East Campus district, with 9 to 75 units proposed, include at least some or most of the development at the upper range of the allowable density.

We endorse provision of a wide range of housing types to meet the needs of diverse groups at the University. We also endorse provision of a range of affordability, especially housing for low- and moderate-income occupants.

In earlier statements we urged that the University establish target dates for the construction of a substantial portion of the proposed housing. The University's accompanying *Summary and Explanation* speaks to the timing of construction of new housing, stating that it will apply to build 1,000 student housing units in the first two years after approval and its goal is to have them available for occupancy within three years, or four at the most, after approval. We support those elements of the Community Plan which would make this implementation possible,

such as SCP-H4, "Streamline the review and permit approval process for university housing to the extent allowable under State law" and SCP-H(i)11, "Streamline review for projects consistent with County standards and land use policy."

Child Care. We have consistently spoken to the need for child care to be available when families with children move in. The *Summary* states that the plan calls for childcare facilities to support the new family housing, and services and amenities in new neighborhoods where possible, which would contribute to walkable communities. We would like to see SCP-H6, "Locate housing near compatible and supporting uses and facilities, such as child care, shopping, health care, and recreation" strengthened by addition of an implementation recommendation, such as "Provide and maintain child care facilities in appropriate areas near housing."

Circulation. We support the many forward-looking means by which the University now responds to Transportation Demand Management requirements, including encouraging pedestrian and bicycle use in many ways, the Marguerite shuttle, carpools and vanpools, paying people not to drive, and so on. We support further extension of the Marguerite routes and hours of operation. We believe the EIR traffic analyses may lead to other possible TDM scenarios.

The League supports the regional circulation implementation recommendations, specifically SCP-C(i)22, 23, 24, 25, 26, and 27. We had spoken previously in support of combining satellite parking and shuttle service, and believe this should be given priority.

Resource Conservation. We support the Special Conservation sub-designation to protect endangered species, sensitive habitats, and riparian corridors along creeks and streams.

Schools. If the University and Palo Alto Unified School District are not able to come to agreement on one of the two sites offered for an additional school site, we believe the findings of the EIR as to the impacts of Stanford lands school-aged children on local schools should lead to further discussion between the two entities, similar to what occurred in the Sand Hill Road approvals.

We are not commenting on all aspects of the Community Plan, but concentrating on those outlined above.

Sincerely,

Sally Probst

Sally Probst, President
League of Women Voters of Palo Alto

To Scoping Meeting 12/15/99 COMMENT LETTER D

From Tom Gunder 650-327-6034
474 CHURCHILL AVE
PALO ALTO CA 94301

12/6/99 General Comments Regarding the Stanford Land Use Process to Date

To date, Stanford and its supporters have set the framework for the debate regarding Stanford's future development. This is not surprising because Stanford is the applicant, and the public cannot effectively comment on or criticize a proposal until it is in its final form and submitted. This final form submittal did not take place until 11/15 and there was a thick proposal to evaluate.

Now, however, it is the public's turn to comment and criticize. One place to begin is to examine, through the EIR study and public comment, the arguments used by Stanford and its supporters at the public forums and in the press to date. Stanford and its supporters argue:

1. Flexibility. That Stanford cannot know the future and must be given "flexibility" to do what has to be done to advance knowledge. Many, many professors come to the microphone to tell of the importance of their individual projects.

2. Competition with rivals. That Stanford competes with prestigious universities and must not be hampered by local land use considerations. One Stanford dean said, and was widely quoted: "Permit Stanford to be great." No pun intended, I am sure.

3. Engine of community prosperity. That Stanford's development is by far the most important factor in the economic prosperity of the area. The community should not interfere with Stanford's future development.

4. Generosity to the community. Stanford has been generous to the community, allowing the use of its lands rent free for public schools and permitting the public to walk over Stanford's hill lands. Stanford should not be asked for more.

5. Rights of a private landowner. Stanford is a private, not a public, entity and has all of the rights of a private landowner to the reasonable use of its land and to exclude the public, when it decides to do so. The Stanford founding document prevents Stanford from selling or giving its land and requires the Stanford Board of Trustees to administer Stanford land for the benefit of Stanford, not of the community.

6. Beauty of campus. Stanford has developed a beautiful campus, which proves that it is a responsible developer and should be permitted to proceed unhampered by the community and confining regulations.

7. It is the community, not Stanford, that has planned poorly. Stanford is more beautiful than the surrounding community, provides more transit for its residents and has protected more of its open space. It is the surrounding community that has not planned wisely for K-12 school needs, that provides inadequate public transit and is, generally, the cause of the land use problems that Stanford is now being asked to correct.

Stanford's presentation of these arguments has been strong and consistent, supported by a coordinated effort to turn out its supporters to public meetings and in letters to the editor and has, generally, gone unopposed to date by Planning staff, the press and the public except in a scattered way. It is now time to respond to these arguments and to study them in the EIR process and with our own research. My initial response to each Stanford argument and my recommendation for further research is as follows:

1. To Stanford's argument for "flexibility." Normal land planning laws and procedures are, by design and in practice, highly flexible. Stanford does not need more flexibility than high tech corporations, medical clinics, other educational institutions or nonprofits. Everyone else proceeds under normal land use laws. Only Stanford has obtained an exemption from these normal laws and insists on continuing to have special treatment. General Plans are required by law to be reviewed and updated every 15 years and may be amended up to three times in any one year. Zoning designations are required to be reviewed at any time the landowner files an application with the government. Where is the inflexibility in the normal land use laws that Stanford cannot accept? Since Stanford has raised this argument and it is on the record, *the EIR must* explore the matter. I suggest the following issues be expressly explored by the EIR and public comment developed:

- List all of the ways in which Stanford receives special treatment. For example, the Santa Clara County General Plan states expressly that Stanford lands are not subject to normal annexation procedures nor are required to consider the general plans of adjacent cities. Also, Stanford pays no real estate taxes and often does not come under the Subdivision Map Act when it develops its land because it does not subdivide. Does Palo Alto want to continue under the existing three party agreement as it is unchanged? Further, the County General Plan land use designations are specially only to Stanford and the designations are undefined. Stanford land in the County is almost entirely A-1 (Agricultural) and is developed project by project as Stanford requests through the use permit procedure—spot development by definition.

- What are the public advantages and disadvantages for each of these areas of special treatment continuing? being modified? For example, even if the General Plan of Palo Alto may be ignored by Stanford on its county land, what about requiring the County to consider the land use *policies* of Palo Alto—say regarding jobs/housing balance and payment into the Palo Alto housing fund—in requiring Stanford to build housing on campus for its own people. Also, the County policy requiring permanent dedication of substantial open space in connection with the development of hillside lands could easily be extended to Stanford, but it has not been done. Why not?

- What is the current daytime population of Stanford's land in Santa Clara County? the gross square feet of buildings? The only figures available are from Stanford. The EIR should independently determine these facts and report them to the public.

- What is the daytime population of Stanford land in Palo Alto? in San Mateo County and its cities? the gross square footage of buildings in each jurisdiction? This information is not available now and should be.

- What is the straight line extension to the year 2020 and to the year 2030 of Stanford's development rate from 1989-2000 and as requested to 2010? This should be known *before* Stanford is permitted to develop further because Stanford refuses to acknowledge any cap on its development rights, and Stanford has much undeveloped land to move into.

- What exactly can Stanford "not know" that all other landowners, including high tech companies, medical clinics, do know? I point out that Stanford controls *exactly*, to the person, its student enrollment, its faculty and staff. Stanford has more land on its central campus (not even counting its foothills) than any of its closest academic competitors. The world continues to change for everyone. Planning laws are inherently flexible in design and in practice. Stanford makes over and over an argument for "flexibility." It sounds persuasive until it is analyzed. What exactly is Stanford's problem here? What does Stanford "not know" that others do?

2. To Stanford's argument regarding competition with its rivals. If you look at the universities at the top of *U.S. News & World Report*'s 1999 and 2000 issues on universities and colleges, Stanford has more acreage on its central campus alone (not even counting its hill land) than all of its competitors by a factor of 3 to 10 times. Stanford has as much square footage of buildings per student or per faculty as Harvard (the top rated competitor). If you look at the itemized comparison of the leading universities you see that, among the numerous measures of comparisons used to rank universities, acreage and square footage are not a factor and are not even mentioned. Stanford's four weakest ratings have nothing to do with acreage or physical plant. They are:

- lower *percentage* of alumni annual giving (the dollar amount is high but the percentage of donors is not);
- student/faculty ratio;
- graduation rate;

- dropout rate of freshmen.

None of these will be improved one jot by granting all of Stanford's application.

Since Stanford has raised this argument, the EIR should study it. I suggest the following issues be studied:

- Compare top Stanford competitors with Stanford regarding (a) acreage per student; (b) acreage per faculty member; (c) building square footage per student; (d) building square footage per faculty member; (e) rate of growth since 1989 for students, for faculty/staff, for building square footage; (f) land available in which to expand.

- These same schools should be compared as to (a) endowments; (b) annual budgets; (c) percentage of annual income that comes from research contracts; (d) growth rate, back 10 years and projected 10 years forward, for each of these measures.

3. <u>To Stanford's argument that its development has been the engine for community prosperity</u>:

This may be true, in large part. My response is twofold: Stanford cannot claim to be the engine for local growth (as Stanford does) without accepting the responsibility for the adverse impacts of that growth (which Stanford denies vehemently). That is not an honest position. The whole issue is (a) that there are substantial adverse impacts to growth and (b) what are we going to do about them.

My second response is obvious. More and more of something—anything—is not necessarily better. All organisms (except for fungus) have an optimum size and cease growing when that optimum size is reached. Another example: A small

amount of chlorine in stream water will purify it for drinking. It is harmful, not beneficial, to add more and more chlorine. There is an optimum stage in development. It is the goal of good planning to find that optimum beneficial stage and to try not to exceed it.

Since Stanford raised the issue, the EIR should study it. See my comments below regarding Stanford's rights as a *private* property owner.

4. <u>To Stanford's argument that it has been generous to the community</u>.

My response is to acknowledge what Stanford has done, to make a list of what it has done, and to quantify that list so it will not be either made bigger or smaller than it is, and, then, to tell the rest of the story—the benefits that Stanford takes from the community and does not pay for. Some examples are the following:

- K-12 students from Stanford owned housing going to PAUSD schools without paying real property taxes or bond payments that all other PAUSD students pay.
- The cost of PAUSD school buildings being paid for entirely by PAUSD families other than those in Stanford-owned housing.
- Full exemption for Stanford from all taxes, including county real estate taxes.

Since Stanford raised the issue it should be studied by the EIR. I suggest the following questions be answered:

- How many children attend PAUSD from Stanford-owned housing?

- Does Stanford (or the families) pay PAUSD real property taxes (or in lieu of payments) for the children from Stanford-owned housing? from Stanford leasehold housing?

- Same questions as above except for PAUSD $140,000,000 bond payments? for utility/parcel tax payments?

- What average amount does PAUSD receive per year per student from real estate property taxes? from bond payments? from utility/parcel tax payments?

- Do Stanford residential developments pay the PAUSD school impact fee? If so, when did PAUSD start requiring generally such payments? When did Stanford start paying them?

- Did Stanford pay any amount toward the construction of the buildings at Palo Alto High School, Gunn High School, Escondido or Nixon Elementary schools?

4. <u>To Stanford's argument that it is a private landowner</u>:

The argument is correct. Stanford has all of the rights *and obligations* of a private landowner—no more, no less. Actually, Stanford's obligations are somewhat more than the average private landowner because Stanford pays no real estate taxes, for which Stanford must provide some public benefit.

Each private landowner is entitled to reasonable use of its property. Reasonable use is determined by looking at (a) the land use designation in the General Plan, (b) zoning, (c) granted development rights, and (d) in the broad sense, use of the land consistent with the use in the surrounding area.

The General Plan designations for Stanford's county land are "Academic" for the central campus and "Academic Reserve and Open Space" for the hill land south and west of Junipero Serra Boulevard. Those land use designations are applicable only to Stanford, and, since they are undefined in the General Plan and elsewhere, give no specific development *rights* to Stanford.

Zoning for almost all of Stanford's county lands is A-1 (Agricultural). That zoning gives Stanford a *right* to build a farm residence and farm outbuildings on each parcel, but no other *rights*. Other development can only be by use permit application, which can be denied by the County in the exercise of the County's discretion. Thus, Stanford's zoning does not give it any *right* to continue its current development.

Stanford has limited development rights under its 1989 GUP. There are only a few more 100,000 square feet allowed under that GUP, after which Stanford will have no further development *rights*.

The only remaining claim that Stanford has to the *right* to continue development is by reference to the surrounding community—e.g., Palo Alto. The proper comparison is (a) by land use density and (b) by compatibility of type of use. Stanford's *type* of uses are generally consistent with Palo Alto's, but Stanford's land use density is far greater than Palo Alto, even *now* (8.44 people pre acre for Stanford compared to 6.1 people per acre for Palo Alto) and will go to 9 people per acre if Stanford's current application is granted in full. In other words, Stanford's development density is currently 40 percent greater than Palo Alto's and will go to 50 percent greater by 2010 if Stanford is permitted to develop as requested.

In short, Stanford has no *right* to any more development at all. The County can say "no" to Stanford's entire application because Stanford has already received full reasonable use of its land.

Since the County can say "no," the County can say "yes, with mitigation conditions" or "partially yes with mitigation conditions." These mitigations must relate to the adverse impact Stanford development is having on housing, transportation, open space and other areas. For example, the County could impose the condition that Stanford dedicate a permanent visual (non-development) easement over all its hill lands with permanent dedication to the public of trail and wildlife easements through these lands in return for some of the requested development Stanford has requested.

Clearly, the time has come for the county to put a cap (through General Plan and zoning) on the central campus and to protect the hill land through zoning or dedication.

The density analysis comparing Stanford county land and Palo Alto densities presents an even greater difference than first appears. Stanford has 2,000+ acres of undeveloped county land with no current restrictions on its development or history of Stanford being declined by the County when it asks for development. On the other hand, Palo Alto's 4,000+ acres of parks and open space is protected by City Charter and cannot be developed without a majority vote of the people. Stanford may and is continuing its development. Palo Alto may not and is not. As things are going now, the density of development at Stanford could exceed Palo Alto's by a multiplier of 2 or 3, all in a county A-1 zone.

The comparison between Stanford county land and Palo Alto density computes to be even worse for Stanford if (a) all Stanford land in Palo Alto and in

San Mateo County and its cities are charged to Stanford, and (b) Palo Alto's density is computed *without* the acreage and people of the Stanford Research Park, Stanford Medical Center, and Stanford Shopping Center.

No matter how you slice it, Stanford has received full reasonable use of all of its land and has no *right* to more.

6. To Stanford's argument that its campus is beautiful:

The Stanford campus is beautiful but that argument is recognized nowhere in planning law as bestowing greater development rights. If it were so recognized, David Packard or Bill Hewlett could have been exempt on the argument that they had the money to build a thing of beauty at their homes or their plants. They were both too good citizens to put forward such an argument. If they had, we would have all blushed for them and said "no." "No" is the answer to that argument when it is put forward by Stanford. It is not a matter of money or beauty or importance. Planning is a matter of looking at density and the impact on neighbors, then deciding whether a development should proceed.

7. To Stanford's argument that the community has planned poorly.

This is partially correct but mainly wrong. The partial correctness is that Palo Alto has permitted too many jobs to come into town for which there are insufficient housing in either town or nearby. Of course, the main developer pushing for this and the main beneficiary of this planning mistake was Stanford. Think the Stanford Research Park, the Stanford Medical Center and the Stanford Shopping Center.

As for the PAUSD planning, the main point to understand is that PAUSD is required by law to provide an education for each student residing in the PAUSD who applies. PAUSD has no land use control over development within its

boundaries. It must handle all students who show up without any control over their number. Stanford complains that Stanford cannot foresee the future, even though Stanford can control to the person exactly how many students, faulty and staff it will have on campus and Stanford has plenty of land and money to provide for them. Stanford cannot complain of PAUSD not seeing years ahead when Stanford claims it cannot do so.

As for the rest of local government action, it is at least open, transacted in public and subject to democratic vote. None of these are true of Stanford development. The only control on Stanford is the County.

The Marguerite Shuttle is a relatively simple answer to the simplest portion of the transportation problem (moving people around in about a 3,000-acre area and was, in fact, *required* by the County, not volunteered by Stanford. It is a county required program carried out by Stanford. Why should Stanford be lauded for doing what it is required to do?

The arguments which have been used by Stanford do not hold up under analysis. The EIR studies will show this conclusively.

The only real issues in this long process are (a) how much adverse impact on the community will Stanford's proposed development have, (b) what reduction mitigation can Stanford carry out to lessen these impacts, (c) if the impacts cannot be lessened, what compensating mitigation can Stanford give to the community to make these unavoidable adverse impacts acceptable, and (d) how can the community be certain that the mitigations will be carried out.

The County's right to regulate Stanford's development is clear. The fact that Stanford has not been regulated (lightly regulated?) in the past is no argument that

the past County approach should continue. In fact, it is the best argument why the old approach should not continue.

Stanford University Community Plan/General Use Permit EIR
Scoping Comments

Focus on the project changes.

Comments: **Date:** 12/15/99

The increase of the daytime population and the change and/or increase in the nightime population will cause many changes.

How will the increased population move – when where and how much?

Short term construction labor and vehicles will bring their respective impacts.

Commuter traffic changes - Is no net increase possible
where do present employees of Stanford live?
" " " off campus students live?

– and how can their trips to the campus be described

Wayne Swan

COMMENT LETTER F

TOWN of PORTOLA VALLEY

RECEIVED
99 DEC 20 AM 11:54

COUNCIL:
Craig M. Brown, Mayor
Edward C. "Ted" Driscoll, Jr., Vice-Mayor
Kirke Comstock
Gary Nielsen
Nancy Vian

TOWN OFFICERS:
Alex D. McIntyre
Town Administrator
Sandy Sloan
Town Attorney

December 15, 1999

Ms. Sarah Jones, Planner III
Planning Office
Santa Clara County
Government Center, 7th Floor, East Wing
70 West Hedding Street
San Jose, CA 95110

Subject: Notice of Preparation for Stanford University Community Plan/General Use Permit Application

Dear Ms. Jones:

Thank you for referring the Notice of Preparation for the above referenced plan and use permit application to the Town of Portola Valley for review and comment. As we have noted in previous correspondence, the town is pleased with a number of aspects of these proposals. We have commented on certain aspects of the plan, however, in which we would seek modifications. This letter, on the other hand, deals only with potential environmental impacts of the plan that are of concern to the town.

1. **The project definition as it pertains to the Foothills area is insufficient to allow adequate environmental evaluation.**

   Analyzing potential impacts of the large area designated as "Open Space and Academic Reserve" is difficult since no specific uses are proposed at this time. On page 52 of the plan, it is indicated that "Open Space and Academic Reserve" lands are appropriate for certain academic uses that require "undeveloped settings" and as a reserve for potential future " basic educational functions." One can only speculate, without more definition in the proposals, what these provisions may mean in the future. More specificity would need to be provided in the project description in the EIR in order to provide a basis for analysis of potential impacts from this land use designation.

2. **The plan does not provide adequate implementation of Policy SCP-RC 19 (page 81 of the plan).**

   SCP-RC 19 states: "The scenic and aesthetic qualities of the natural setting of Stanford lands in the County should be protected." The only specific areas shown to the south of Junipero Serra Blvd. to be protected are shown with the "Special Conservation" overlay. This raises a question if these indications, which cover a relatively small part of the area, plus proposed future studies of sensitive habitat areas, described in the Resource Conservation element, provide for sufficient implementation of Policy SCP-RC 19. It would appear that thought needs to be given to those areas that need to be designated as permanent open space in order to comply with the "scenic and aesthetic qualities" described in SCP-RC 19. The "Special Conservation" overlay might need to be considerably expanded. The Foothills area is an extremely important open space visually

Town Hall: 765 Portola Road, Portola Valley, CA 94028 Tel: (650) 851-1700 Fax: (650) 851-4677 e-mail: townhall@portolavalley.net

for the Stanford campus, Palo Alto and surrounding communities. This needs to be much better addressed in the plan in order to comply with the referenced policy statement.

3. **Potential Growth Inducing Influence of Academic Growth Boundary.**

The proposed location of the "Academic Growth Boundary" to include the "Academic Campus" area south of Junipero Serra Blvd., could be considered as a potential growth inducing impact in that it may set a precedent for more development south of the boulevard. The EIR should consider this possibility.

4. **Increased Traffic at Alpine Rd. - Santa Cruz Ave. - Junipero Serra Blvd. Intersection.**

Another concern to be addressed in the EIR relates to possible increased traffic on Alpine Rd. and at the Alpine Rd. - Santa Cruz Ave. - Junipero Serra Blvd. intersection. This is a major problem area that may well become worse as a result of the plans. It should be kept in mind that Stanford owns land on both sides of Alpine Rd. in this area and at the intersection and may thereby have the ability to help mitigate impacts. Planning for this area is complicated by the fact that the City of Menlo Park has not agreed to the widening of Sand Hill Road between San Francisquito Creek and Santa Cruz Ave. Solving this bottleneck could require encroachment on Stanford lands and thereby affect other parts of the campus, such as the Stanford Golf Course.

5. **"No Net New Trips".**

The EIR should investigate the methods whereby it can be assured that there will be "no net new commute trips", as promised in the plan, stemming from new development.

6. **Cumulative Impacts.**

Since Stanford owns land in San Mateo County, the EIR should address the cumulative impact of Stanford plans on all its lands, including those in San Mateo County.

7. **Increased Runoff.**

The EIR should address increased runoff from Stanford lands into the San Francisquito Creek watershed. The EIR should consider a standard that calls for no net increase of flows into the creek. This might call for temporary holding basins in some locations.

On behalf of Portola Valley, I wish to thank you for the opportunity to submit these comments with regard to the Notice of Preparation relative to the Stanford Draft Community Plan and General Use Permit Application.

Sincerely,

Thomas Vlasic

Thomas C. Vlasic, Deputy Town Planner

cc. Ted Driscoll, Mayor
Nancy Vian, Councilperson
Alex McIntyre, Town Administrator
Sandy Sloan, Town Attorney
Craig Breon, Chairman, Planning Commission
Leslie Lambert, Planning Coordinator

COMMENT LETTER G

RECEIVED
PLANNING OFFICE
99 DEC 21 AM 10:15

ROBERT AUGSBURGER
146 Main Street, Room 304
P.O. Box 130
Los Altos, California 94023-0130
Phone/Fax 650-948-8266
e-mail raugs@pacbell.net

December 17,1999

Sarah Jones
Planning Office
County of Santa Clara
70 West Hedding Street
San Jose, CA. 95110

Dear Sarah,

Following are my suggestions for matters to be considered in the preparation of the EIR for the Stanford Community Plan/GUP. I would appreciate your passing them on to the appropriate person at Parsons.

Impacts to be Analyzed

1. Impact on internal campus vistas, open areas and related campus quality of life issues by the proposed academic growth boundary requiring all the development to take place north of Juniperro Serra Boulevard

Alternatives to be Analyzed

1. Locate the proposed performing arts center from the core campus to Stanford-owned lands on El Camino Real previously annexed to Palo Alto. These would be the playing fields across El Camino from the Stanford Shopping Center now leased to Palo Alto or the undeveloped parcel at the corner of El Camino and Page Mill Road.

2. Eliminate the proposed basketball arena with "high demand" games (Arizona, UCLA and California) being scheduled for the San Jose Arena.

3. Relocation of all new faculty-staff housing proposed for the academic campus and Stanford Avenue, together with middle and elementary schools and community services, either to the area southwest of Page Mill Road and Junipero Serra Boulevard or alternatively to the area south of Page Mill Road between Foothill Expressway and Deer Creek Road.

Mitigation Measures to be Considered

1. Require the long term designation of a greenbelt/buffer the entire length of Stanford land along El Camino from the shopping center to Stanford Avenue to include the parcel north of the Hoover Pavilion, the entire area designated as Campus Open Space, the triangle bounded by Galvez Street, Campus Drive and the undeveloped extension of Lasuen Street now considered a part of the arboretum, the athletic playing fields along El Camino, and the existing buffer between El Camino and Escondido Village.

2. Extend Foothill Expressway on a new alignment across the foothills south of Junipero Serra Boulevard to intersect with Alpine Road in the vicinity of the I-280 interchange, extend Campus Drive from Juniperro Serra Boulevard to join this Foothill extension and turn the balance of Juniperro Serra into an "internal" campus road. See the 1971 Livingston-Blayney Report for specificity.

3. Grade separations at the intersection of El Camino and Page Mill and the intersection of Foothill Expressway and Page Mill. At earlier point in time, these were scheduled for completion in the early 1980's.

4. Require that all new non-residential construction include underground parking for 125% of incremental parking demand.

5. Eliminate all on-street parking.

6. Place a limit on the development of new surface parking, including parking structures.

7. Encourage the University to prohibit the use of automobiles on campus by all undergraduates except members of the senior class.

8. Encourage the cities of Menlo Park to adopt transportation programs equal or superior to those of the University.

Other Matters to be Considered

1. Analyze the feasibility of acquisition by the Midpeninsula Regional Open Space District of those lands now designated academic reserve and open space which the community would like to see preserved as permanent open space.

2. Analyze the impact of the loss of benefits to the region and the society at large resulting from limits on the growth of the University.

Thank you for considering these items. Please call me if you have any questions.

Also, I think it would be very helpful if we could review the submissions of other members of the CRG. In this spirit, you may feel free to distribute this letter to them should you wish.

Sincerely,

Robert Augsburger
Member, Community Resource Group

cc: Larry Horton - Stanford University

COMMENT LETTER H

PRIA GRAVES

COLLEGE TERRACE
RESIDENTS' ASSOCIATION

2130 YALE STREET
PALO ALTO, CA 94306

RECEIVED
PLANNING OFFICE
99 DEC 21 AM 10:40

17 December, 1999

Ms. Sarah Bernstein Jones
County of Santa Clara Department of Planning & Development
70 West Hedding Street
East Wing, 7th Floor
San Jose, CA 95110

Re: Stanford University Community Plan/General Use Permit Application
Draft Environmental Impact Report

Dear Sarah:

On behalf of the College Terrace Residents' Association, I request that the following areas be included in the Environmental Impact Report.

Water Quality and Hydrology:

The flooding which already occurs in our neighborhood as a result of runoff in the so-called "Stanford Ditch" must be considered and any increase in runoff prevented. We already experience flooding in two locations: in the vicinity of Werry Park where the water in this system enters a culvert, and at the corner of Stanford Avenue and El Camino where the water finally enters the City of Palo Alto storm drain system. Both locations flooded extensively in the February, 1998, storm although the City was not involved in the cleanup in the second area. There is extreme risk to both residential and business properties if the level or frequency of such flooding is increased.

In their negative declaration for the Escondido Village construction currently underway (dated 4/5/99), Stanford declared that the project would result in an increase in runoff of 2.7 CFS. They further stated that "during the wet season in the winter of 1997-1998, flooding was not experienced as a problem in the Escondido Village area". Unless they're restricting their concerns to the actual Village and disregarding other properties in the area, this statement is not consistent with the experience in College Terrace.

Residents of College Terrace (especially those of us near the Stanford/El Camino area) are extremely concerned that we will be exposed to increased risk of flooding from the current project. Additional construction in Escondido Village and along Stanford Avenue under the proposed new General Use Permit will further increase that risk unless adequately mitigated.

Land Use:

We have a concern about the development proposed on land that is effectively a part of our neighborhood. Any development along Stanford Avenue must be consistent and compatible with the existing development located within the City of Palo Alto. Since our City is moving toward design review for single family residences, we would request that you consider as a mitigation making any construction in this area be subject to the same form of review.

Public Services and Utilities:

Since several of the areas for proposed additional family housing (along Stanford Avenue and in Escondido Village) are served by our neighborhood grammar school, Escondido, we are concerned that the added population pressure on this school may displace our neighborhood children. In addition, the middle school problem needs to be resolved in a satisfactory way so that the school experience for our children is not degraded.

Traffic and Circulation:

We have several areas of concern with respect to traffic and circulation.

First, any additional development along the Stanford Avenue corridor will likely add traffic to this already excessively busy street. We would like to see a variety of alternatives and mitigations considered, including the following:

1) relocating the proposed housing farther into the core campus area,
2) orienting the vehicle access toward Olmstead instead of Stanford Avenue and possibly closing some of the access connectors from Olmstead to Stanford Avenue, and
3) providing for physical traffic calming measures on Stanford Avenue.

Second, a problem already exists with overflow parking in our neighborhood and presumably in others near Stanford. To combat this as Stanford is allowed to expand, we feel that the wording of SCP-C(i)22 should be strengthened and that all new parking except that specifically associated with housing should be sited in satellite lots served by frequent shuttle service AND equipped with bicycle lockers. Without this kind of mitigation, any new parking will only serve to draw additional traffic through our neighborhoods. Another possible mitigation which we would like to see evaluated is the possibility of requesting Stanford to fund (partially or completely) a neighborhood parking permit program for affected neighborhoods.

Third, as one of the neighborhoods immediately adjacent to a significant amount of the proposed additional housing, we are very concerned with Implementation Recommendation SCP-C(i)8. The trade off of additional local trips in and through our neighborhoods is a painful one. It is known that the average household generates some ten or more trips per day, of which only two or four are commute trips. So while we are supportive of increased housing, we are extremely concerned about the burden of non-commute traffic this will generate in our neighborhood.

To address the second and third areas of concern, we wish to suggest that two cordon lines would be more appropriate for the traffic mitigation monitoring:

- there should be an inner cordon around the central campus area at which ALL trips, commute and residential, are counted, and
- there should be a wider net, around the outer boundary of Stanford's lands or perhaps even farther out, at which Stanford-generated commute trips are counted.

Air Resources/Noise:

In addition to the problems resulting from increased traffic and congestion, we have a serious concern about both of these areas with respect to the construction process. Stanford has not been a terribly considerate neighbor during the current project, having authorized an unrelated construction group to use the temporary parking lot sited on Stanford as a holding location for dozens (hundreds?) of large trucks full of dirt and asphalt. For several days we were assaulted by a continuous stream of dump trucks running up and down Stanford Avenue creating a huge amount of dirt and an intolerable level of noise. In addition, they did a large amount of digging and

earthmoving quite near Stanford Avenue, again, without notice. This caused health problems to elderly residents in College Terrace yet when I inquired, I was told that the huge pile of dirt had to be located as far as possible from the Escondido Village residents to avoid inconveniencing them. This kind of impact is intolerable and measurable enforceable alternatives and mitigations must be provided.

We are also concerned about ever-increasing levels of ambient noise in our neighborhood as a result of increasing traffic and other noise sources. For this reason we feel that the existing levels need to be measured and publicly documented so that any future changes can be easily tracked and monitored.

Biological Resources:

There is some question as to whether the so-called "Stanford Ditch" was initially man-made or whether it is a vestige of a natural riparian system. Regardless of the answer, however, there is no doubt that it currently serves as a corridor for wildlife. It does contain some amount of water year-round and therefore should be adequately studied before any further decisions as to its fate are made.

We request that alternative locations for the housing be considered, and the possibility of enhancing/returning this corridor a healthy riparian environment be evaluated. We would support day-lighting as much of the ditch as possible to increase the available wildlife habitat.

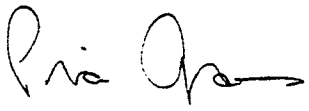
Historic and Archeological Resources:

The open space along Stanford Avenue is the last vestige of the original airport in the Palo Alto area. This should be evaluated as a possible cultural resource.

Open Space and Visual Resources:

The open space along Stanford Avenue is used by residents of both Escondido Village and the surrounding neighborhoods as a corridor for walking and jogging. It also visually separates College Terrace from the University and provides a buffer around our historic neighborhood. We would like to see alternative locations for the faculty/staff housing considered which would retain this open space.

Thank you for your consideration.



Pria Graves
Coordinator, College Terrace Residents' Association

cc: Joe Simitian, Santa Clara County Supervisor , 5th District
Ed Gawf, City of Palo Alto, Director of Planning and Community Environment
Luke Connolly, City of Palo Alto, Senior Planner

COMMENT LETTER I

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

RECEIVED
PLANNING OFFICE
99 DEC 20 PM 1:27

IN REPLY REFER TO:
1-1-00-TA-403

December 17, 1999

Ann Draper, Planning Director
County of Santa Clara
Environmental Resources Agency
Planning Office
(Attn: Zack Carter)
70 W. Hedding Street, 7th Floor, East Wing
San Jose, California 95110-1705

Subject: Stanford University General Use Permit, Santa Clara County, California

Dear Ms. Draper:

This letter is in response to your notification dated November 17, 1999, of Stanford University's Draft Community Plan and proposed General Use Permit (Santa Clara County (County) file numbers 7165-7-81-99P, -99GP3). We received your letter on November 19, 1999, and requested a 20 day extension of the review period by e-mail on November 29, 1999.

We are writing because of our continuing concerns about the status of the California tiger salamander (*Ambystoma californiense*) (salamander) at Lake Lagunita and environs on the Stanford University campus. The salamander is a candidate species for listing under the Endangered Species Act of 1973, as amended (Act). The Stanford population is a moderate to large population of the salamander, in a relatively isolated and unusual location. Few other salamander populations survive at low elevations in the San Francisco Bay area, and the Stanford population is the only known occurrence of the species remaining on the San Francisco Peninsula.

Stanford, the County, the California Department of Fish and Game (CDFG), and the U. S. Fish and Wildlife Service (Service) signed a Management Agreement for the salamander at Stanford University on June 1, 1998, however, this agreement did not address ongoing and proposed future habitat loss of the Lagunita population. In addition, the Draft Community Plan/General Use Permit is not a project anticipated by the Management Agreement. The Draft Community Plan and development contemplated under the proposed General Use Permit would result in significant upland habitat loss and encroachment on vital movement corridors of this population of the salamander. This habitat loss and encroachment would be cumulative to that proposed for the Carnegie Institute facility (County file numbers 7353-5-80-99S, -99P, -99A),

about which we have similar concerns (letter dated January 27, 1999, from this office to Catherine Palter, Stanford University Planning Office, and copied to Hugh Graham of your office, Service file 1-1-99-TA-0418).

In making recommendations regarding candidate species, which are not protected under Federal law, we seek to prevent further decline in the status of the species that may necessitate formal listing under the Act. We have the following recommendations:

1) The preferred course of action is to relocate all facilities to areas that are not habitat or dispersal corridors for the salamander or other special-status species. Lands that are currently open space or in less-developed uses that are compatible with salamander use should be preserved as permanent open space, and their quality as salamander habitat enhanced.

2) If a facility is not relocated, impacts to the salamander should be minimized. All losses of habitat will be considered by the Service when evaluating the baseline and status of the Stanford population of the species.

   a) a perpetual conservation easement, over lands suitable for habitation by the Stanford population of the salamander, should be granted to an appropriate conservator in the ratio of at least 3 to 1, conserved area to impacted area. The easement and the easement holder should be reviewed and approved by us and by the California Department of Fish and Game (CDFG).

   b) funding for long-term management of the conserved area should accompany the conservation easement.

   c) the footprint for the construction and operation of the facility and grounds should be minimized.

   d) facility design should incorporate all appropriate "salamander-friendly" features; potentially including parameters for operation.

The university should also continue to implement all minimization measures required under the Management Agreement.

We remain available to work with you, Stanford, and CDFG to achieve long-term conservation of the Lagunita population of the salamander. If you have questions about this letter, please contact David Wright or Ken Sanchez at (916) 414-6625.

Sincerely,

for

Karen J. Miller
Chief, Endangered Species Division

cc: PARD (ES), Portland, OR
Catherine Palter, Stanford University Planning Office, Stanford, CA
Carl Wilcox, CDFG, Yountville, CA
Martha Schauss, CDFG, Monterey, CA

COMMENT LETTER J

Stanford University Community Plan/General Use Permit EIR
Scoping Comments

Comments: **Date:** 12/10/99

MILES HOPKINS
75 ARCH ST., #211
REDWOOD CITY, CA 94062

Long Time Horizon for Open Space Issues

In the short term, student/staff housing is the priority. In the long term (20-30-50 yrs.), open space is the priority. Population and development pressures will relentlessly tend to "steal" open space -- a little this year, a little next year -- until it is diminished to a fraction of what we have today. For this reason, the strongest possible open space protections are needed.

The EIR must include a "long term" time horizon in its scope, with regard to open space issues -- specifically, a 20-50 year time scope. Though this is a challenging perspective, it is appropriate given the magnitude of the decisions about to be made.

Off-Campus Mitigation Strategies

With regard to mitigation, the EIR should include, as a potential mitigation strategy, the buying and donation of off-campus land parcels, to create open space for the City, in mitigation of on-campus development. For example, one parcel of private land currently on the market is located adjoining the Arastradero Preserve. Assisting the City in funding the purchase of this parcel (known as the "Bressler property") would be one example of an appropriate mitigation using land outside the University's boundaries. Such strategies should be listed in the EIR, perhaps including specific examples such as the one above.

Miles Hopkins

COMMENT LETTER K

Environmental Services Agency

Planning and Building Division

County of San Mateo

Mail Drop PLN122 · 455 County Center · 2nd Floor · Redwood City
California 94063 · Telephone 650/363-4161 · Fax 650/363-4849

Board of Supervisors
Rose Jacobs Gibson
Richard S. Gordon
Mary Griffin
Jerry Hill
Michael D. Nevin

Director of Environmental Services
Paul M. Koenig

Planning Administrator
Terry L. Burnes

RECEIVED

December 21, 1999

Sarah Jones
Santa Clara County Planning Department
70 West Hedding Street, 7th Floor, East Wing
San Jose, CA 95110

Dear Sarah:

SUBJECT: Scope of EIR for the draft Stanford Land Use Plan

We request that the EIR for the Stanford Land Use Plan evaluate the potential impacts of the development which the plan proposes for unincorporated San Mateo County and measures which might mitigate those impacts. Since the plan is less specific about development in unincorporated San Mateo County and that development is not the focus of your general plan amendment process, we would expect this analysis to be more general than that for lands in Santa Clara County, perhaps on the order of what would normally be done for a cumulative impact or alternatives analysis.

We are prepared to provide limited assistance to you and your consultant if the need arises during preparation of this document. I can be reached at 650-363-1861. Aaron Sage of our staff has been assisting me with this. He can be reached at 650-363-4061. We appreciate the effort you have made to keep us informed of this process to date and admire the work you have done.

Sincerely,

Terry Burnes
Planning Administrator
TB:ltr/kdrstanford2

cc: San Mateo County Supervisor Rich Gordon
Santa Clara County Supervisor Joe Simitian
Members, San Mateo County Planning Commission
Paul Koenig, Director of Environmental Services

COMMENT LETTER L

County of Santa Clara
Roads & Airports Department

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2400 . FAX 441-0142

RECEIVED
PLANNING OFFICE
99 DEC 29 AM 11:26

MEMORANDUM

DATE: December 27, 1999

TO: ✓ Sarah Jones, Planner III
Advance Planning Office

FROM: Ashok Vyas
Land Development

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)

FILE No.: 7165-07-81-99 GP-99P-99EIR

Your November 29, 1999 NOP along with the attachments has been reviewed. Our comments are as follows:

1. The draft EIR should include a traffic report addressing the impacts of potential traffic generated due to this project on the adjacent county roadways e.g. Junipero Serra Blvd., Stanford Ave., Foothill Blvd. etc. Provisions for continuos bike lanes should be addressed. The traffic report should identify the traffic impacts due to this project and include the necessary mitigation measures.

2. A copy of the draft EIR should be furnished for our review and comments.

Please call me at 573-2462, if you have questions.

We thank you for the opportunity to review this matter.

Cc: DEC, JME, MA, AKC, RVE, & File

Board of Supervisors: Donald F. Gage, Blanca Alvarado, Pete McHugh, James T. Beall Jr., S. Joseph Simitian
County Executive: Richard Wittenberg

COMMENT LETTER M

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P O BOX 23660
OAKLAND, CA 94623-0660
Tel: (510) 286-4444
Fax: (510) 286-5513
TDD (510) 286-4454

RECEIVED
PLANNING OFFICE
99 DEC 30 AM 11:02

December 28, 1999

SCL-280-18.38
99112107
SCL280272

Ms. Sarah Jones
Planning Office
County Government Center
East Wing, 7th Floor
70 West Hedding Street
San Jose, CA 95110-1705

Dear Ms. Jones:

Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Stanford University Community Plan/General Use Permit Application; Santa Clara County

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed project. We have examined the above-referenced document and have the following comments to offer:

1). The DEIR should address pre-development and post-development storm runoff and possible mitigation methods to maintain pre-development flow rates to State and local storm drainage facilities. We would like the opportunity to review the plans as they progress since State Route 82 (SR 82) and Interstate 280 storm drain facilities may be directly affected by the proposed development.

2). Although the number of trips generated by individual projects may not exceed the threshold to conduct traffic analysis, a traffic impact analysis should be provided for cumulative impacts on SR 82 and Interstate 280 for the plan's lifetime. The traffic impact analysis should include the following information:

a. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.

b. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.

c. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.

d. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the facilities being evaluated.

e. Mitigation measures that consider highway and non-highway improvements and services. Special attention should be given to the development of alternative solutions to circulation problems which do not rely on increased highway construction.

f. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We look forward to reviewing the environmental document for this project. We do expect to receive a copy from the State Clearinghouse, but in order to expedite our review, you may send two copies in advance to:

Office of Transportation Planning B
IGR/CEQA Branch
Caltrans, District 4
P. O. Box 23660
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call Haiyan Zhang of my staff at (510) 622-1641.

Sincerely,

HARRY Y. YAHATA
District Director

By

for JEAN C. R. FINNEY
District Branch Chief
IGR/CEQA

c: State Clearinghouse

COMMENT LETTER N

SANTA CLARA
Valley Transportation Authority

RECEIVED
PLANNING OFFICE
99 DEC 30 PM 1:45

December 29, 1999

County of Santa Clara
Environmental Resources Agency
Planning Office
70 West Hedding Street
7th Floor, East Wing
San Jose, CA 95110

Attention: Sarah Jones, Project Planner

Subject: File No. 7165-7-81-99GP-99P-99EIR / Stanford University Draft Community Plan and General Use Permit Application Notice of Preparation of Draft Environmental Impact Report

Dear Ms. Jones:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Notice of Preparation (NOP) of Draft Environmental Impact Report (DEIR) for the Stanford University Draft Community Plan and the General Use Permit Application for the development of new academic facilities, housing, parking, and associated infrastructure over the next 10 years. We have the following comments:

Transit Evaluation

The NOP indicates that DEIR will review and evaluate the existing transit system to determine its effectiveness in serving the proposed project. In addition, the NOP states that the DEIR will assess what specific impacts may be attributable to the project and what mitigation measures may be appropriate. VTA requests that a meeting with staff from affected transit agencies (VTA, Samtrans, and the Joint Powers Board) be scheduled to discuss impacts to the transit system and possible mitigation measures.

In evaluating transit system impacts, the EIR should note that several routes serving Stanford Campus will be modified effective January 10, 2000. These routes include Line 300, Line 35, and Line 86. More information on these changes can be obtained from VTA's website, http://www.vta.org.

Transportation Demand Management

In evaluating the TDM mitigation measures, the DEIR should discuss participation in VTA's Eco Pass program or some other universal transit pass for all students, faculty, and staff. Eco Pass is an annual transit pass that employers purchase for all their

employees at deeply discounted rates. The Eco Pass program has recently been expanded to provide tiers covering VTA, Caltrain, and the Dumbarton Express. It should be noted that San Jose State University is one of the participants in VTA's Eco Pass program.

Traffic Analysis Scenarios

The NOP proposes three traffic analysis scenarios rather than the four required by VTA's *Transportation Impact Analysis (TIA) Guidelines*. To receive an exemption from this requirement in the *TIA Guidelines*, please follow the exemption process outlined on page three of the document. A copy of the *TIA Guidelines* is enclosed for your reference.

Traffic Impacts and Mitigation Measures

The NOP proposes to study impacts to local intersections and roadways. VTA requests that the DEIR also analyze impacts to area freeways.

Non-Motorized Travel Evaluation

VTA acknowledges Stanford's past accomplishments in campus bicycle planning and hopes that future efforts to include bicycle facilities will continue to be as progressive.

The description of the Non-Motorized Travel section does not include evaluation of certain types of bicycle facilities. VTA requests that the DEIR consider bicycle facility needs for this area which are identified in local bicycle plans. In addition, the DEIR should include bicycle parking in this analysis. Both long- and short-term bicycle parking should be provided as part of this project. Long-term parking (Class I) consists of bicycle lockers, and short-term parking (Class II) includes wave or inverted U racks. Furthermore, the DEIR should examine the inclusion of shower facilities in development projects to encourage bicycle commuting. VTA encourages the County to consider including bicycle parking and shower facilities among the Conditions of Approval for the General Use Permit. VTA's *Bicycle Technical Guidelines* provide guidance on designing bicycle and roadway facilities. A copy of the *Guidelines* is enclosed for your reference.

Please note that VTA's Bicycle Advisory Committee (BAC) has proposed and the VTA Board has reviewed 16 Cross-County Bicycle Corridors. These corridors are expected to be approved in April, 2000 as part of the Bicycle Element of the Valley Transportation Plan 2020. Corridors #2 and #16 run through or adjacent to the Community Plan area.

The routes should be identified in the EIR and any impacts to the routes should be noted. A detailed description of these two corridors and a map of all the corridors are enclosed.

For more information about the *Bicycle Technical Guidelines* or about the Cross-County Bicycle Corridors, please contact Sylvia Star-Lack of the Congestion Management Program at (408) 321-5725.

Develop Traffic Analysis Criteria

The NOP contemplates establishing threshold levels to determine when additional traffic analysis work will be necessary for specific development projects. Please note that the VTA TIA methodology is only required for projects generating 100 or more peak hour trips. The County must specify that the VTA methodology is to be used for projects generating less than 100 peak hour trips if the County wishes the method to be used in these cases.

On-Campus Services

Due to the amount of new housing units proposed, it may be necessary to increase the number of on-campus retail services for campus residents. VTA supports the inclusion of such services in the Community Plan as this would reduce impacts to local streets.

VTA appreciates the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Stanford University Draft Community Plan and the General Use Permit Application. We look forward to meeting with you to discuss transit impacts and to receive your response to our comments. If you have any questions regarding our comments, please call Christina Jaworski of my staff at (408) 321-5751.

Sincerely,

Derek A. Kantar
Environmental Program Manager

DAK:CTJ:kh

cc: Roy Molseed, VTA Senior Environmental Analyst

California Regional Water Quality Control Board
San Francisco Bay Region

Winston H. Hickox
Secretary for Environmental Protection

Internet Address: http://www.swrcb.ca.gov
1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300 FAX (510) 622-2460

Gray Davis
Governor

Date: DEC 29 1999
File No. 2188.05 (JRW)

RECEIVED
PLANNING OFFICE
PM 2:02

Ms. Sarah Jones
Santa Clara County Planning Office
70 W. Hedding Street, 7th Floor
East Wing
San Jose, CA 95110

Re: Stanford University Community Plan/General Use Permit Application
SCH# 99112107

Dear Ms. Jones:

We have received the above referenced Notice of Preparation (NOP) and offer the following comments with which the Regional Water Quality Control Board (RWQCB) is concerned.

The purpose of the project is to prepare a Community Plan (CP) and General Use Permit (GUP) application that will address future development for 4,107 acres of University land located in unincorporated Santa Clara County. As part of the GUP application, Stanford University proposes to:

- Construct new academic facilities totaling approximately 2,035,000 gross square feet, which includes academic, academic support, student activity, cultural and athletic facilities.
- Build 2,000 housing units for graduate and undergraduate students
- Build 350 housing units for hospital residents and postgraduate fellows.
- Build between 313 and 687 housing units for designated faculty and staff, based on low-density (1.8 units/acre) and moderate-density (8-15 units/acre) zoning on specific sites identified in the CP Housing Element.
- Construct approximately 3,095 additional parking spaces (1,850 for student/hospital resident/postgraduate fellows residential use and 1,245 for non-residential uses, including spaces associated with cultural and athletic facilities).
- Construct associated utilities, roads, bikeways, landscaping and other requisite infrastructure.

The proposed development would disturb more than five acres of land during construction. The project must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (General Permit), as noted in the NOP.

This can be accomplished by filing a Notice of Intent with the State Water Resources Control Board, Division of Water Quality. The project sponsor must propose and implement control measures that are consistent with the General Permit and with the recommendations and policies of the local agency and the RWQCB.

As the NOP does not include detailed information regarding construction, the environmental impacts of the project, or proposed mitigation, Regional Board Staff are unable to offer more specific comment at this time. However, I have attached a copy of our **General Comments**, which discuss the Regional Board's area of responsibility, and which should help guide in the preparation of further CEQA documentation.

Regional Board staff also encourages the project sponsor to obtain a copy of "**Start at the Source**," a design guidance manual for stormwater quality protection. The manual provides innovative design techniques for structures, parking lots, drainage systems, and landscaping. This manual may be obtained at most cities planning offices, or by calling the Bay Area Stormwater Management Agencies Association at 1-877-773-7247.

If you have any questions, please contact me at (510) 622-2438.

Sincerely,

John R. West
Environmental Specialist III
Watershed Division

Enclosures: General Comments
Start at the Source information page

cc (without enclosures): State Clearinghouse

California Regional Water Quality Control Board
San Francisco Bay Region

Winston H. Hickox
Secretary for Environmental Protection

Internet Address: http://www.swrcb.ca.gov
1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300 FAX (510) 622-2460

Gray Davis
Governor

General Comments

The San Francisco Regional Water Quality Control Board (Regional Board or RWQCB) is charged with the protection of the Waters of the State of California in the San Francisco Bay Region, including wetlands and stormwater quality. The Regional Board is responsible for administering the regulations established by the Federal Clean Water Act. Additionally, the California Water Code establishes broad state authority for regulation of water quality. The San Francisco Bay Basin Water Quality Control Plan (Basin Plan) explains the Regional Board's strategy for regulating water quality. The Basin Plan also describes the range of responses available to the Regional Board with regard to actions and proposed actions that degrade or potentially degrade the beneficial uses of the Waters of the State of California.

NPDES

Water quality degradation is regulated by the Federal National Pollutant Discharge Elimination System (NPDES) Program, established by the Clean Water Act, which controls and reduces pollutants to water bodies from point and nonpoint discharges. In California, the program is administered by the California Regional Water Quality Control Boards. The Regional Board issues NPDES permits for discharges to water bodies in the San Francisco Bay Area, including Municipal (area- or county-wide) Stormwater Discharge Permits.

Projects disturbing more than five acres of land during construction must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (General Permit). This can be accomplished by filing a Notice of Intent with the State Water Resources Control Board. An NOI and the General Permit can be obtained from the Board at (510) 622-2300. The project sponsor must propose and implement control measures that are consistent with the General Permit and with the recommendations and policies of the local agency and the RWQCB.

Projects that include facilities with discharges of Storm Water Associated with Industrial Activity must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Industrial Activity. This may be accomplished by filing a Notice of Intent. The project sponsor must propose control measures that are consistent with this, and with recommendations and policies of the local agency and the RWQCB. In a few cases, the project sponsor may apply for (or the RWQCB may require) issuance of an individual (industry- or facility-specific) permit.

The RWQCB's Urban Runoff Management Program requires Bay Area municipalities to develop and implement storm water management plans (SWMPs). The SWMPs must include a program for implementing new development and construction site storm water quality controls. The objective of this component is to ensure that appropriate measures to control pollutants from new development are: considered during the planning phase, before construction begins; implemented during the construction phase: and maintained after construction, throughout the life of the project.

Impacts and Mitigation Measures

Wetlands

Wetlands enhance water quality through such natural functions as flood and erosion control, stream bank stabilization, and filtration and purification of contaminants. Wetlands also provide critical habitats for hundreds of species of fish, birds, and other wildlife, offer open space, and provide many recreational opportunities. Water quality impacts occur in wetlands from construction of structures in waterways, dredging, filling, and altering drainage to wetlands.

The Regional Board must certify that any permit issued by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act (covering, dredging, or filling of Waters of the United States, including wetlands) complies with state water quality standards, or waive such certification. Section 401 Water Quality Certification is necessary for all 404 Nationwide permits, reporting and non-reporting, as well as individual permits.

All projects must be evaluated for the presence of jurisdictional wetlands and other Waters of the State. Destruction of or impact to these waters should be avoided. If the proposed project impacts wetlands or other Waters of the State and the project applicant is unable to demonstrate that the project was unable to avoid those adverse impacts, water quality certification will most likely be denied. 401 Certification may also be denied based on significant adverse impacts to wetlands or other Waters of the State. In considering proposals to fill wetlands, the Regional Board has adopted the California Wetlands Conservation Policy (Executive Order W-59-93, signed August 23, 1993). The goals of the Policy include ensuring "no overall net loss and achieving a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values." Under this Policy, the Regional Board also considers the potential post-construction impacts to wetlands and Waters of the State and evaluates the measures proposed to mitigate those impacts (see Storm Water Quality Control, below).

The Regional Board has adopted U.S. EPA's Clean Water Act Section 404(b)(1) "Guidelines for Specification of Disposal Sites for Dredge or Fill Material," dated December 24, 1980, in the Board's Basin Plan for determining the circumstances under which fill may be permitted.

Section 404(b)(1) Guidelines prohibit all discharges of fill material into regulated waters of the United States, unless a discharge, as proposed, constitutes the least environmentally damaging practicable alternative that will achieve the basic project purpose. For non-water dependent projects, the guidelines assume that there are less damaging alternatives, and the applicant must rebut that assumption.

The Section 404(b)(1) Guidelines sequence the order in which proposals should be approached. First, impacts to wetlands or Waters of the State must be avoided to the maximum extent practicable. Second, the remaining impacts must be minimized. Finally, the remaining unavoidable adverse impacts to wetlands or Waters of the State must be mitigated. Mitigation will be preferably in-kind and on-site, with no net destruction of habitat value. A proportionately greater amount of mitigation is required for projects that are out-of-kind and/or off-site. Mitigation will preferably be completed prior to, or at least simultaneous to, the filling or other loss of existing wetlands.

Successful mitigation projects are complex tasks and difficult to achieve. This issue will be strongly considered during agency review of any proposed wetland fill. Wetland features or ponds created as mitigation for the loss of existing jurisdictional wetlands or Waters of the United States cannot be used as storm water treatment controls.

In general, if a proposed project impacts wetlands or Waters of the State and the project applicant is unable to demonstrate that the project was unable to avoid adverse impacts to wetlands or Waters of the State, water quality certification will be denied. 401 Certification may also be denied based on significant adverse impacts to wetlands or other Waters of the State.

Storm Water Quality Control

Storm water is the major source of fresh water to creeks and waterways. Storm water quality is affected by a variety of land uses and the pollutants generated by these activities. Development and construction activities cause both site-specific and cumulative water quality impacts. Water quality degradation may occur during construction due to discharges of sediment, chemicals, and wastes to nearby storm drains or creeks. Water quality degradation may occur after construction is complete, due to discharges of petroleum hydrocarbons, oil, grease, and metals from vehicles, pesticides and fertilizers from landscaping, and bacteria from pets and people. Runoff may be concentrated and storm water flow increased by newly developed impervious surfaces, which will mobilize and transport pollutants deposited on these surfaces to storm drains and creeks. Changes in runoff quantity or velocity may cause erosion or siltation in streams. Cumulatively, these discharges will increase pollutant loads in creeks and wetlands within the local watershed, and ultimately in San Francisco Bay.

To assist municipalities in the Bay Area with complying with an area-wide NPDES Municipal Storm Water Permit or to develop a Baseline Urban Runoff Program (if they are not yet a co-permittee with a Municipal Storm Water Permit), the Regional Board distributed the *Staff Recommendations for New and Redevelopment Control for Storm Water Programs* (Recommendations) in April 1994. The Recommendations describe the Regional Board's expectations of municipalities in protecting storm water quality from impacts due to new and redevelopment projects, including establishing policies and requirements to apply to development areas and projects; initiating appropriate planning, review, approval, and inspection procedures; and using best management practices (BMPs) during construction and post-construction.

Project impacts should be minimized by developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP is required by the State Construction Storm Water General Permit (General Permit). The SWPPP should be consistent with the terms of the General Permit, the Manual of Standards for Erosion & Sedimentation Control Measures by the Association of Bay Area Governments (ABAG), policies and recommendations of the local urban runoff program (city and/or county), and the Recommendations of the RWQCB. SWPPPs should also be required for projects that may have impacts, but which are not required to obtain an NPDES permit. Preparation of a SWPPP should be a condition of development. Implementation of the SWPPP should be enforced during the construction period via appropriate options such as citations, stop work orders, or withholding occupancy permits.

Impacts identified should be avoided and minimized by developing and implementing the types of controls listed below. Explanations of the controls are available in the Regional Board's construction

Field Manual, available from Friends of the San Francisco Estuary at (510) 286-0924, in BASMAA's *Start at the Source*, and in the *California Storm Water Best Management Practice Handbooks*.

Site Planning

The project should minimize impacts from project development by incorporating appropriate site planning concepts. This should be accomplished by designing and proposing site planning options as early in the project planning phases as possible. Appropriate site planning concepts to include, but are not limited to the following:

- Phase construction to limit areas and periods of impact.
- Minimize directly connected impervious areas.
- Preserve natural topography, existing drainage courses and existing vegetation.
- Locate construction and structures as far as possible from streams, wetlands, drainage areas, etc.
- Provide undeveloped, vegetated buffer zones between development and streams, wetlands, drainage areas, etc.
- Reduce paved area through cluster development, narrower streets, use of porous pavement and/or retaining natural surfaces.
- Minimize the use of gutters and curbs which concentrate and direct runoff to impermeable surfaces.
- Use existing vegetation and create new vegetated areas to promote infiltration.
- Design and lay out communities to reduce reliance on cars.
- Include green areas for people to walk their pets, thereby reducing build-up of bacteria, worms, viruses, nutrients, etc. in impermeable areas, or institute ordinances requiring owners to collect pets' excrement.
- Incorporate low-maintenance landscaping.
- Design and lay out streets and storm drain systems to facilitate easy maintenance and cleaning.
- Consider the need for runoff collection and treatment systems.
- Label storm drains to discourage dumping of pollutants into them

Erosion

The project should minimize erosion and control sediment during and after construction. This should be done by developing and implementing an erosion control plan, or equivalent plan. This plan should be included in the SWPPP. The plan should specify all control measures that will be used or which are anticipated to be used, including, but not limited to, the following:

- Limit access routes and stabilize access points.
- Stabilize denuded areas as soon as possible with seeding, mulching, or other effective methods.
- Protect adjacent properties with vegetative buffer strips, sediment barriers, or other effective methods.
- Delineate clearing limits, easements, setbacks, sensitive areas, vegetation and drainage courses by marking them in the field.
- Stabilize and prevent erosion from temporary conveyance channels and outlets.

- Use sediment controls and filtration to remove sediment from water generated by dewatering or collected on-site during construction. For large sites, stormwater settling basins will often be necessary.

Chemical and Waste Management

The project should minimize impacts from chemicals and wastes used or generated during construction. This should be done by developing and implementing a plan or set of control measures. The plan or control measures should be included in the SWPPP. The plan should specify all control measures that will be used or which are anticipated to be used, including, but not limited to, the following:

- Designate specific areas of the site, away from streams or storm drain inlets, for storage, preparation, and disposal of building materials, chemical products, and wastes.
- Store stockpiled materials and wastes under a roof or plastic sheeting.
- Store containers of paint, chemicals, solvents, and other hazardous materials stored in containers under cover during rainy periods.
- Berm around storage areas to prevent contact with runoff.
- Cover open Dumpsters securely with plastic sheeting, a tarp, or other cover during rainy periods.
- Designate specific areas of the site, away from streams or storm drain inlets, for auto and equipment parking and for routine vehicle and equipment maintenance.
- Routinely maintain all vehicles and heavy equipment to avoid leaks.
- Perform major maintenance, repair, and vehicle and equipment washing off-site, or in designated and controlled areas on-site.
- Collect used motor oil, radiator coolant or other fluids with drip pans or drop cloths.
- Store and label spent fluids carefully prior to recycling or proper disposal.
- Sweep up spilled dry materials (cement, mortar, fertilizers, etc.) immediately--do not use water to wash them away.
- Clean up liquid spills on paved or impermeable surfaces using "dry" cleanup methods (e.g., absorbent materials, cat litter, rags) and dispose of cleanup materials properly.
- Clean up spills on dirt areas by digging up and properly disposing of the soil.
- Keep paint removal wastes, fresh concrete, cement mortars, cleared vegetation, and demolition wastes out of gutters, streams, and storm drains by using proper containment and disposal.

Post-Construction

The project should minimize impacts from pollutants that may be generated by the project following construction, when the project is complete and occupied or in operation. These pollutants may include: sediment, bacteria, metals, solvents, oil, grease, and pesticides, all of which are typically generated during the life of a residential, commercial, or industrial project after construction has ceased. This should be done by developing and implementing a plan and set of control measures. The plan or control measures should be included in the SWPPP.

The plan should specify all control measures that will be used or which are anticipated to be used, including, but not limited to, the source controls and treatment controls listed in the Recommendations. Appropriate control measures are discussed in the Recommendations, in:

- Table 2: Summary of residential post-construction BMP selection
- Table 3: Summary of industrial post-construction BMP selection
- Table 4: Summary of commercial post-construction BMP selection

Additional sources of information that should be consulted for BMP selection include the *California Storm Water Best Management Practice Handbooks;* the Bay Area Preamble to the *California Storm Water Best Management Practice Handbooks and New Development Recommendations*; the BASMAA New Development Subcommittee meetings, minutes, and distributed information; and Regional Board staff. Regional Board staff also have fact sheets and other information available for a variety of structural stormwater treatment controls, such as grassy swales, porous pavement and extended detention ponds.

PAUL COLLACCHI
MAYOR

MARY JO BORAK
MAYOR PRO TEM

NICHOLAS JELLINS
COUNCILMEMBER

CHUCK KINNEY
COUNCILMEMBER

STEPHEN SCHMIDT
COUNCILMEMBER

CITY OF MENLO PARK

701 LAUREL STREET / MENLO PARK, CA 94025-3483 / 650.858.3380 / FAX 650.328.7935

January 3, 2000

Sarah Jones
Planner III
County of Santa Clara Planning Office
70 West Hedding Street
San Jose, CA 95110

RE: Response to NOP for Stanford Community Plan and General Use Permit

Thank you for giving Menlo Park the opportunity to review the Notice of Preparation (NOP) for the preparation of the Environmental Impact Report (EIR) for the Stanford Community Plan and General Use Permit. On December 14, 1999, the Menlo Park City Council met to discuss the NOP. The Council's comments are outlined below.

General Comments

1. The NOP has defined the "project" as the 4,017 acres of Stanford lands located in unincorporated Santa Clara County. The NOP does not clearly define terms such as "project vicinity" and "project area". The Menlo Park City Council requests that these and other similar terms be clearly defined in the EIR.

2. The NOP makes no reference to the inclusion of a discussion on development on the Stanford lands located outside of the unincorporated area of Santa Clara County. The City Council is requesting that the EIR include a detailed discussion of the development on the remaining Stanford lands and incorporate that information into the analysis as appropriate. The Council believes that all Stanford lands need to be considered and addressed in the EIR in order to provide an accurate assessment of the potential environmental impacts.

3. The NOP does not describe what alternatives will be considered in the EIR. Yet, a discussion of alternatives is a required part of an EIR. The City Council would note its inability to review and comment on the proposed alternatives to the project through the NOP process.

4. Although the NOP briefly mentions performance standards as related to mitigation effectiveness, the incorporation of performance standards has not been emphasized. The Council requests that the use of performance standards be thoroughly considered and implemented.

5. The City Council continues to be concerned with the lack of specificity in the draft Community Plan and General Use Permit application and questions the ability to conduct a thorough analysis of the project-specific and cumulative environmental impacts.

Traffic and Circulation

1. *Traffic Analysis Scenarios*: The NOP states that traffic will be analyzed for Existing Conditions (1999), a No Project (2010) condition and a With Project (2010) condition. The No Project (2010) condition would include any as yet undeveloped uses permitted under the current GUP.

   The future scenarios transportation to be evaluated per the NOP ***does not*** reflect the City of Menlo Park's request that Stanford develop roadway infrastructure within its own lands linking the campus to the I-280/Alpine Road intersection. It is important to the City Council that Stanford develop roadway infrastructure within its own lands to support the campus development. Accordingly, the Council is reiterating its request for Stanford to support its own development by providing adequate roadway infrastructure on its own land.

2. *Transportation Demand Management*: The NOP proposes that forecast campus traffic volumes in the analysis will be based on an aggressive transportation management (TDM) program that is anticipated to build onto Stanford's existing TDM program, which is to be accepted as a TDM baseline. Unfortunately, the effectiveness of the existing TDM program is only estimated through hypothetical calculations and is not verified by correlation to ground counts. The concern is that if the hypothetical existing is used as a base and happens to be optimistically high (as ground counts analyzed by Menlo Park suggest it might be), then the campus will be granted a perpetual trip discount for the entire analysis period.

   The City Council requests that the baseline ground counts and through traffic surveys developed for the Mitigation Monitoring procedure be used to verify the existing TDM effectiveness and establish the TDM baseline.

3. *Alternatives Analysis*: The NOP transportation work scope indicates that alternatives to the proposed Community Plan will be analyzed but provides no description of how many or what alternatives might be considered. The City Council would note its inability to review and comment on proposed alternatives through the NOP process. At a minimum, the Council requests that an alternative in which Stanford develops on its own lands roadway infrastructure linking the central campus to the I-280/Alpine Road interchange be included.

4. *Traffic Impacts and Mitigation*: The NOP traffic work scope generally identifies that traffic impacts will be identified by intersection, although specific intersections are not provided. The City Council requests that the EIR identify the intersections analyzed. The Council further requests that the analysis not be restricted to intersections, but also include impacts on neighborhood traffic, freeway segments and other roadway segments.

   In addition, the transportation work scope in the NOP ***does not*** reflect the City of Menlo Park's repeated requests that any traffic analysis of the intersections of Junipero Serra Boulevard with Alpine Road and Sand Hill Road with Santa Cruz Avenue be analyzed as a

single complex intersection. The City Council is again requesting that this intersection be analyzed as a single complex intersection.

A copy of Menlo Park Policy Resolution No. 99-3 stating the City's opposition to the widening of Sand Hill Road within Menlo Park's jurisdiction, to reconstruction and/or widening of the bridge across San Francisquito Creek, and to the modification of the Sand Hill Road/Santa Cruz Avenue Road Corridor projects has been included as an attachment. The traffic analysis should be accomplished with the assumption that the reconstruction and/or widening of the bridge and contemplated modifications to the intersection will not be constructed. This would provide a more accurate worse case scenario, which is in keeping with the analysis completed under CEQA Guidelines.

5. *Transit Evaluation*: The work scope includes a detailed evaluation of transit serving the campus. However, it makes no specific mention of the role of Menlo Park local transit in serving the campus or of analyzing the possibilities of local transit service coordination. The City Council requests that this information be included in the analysis.

6. *Non-Motorized Travel Evaluation*: The work scope describes in general terms an extended analysis of bicycle and pedestrian facilities. The City Council requests that specific bike-pedestrian difficulties be addressed in the plan, such as at the Quarry Road-El Camino Real-Alma Street complex. The Council further requests Stanford's participation in funding bike-pedestrian infrastructure supporting access to the campus, such as the proposed Willow corridor bike-pedestrian under-crossing of the railroad.

7. *Parking Analysis*: The parking analysis is described in very general terms. There is no discussion of constraining parking supply as a mechanism to force desired mode choice behavior or of analyzing the implications of the location of the parking supply on which traffic access/egress routes are chosen and where traffic impacts occur. The City Council requests that the analysis study the effects of constraining parking supply and the effects of parking location on impacts and impact locations.

8. *Comparative Analysis*: This task is in recognition of the likelihood that there may be differences in the traffic results projected in this study in comparison to those prepared for the Sand Hill Road projects, the Cancer Center and the Comprehensive Plan. The proposal is to make comparisons on an intersection by intersection and roadway link by link basis. While such an analysis seems laudable in concept, it also offers the opportunity to make a clean break from responsibility for continuity and consistency with all the forecasts and analysis that have been published previously simply by acknowledging discrepancies and attributing them to differences in analysis procedures and assumptions. The City Council requests that if discrepancies that point to understatements of impacts in earlier work are identified, the analysis suggest supplemental mitigation for the previously approved projects under Stanford's control.

9. Develop *Traffic Analysis Criteria and Define Mitigation Monitoring*: This item contains two elements. The first element appears to relate to the previously expressed concern that the land use scenario in the EIR is a scenario for EIR purposes only. Stanford retains the right under the General Use Permit to vary the location of land use components and to some degree, the quantities of various types of land use within an overall development ceiling.

Hence, development under the General Use Permit as it actually evolves could result in traffic impacts or locations of traffic impacts that are quite different than is forecast in the EIR. This task attempts to cope with the situation by developing guidelines for when supplemental traffic analysis would be required on individual projects. The danger in this approach is that it could result in approval of a more impact laden overall development pattern through a *piecemeal* process that is ordinarily illegal under CEQA but that is somehow sanctioned through procedures developed in this EIR. The City Council notes that the procedure can not legitimize an illegal piecemeal alteration of the plan.

The second element of this task is development of a mitigation monitoring program. The traffic analysis procedure in the NOP *does* incorporate an approach to mitigation monitoring that reflects the City of Menlo Park's request that the monitoring be based on actual ground counts of traffic rather than the theoretical computations of campus traffic used in the current monitoring program. The City Council would note that critical remaining issues include defining the specific location where the monitoring cordon is drawn (the places where the traffic counts are taken) and defining suitable procedures to account for non-campus traffic including, as separate entities, traffic from other Stanford sources (such as the Shopping Center and the Industrial Park) and non-campus traffic from sources outside Stanford's control.

The City Council respectfully requests that the above listed comments be incorporated into the analysis for the preparation of the Draft EIR. Again, thank you for allowing Menlo Park to participate in the review process.

On behalf of the Menlo Park City Council,

Arlinda Heineck

Arlinda Heineck
Chief Planner

Attachment: Menlo Park Policy Resolution No. 99-3

c: Santa Clara County Board of Supervisors
Santa Clara County Planning Commission
Hugh Graham, Santa Clara County Principal Planner
Ann Draper, Santa Clara County Planning Director
Mayor and City Council of Palo Alto
Ed Gawf, City of Palo Alto
Mayor and City Council, Town of Woodside
Mayor and City Council, Town of Portola Valley
Board of Supervisors, County of San Mateo
Menlo Park City Council

Menlo Park Planning Commission
Jan Dolan, Menlo Park City Manager
Bill McClure, Menlo Park City Attorney
Kathy Sharp, Stanford Campus Residential Leaseholders
Denise Dade or Michael Closson, Committee for Green Foothills
Andy Coe, Stanford University
David Neuman, Stanford University

V:\ltrmem\1999\aah\ltr0100 – NOP Response on Stanford CP

POLICY RESOLUTION NO. 99-3

POLICY RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF MENLO PARK
REAFFIRMING AND STATING THE CITY'S POLICY REGARDING
THE SAND HILL ROAD CORRIDOR ROADWAY MODIFICATIONS

WHEREAS, on January 30, 1997 the City Council voted unanimously to find that the negative impacts of the Sand Hill Road Corridor Projects as proposed outweigh the benefits of the projects to the City of Menlo Park; and

WHEREAS the Menlo Park General Plan requires the City Council to oppose certain Sand Hill Road modifications which fail to produce net benefits to Menlo Park or which harm the San Francisquito Creek; and

WHEREAS the City Council then stated that it would support these projects if beneficial modifications requested by the City of Menlo Park were incorporated into the projects; and

WHEREAS, the City of Palo Alto and Stanford University have not incorporated the modifications requested by the City of Menlo Park into the Sand Hill Corridor Projects, as approved by the City of Palo Alto; and

WHEREAS, Stanford University is proceeding with the construction of the Sand Hill Road Corridor Projects as approved by the City of Palo Alto; and

WHEREAS, the City Council wishes to reaffirm its opposition to certain project elements in the City of Menlo Park contemplated in the approval of the Sand Hill Road Corridor Projects; and

WHEREAS, the Superior Court of California, County of Santa Clara has found that failure to expand Sand Hill Road in Menlo Park would not be fatal to and is not necessary for other future, development projects in the Sand Hill Road Corridor, and

WHEREAS the City of Menlo Park will support appropriate roadway improvements to Alpine Road and the intersection of Alpine and Junipero Sera that facilitate the flow of traffic from Stanford University to and from I-280 via Junipero Sera and Campus Drive.

NOW, THEREFORE, the City of Menlo Park, acting by and through its City Council, having considered and been fully advised in the matter and good cause appearing therefor:

BE IT AND IT IS HEREBY RESOLVED by the City Council of the City of Menlo Park that it reaffirms its opposition to the widening of Sand Hill Road within the City of Menlo Park, the reconstruction and/or widening of the bridge across San Francisquito Creek, and the modification of the Sand Hill Road-Santa Cruz Avenue intersection as contemplated in Palo Alto's approval of the Sand Hill Road Corridor Projects.

BE IT AND IT IS HEREBY FURTHER RESOLVED that the City Council of the City of Menlo Park requests that the City of Palo Alto and the Santa Clara County require that any and all future projects that will contribute traffic to Sand Hill Road and/or to the Sand Hill Road-Santa Cruz Avenue intersection analyze such new projects on the assumption that such roadway and intersection improvements will not be constructed. Such analysis of projects should include mitigation measures and/or conditions requiring construction of supporting infrastructure within their own project areas and jurisdictions that are necessary to fully mitigate any impacts that might result from such new projects.

BE IT AND IT IS HEREBY FURTHER RESOLVED that the Mayor is hereby authorized and directed to communicate the Council's policy on Sand Hill Road to the City of Palo Alto and the County of Santa Clara.

I, CATHLEEN A. McKAY, Interim City Clerk of the City of Menlo Park, do hereby certify that the above and foregoing Policy Resolution was duly and regularly passed and adopted at a meeting by said Council on June 29th, 1999, by the following vote:

AYES:	Councilmembers: Borak, Collacchi, Schmidt, Kinney
NOES:	None
ABSENT:	None
ABSTAIN:	Councilmember Jellins

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this 1st day of July, 1999.

CATHLEEN A. McKAY
Interim City Clerk

January 5, 2000

Sarah Jones
Planning Office, Santa Clara County
San Jose, CA 95110

Re: Comments on NOP 7165-07-81-99GP-99P-99EIR, Stanford Community Plan

Dear Sarah:

This is a comment concerning the Notice of Preparation for the Stanford University Community Plan/General Use Permit Application and associated EIR Scope of Work. A summary is at the end.

First, I ask if only a "3-year storm" will be considered in the environmental analysis. Santa Clara County has recently stated (Escondido Village file no. 7236-98EA) that county standards require that a storm drainage system routinely flood during a 3-year storm to consider a development such as the Escondido construction as a significant cumulative impact:

"If routine flooding is not occurring during the 3-year storm then, based on County standards, there is not significant cumulative impact to which the project could contribute."

The document later mentions Stanford has "committed" to design "appropriate detention to avoid increasing the peak runoff flow rate from the added parking and building areas". I have neither observed nor been notified about "appropriate detention" being constructed. I am not at all clear on what standards the county will consider applicable in the environmental analysis. There is no need to analyze hydrologic impacts if the concern is to cope with a storm that will occur once every three years. I am not sure whether or not surrounding communities (or FEMA) adhere to the same standards. Will any information be supplied as to how the EIR will treat the impact of storms with various magnitudes?

My second question is how much work will actually result in data that doesn't already exist? It seems that the scope of work will consist primarily of looking at reports of work that has been performed by others:

"The most recent review of the [Stanford TDM program] will be reviewed, as well as TDM trends for Stanford since the last GUP." (p.14 EIR Scope of Work).

Is there a need to review a review? I suggest that independent collection of data to verify the Stanford data would be more appropriate.

I believe that the next step in the CEQA process should be refining the scope of work in a way that clarifies the level of detail expected on completion of the DEIR. The scope of work is not sufficiently specific. Missing is what quantitative data will be gathered or analyzed; the scope of work requires little other than qualitative actions ("review", "discuss", and "describe"). The Stanford application is so large and so complex that the EIR scope needs to be refined for the conclusions to be considered valid. Enough quantitative data can be readily and independently gathered to allow verification of data supplied by sources with reason to ignore "conflicts of interest".

The flexibility, requested by Stanford, that this EIR will strive to accommodate requires that the scope of work include a larger array of alternatives than an application that includes specific development details. The specific use of subsequent EIRs is possibly a good idea, but such a staged process would need to be explicitly detailed and submitted for public comment.

The scope of work should properly include a method to establish a matrix of alternative projects to be analyzed, a multi-dimensional analysis of environmental variables, instead of the typical set of a few specific alternatives chosen by varying one factor, or chosen at random to represent some of the possibilities. What methodology will be used to select the project alternatives? If the size of the student body is used as a variable representative of the size of the population in the area analyzed, and if this variable does not correlate with the changes in, for example, the volume occupied by all structures in the area (possibly used as a variable representing copper emissions), would this not require project alternatives be chosen as to allow analysis by varying both metrics? Adequate analysis of the environmental impacts must match the flexibility requested by Stanford. The scope of work document needs to be changed.

An analysis of each of the "topic areas" needs to include alternatives based on the number of Stanford students increasing by 0%, 20%, 50%, 100% (or some other set of numbers). This variable may be more significant than any other involved in all EIR analyses. Statistical analysis can be used to demonstrate the degree of influence attributable to various population metrics. The student population is directly controlled by the university administration and is not directly affected by other factors to a significant degree at present; rather, the student population significantly affects other variables involved in the EIR analyses. In the EIR Scope of Work (p.14) the student population size is seemingly regarded as an impact to be analyzed as an effect resulting from future Stanford development. This is the wrong way to analyze the student population. The choice of alternate projects must include projects that are based on various increases in the student population.

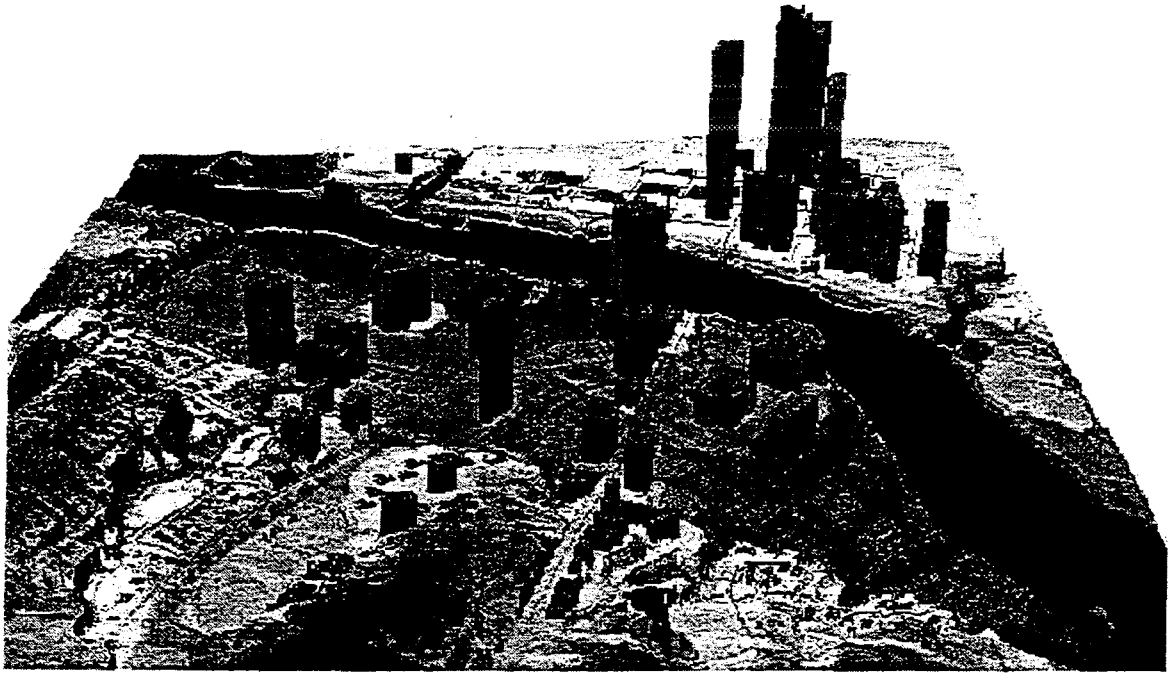
It is also true that analyzing many "topic areas" requires using one or more variables that are not highly correlated with a population variable. Because of the project's magnitude, the scope of work should require the statistical analysis needed to identify what data should be collected and which variables will be used to provide the best analysis of each "topic area".

There is no single parameter that can be used to specify the project alternatives to be analyzed. The different topic areas involved in the CEQA process will not be adequately treated without very careful consideration of alternatives and of the variables used to evaluate the alternatives. It is difficult even to separate strictly academic uses of Stanford lands from other uses. The central campus is used for many purposes: retail, summer camps, executive seminars, gatherings that are intended to foster entrepreneurial enterprises, non-student housing, independent research institutes, and of course, teaching. There is no practical way of separating these functions. This must be considered in analyzing the land use topic. Land use analysis is useless in certain areas of the campus. It is not simply a matter of going to class in the Gates building (the name was possibly forced upon the person supplying the money for the building, I don't know!) It is more than having buildings named for Schwab or Allen or Arrillaga. I do not know how much the public knows about non-academic activities in the core campus area; the university certainly doesn't keep such activities a secret. The land use topic in the part of campus normally thought of as academic is indicative that the current CEQA process should focus on general solutions while hopefully providing a framework for further analysis of individual projects.

I suggest that variables applicable to cumulative impacts in the region be given special concern. I have previously mentioned the problem of using a "3-year" storm standard. The EIR will address a project of a size that requires solid justification for stating that cumulative effects will be insignificant. Yet planners are used to dismissing cumulative effects as insignificant. Much of the EIR preparation could be considered automated; specific details are simply plugged in to previous documents. The scope of work can be used to ensure that when the situation is not standard, a fuller analysis is performed.

Flooding would be exacerbated by ANY further development by Stanford (or by local communities). There are no simple mitigations. Analysis of the hydrologic effects due to more Stanford development can be done using various computer models. I include as an example an image obtained by building a detailed TIN surface model that includes buildings and roads from "Floodplain Mapping Using HEC-RAS and ArcView GIS" (Tate and Maidment, May, 1999, Center for Research in Water Resources, Bureau of Engineering Research, University of Texas at Austin).

Floodplain Map - Colorado River south of downtown Austin.



All the image shows is that hydrologic effects due to the presence of a single building are able to be modeled in an EIR; it is only an example of what can be done. The effects on the floodplain visualization of adding a structure can be graphically and quantitatively evaluated. Given the amount of local data already available, there is little problem using such a model in examining various hydrologic effects associated with different Stanford EIR alternatives. Valid analyses can also be obtained using simpler methods. The scope of work (p.13 EIR Scope of Work) states "Evaluate alterations to surface water flow patterns and runoff quantity associated with the proposed long-term development." but should also declare whether the intent is to model various systems and to verify the accuracy of a model. This issue deserves evaluation and should be included in the scope of work. What are the alternatives currently planned?

Other cumulative considerations include air quality effects such as nitrogen oxide emissions. Not just from motor vehicles, the analysis must include the increase from the 239 tons per year emitted by the Stanford Cogen facility. The NOP and scope of work documents indicate that no data collection or original analysis of air quality effects due to various levels in the campus populations and the traffic generated will be conducted. Is there a reason not to collect and analyze air quality data? It would be very useful to ask for similar quantitative information from nearby cities in the interests of regional planning efforts. I would like to assume that air quality monitoring is already in place as a result of the mitigation requirements associated with development occurring along Sand Hill Road. Even if the area around Coyote Hill is not to be considered anything but open space, it would be useful to monitor air quality there and at other points along the boundaries of Stanford lands.

Available historic data would definitely be useful, especially data around 1955 when the development of Stanford lands began to accelerate and when the large flood occurred. Scenic data available from earlier time periods will provide a clear understanding of how development at Stanford contrasts over time with development in neighboring communities. The data considered current at the time of issuance of the latest General Use Permit should also be incorporated into the EIR to the extent such data is available. Such data could be useful in the evolution of regional decision-making; the data will become more difficult to obtain as the years pass. Such data will serve as an independent source that can be used to give an impartial perspective in analyzing current and future issues.

The EIR Scope of Work does not address the issue of ensuring that the data used in the analysis is accurate. This is especially problematic because most of the analysis is not relying on data gathered directly by the contractors performing the analysis. The scope of work should set forth a policy regarding how data used in the environmental analysis will be verified. Is there any concern as to accuracy? I suggest that the county establish a policy that will verify a random sample of data and if inaccuracies exist, the source of the inaccurate data would be monitored more closely.

Without any documentation of the analysis and of the methods used to verify the accuracy of data used to update the current GUP metrics shown in the annual status report, there is a real question as to whether such data should be used as a baseline for future studies. The scope of work should state how past data will be used. The problem is that it is easier (even if the reference is inaccurate) to add or subtract an incremental number from a reference than it is to count again from the beginning. At some point, quality control measures will require that the accuracy of all data be verified.

If the existing conditions at Stanford are to be used as a new baseline, it is important that the data defining current conditions is correct. Some inaccuracies will always be present, but there is a threshold beyond which data from a particular source becomes questionable. I have considered data from Stanford to be needing verification for some time, and have place some instances of inaccurate data in the public record. It would be proper for Santa Clara County to establish, if only internally, a threshold. I do not believe that statistics reported by Stanford are correct, but I do not know currently how inaccurate they are except for some limited instances. I strongly advise that data representing current conditions at Stanford be verified before being used as a reference upon which to base further conclusions. I emphasize that these statements are based on my own limited experience and I do not intend in any manner to imply that Stanford is disinforming anyone.

All letters and other documents associated with the Stanford application should be made public. The "East Campus Storm Drainage Study" (p.13 EIR Scope of Work) was (I believe) to be completed in the summer of 1999, and before that, in the spring of 1999. I haven't noticed any mention of the availability of any part of whatever this study is about. There has been no local public information concerning the "data collection effort of November 1999 (p.14 EIR Scope of Work). Any changes to the methodology or scope of work should be made public as soon as changes are made.

Will the EIR Scope of Work include evaluation of whether or not the main campus has been in a continuous state of construction for 40 years? If this is the case, environmental analysis may not need to address construction impacts as temporary.

The scope of work provides for a possible one-day site reconnaissance visit. The county would be best served by accumulating over the years a set of observations which can be used to evaluate changes in biological resources.

If consideration of remediation policies is not included within the scope of the mitigation work, there should be mention of why remediation is not included.

Summarily,
Compared with the policies of FEMA and local agencies, the Santa Clara County "standard" of providing only storm drainage adequate to handle a "3-year" or "33%" storm is...(you fill in the blank).

Current software and existing data make it feasible and economic to model stormwater runoff to examine the effect caused by a single additional structure of the size typically constructed by Stanford.

The flexibility requested by Stanford and the complex nature of the project require analyzing a greater number of alternative plans; this requirement is not addressed in the scope of work.

Analysis of the interrelations among "topic areas" are omitted from the scope of work. You can choose 4 project alternatives based on 4 different population sizes or 4 different levels of a surface area metric, but the alternatives cannot be confined to changes in a single variable; a matrix is required for adequate analysis.

The size of the student body is a variable, controlled by the university administration, that affects the analysis of all Stanford "topics areas"; it is not an impact resulting from further Stanford development.

The scope of work avoids all but a minimal amount of quantitative analysis. Why would so much qualitative data be useful in making decisions?

The scope of work does not provide for independent verification of data used in the analysis.

There is no provision for providing the public with the information used in the analyses in a timely manner.

My personal observation is that the contractors are treating the production of this EIR as nothing out of the ordinary and seem to be ready to draw the usual conclusions stating that there are no significant cumulative impacts which cannot be mitigated, while lesser impacts are detailed out of proportion and occupy the focus of mitigations. The contractors will likely be expecting the usual easy-to-dismiss comments gathered upon public circulation of the DEIR. Is there reason to do otherwise?

Sincerely,

John Baca
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January 6, 2000

VIA FEDERAL EXPRESS

Sarah Jones, Planner
Santa Clara County
County Government Center, 7th Floor, East Wing
70 West Hedding Street
San Jose, CA 95110

Re: Notice of Preparation of Environmental Impact Report for the Stanford University Draft Community Plan and General Use Permit Application

Dear Ms. Jones:

This firm represents a coalition of more than 500 Santa Clara County residents who own homes on Stanford University's campus (hereinafter referred to as "the Coalition"). This letter is submitted on behalf of the Coalition to provide comments on the notice of preparation ("NOP") of an environmental impact report ("EIR") for the Stanford University Community Plan and General Use Permit (hereinafter "Community Plan" or "Plan"). Given the preliminary nature of the environmental analysis, the issues identified in this letter are not intended to be exhaustive. The Coalition may raise other issues during the full environmental review process.

1. The EIR Process

In order for Santa Clara County to make an informed decision regarding the proposed Community Plan and for the public to be fully apprised of the environmental impacts associated with the Plan, it is imperative that the EIR for the Community Plan comply with the requirements of the California Environmental Quality Act, Public Resources Code section 21000 et seq. ("CEQA"), and the CEQA Guidelines, California Code of Regulations, title 14, section 15000 et seq.) ("CEQA Guidelines"). Specifically, the EIR must identify and assess the Community Plan's potentially significant environmental impacts. (Pub. Res. Code section 21000

(a); CEQA Guidelines section 15126.2(a)). This analysis should identify both direct and indirect impacts that will occur in both the short and the long-term.

Since this EIR is likely to be a Master EIR for the Community Plan, it must describe the anticipated subsequent projects that are within the scope of the Master EIR, including information with regard to the kind, size, intensity, and location of the proposed development projects and a description of the potential impacts of the anticipated projects. CEQA Guidelines section 15176. In determining whether particular impacts are significant, the County must look to the CEQA Guidelines section 15064. In order to serve its purpose as an informational document, it is essential that the EIR not understate the severity or significance of the impacts associated with the proposed Community Plan. Moreover, it is important for the EIR to make explicit the thresholds used for determining the significance of the environmental impacts and the basis for these thresholds. This information is critical in evaluating the quality of the impact analysis as well as the effectiveness of the mitigation measures.

2. Significant Environmental Impacts of the Proposed Community Plan

The implementation of the Community Plan would result in potentially significant impacts on the environment. The Coalition is fundamentally concerned about the loss of urban park land that would occur if Stanford develops several open space areas within the campus residential area. Development proposals contemplated for the campus residential area would also be inconsistent with existing land uses by allowing a level and type of development that is dramatically more intensive then existing faculty and staff neighborhoods. The Coalition is also concerned that the Community Plan could impact sensitive species, wetlands, and historic resources and could lead to increased flooding and traffic congestion in the area. While not intended as an exclusive list, the following is a discussion of the potentially significant environmental impacts of the proposed project that must be addressed in the EIR.

A. Loss of Urban Parks and Open Space

The proposed Community Plan contemplates the development of faculty housing on four open space sites within the Campus Residential Area: Mayfield Playfield, Frenchman's Triangle, 720 Dolores Street, and the Gerona/Junipero Serra Boulevard site (hereinafter collectively referred to as "the Campus Residential Area sites"). These sites have been used by residents for decades as recreational areas, and many homeowners purchased their homes with the understanding that these open spaces and parks would remain part of their community. Each site offers different amenities. Mayfield Playfield (which is designated as "Park" on Stanford's Base Map), is an open field across from student dorms used by both students and neighborhood children for everything from soccer games to kite-flying to sunbathing. Frenchman's Triangle provides a haven of foothills wilderness on the core campus that is widely valued for its natural

beauty, bird habitats, berry bushes, vernal stream, grassy fields and children's playground. The Gerona/Junipero Serra site used to be a community orchard and still contains fruit trees as well as seasonal wetlands and various kinds of wildlife. The Dolores Street site, bordered on three sides by student residences, contains an open-air basketball court and a single-family home.

Loss of these urban parks and open spaces in the campus residential area will inevitably erode one of Stanford's most precious resource--the unique rural character and the natural beauty of its residential community. The EIR must analyze the various impacts of the proposed housing developments on these sites, including not only the physical impacts on the fragile ecology of these urban open spaces, but also the social and cultural losses to residents, students, and ultimately the entire University from intensified residential development that compromises the quality of established neighborhoods.

The EIR should include, as a mitigation measure, a policy in the Community Plan that calls for reserving the Campus Residential Area sites as open space until the County and Stanford undertake an inventory and evaluation of Stanford lands suitable for residential development, including both vacant sites and also sites having redevelopment potential.

B. Inconsistency with Existing Land Uses

The Community Plan would allow housing development at a density level that could irrevocably alter the character and ambience of historic faculty/staff neighborhoods. Campus neighborhoods vary considerably in style and density, with lots in the oldest neighborhoods typically ranging from ½ to one acre or more, and lots in newer neighborhoods ranging between 1/3 and ½ acre. Yet the Community Plan proposes up to 8 units per acre in what it defines as the "campus residential--low density" land use designation. Moreover, the Plan contains no provisions relating to the desirability of preserving the character and integrity of established neighborhoods. In the City of Palo Alto, 8 units per acre is the highest density of single family housing allowed. Palo Alto also seeks to ensure that the density of new construction is compatible with existing land uses by providing special zoning for neighborhoods with larger lots (minimum lot sizes for these neighborhoods range from 1/4 to one acre).

The Community Plan would also allow the development of multi-family housing in single-family residential neighborhoods. Existing campus faculty/staff neighborhoods consist almost entirely of single-family housing (with the exception of three groupings of condominiums). The City of Palo Alto does not permit multi-family housing in neighborhoods zoned for single-family housing, because of the potential traffic and noise impacts.

To mitigate the impact of these inconsistencies, the Community Plan should include policies requiring land use development in established neighborhoods to be consistent and compatible with existing uses.

C. Biological Resources

The EIR must analyze the impacts on biological resources resulting from the implementation of the Community Plan. Some of the Campus Residential Area sites may provide habitat for the California red-legged frog, a species listed under the Endangered Species Act as "threatened" and identified by the California Department of Fish and Game as a "Species of Special Concern." The sites may also provide habitat for the California tiger salamander, which is also listed as a "Species of Special Concern."

Specifically, Frenchman's Triangle may support the tiger salamander and the red-legged frog. The California tiger salamander management zone includes the Gerona Triangle and the foothills area across Junipero Serra Boulevard from the Gerona/Junipero Serra Boulevard site. In addition, the Gerona site may also provide habitat for the red-legged frog. The EIR must include an analysis of impacts to the red-legged frog and the tiger salamander and any other sensitive species likely to inhabit the area. The analysis should include a survey undertaken during the seasons and under the circumstances when sensitive species are visible and identifiable. The EIR should also specifically evaluate whether the Gerona/-Junipero Serra Boulevard site serves as a corridor for the California tiger salamander migrating to and from the Lagunita Creek.

Frenchman's Triangle is also habitat for several bird species, including great blue herons and egrets. Likewise, other species such as quail may rely on the cover provided by the wetlands area. The EIR must address the effect on the overall biodiversity of the area as a result of the development of these open space areas.

D. Wetlands and Water Quality

The EIR should include a comprehensive evaluation of wetlands, particularly on the sites within the Campus Residential Area proposed for development. Potential wetlands may exist on the Frenchman's Triangle and the Gerona/Junipero Serra Boulevard sites. The EIR should also include an analysis of impacts to the Lagunita and San Francisquito Creeks resulting from the use of pesticides, herbicides and fertilizers.

E. Drainage and Hydrology

The open space areas within the Campus Residential Area proposed for development experience drainage problems. Seasonal streams traverse both Frenchman's Triangle and the Gerona/Junipero Serra site, and these streams often flood during the rainy season because of heavy runoff from the foothills. The Mayfield Playfield routinely floods during the winter because of the substantial runoff it receives from San Juan Hill. Homes located around the Playfield, on Salvatierra and Valparaiso, have experienced severe damage from

flooding. Drainage is also an issue on the Dolores Street site, which is located midway down the San Juan Hill, and development of this site could exacerbate flooding of homes farther down the hill. The EIR must identify and evaluate the drainage and hydrological impacts that will result from the increase in impervious surfaces resulting from the proposed new developments. This analysis must also take into account the increase in impervious surfaces resulting from the reservoir expansion project now under construction in the foothills.

F. Seismic Vulnerability

The EIR should analyze the seismic risk associated with building additional housing within the Campus Residential Area. This analysis should include an investigation of faults in the project vicinity including, in particular, a fault that may run directly under Frenchman's Triangle.

G. Historical and Archeological Resources

Development proposed for Frenchman's Triangle may impact potentially valuable historical and archeological resources. Before the University was founded, Peter Coutts created a large reservoir in the area that is now Frenchman's Triangle by constructing a brick wall to impound the springtime runoff from the foothills. A brick bridge and stone "lookout" may still remain on the Triangle. In addition, the Frenchman's brick-lined reservoir was apparently used as a dump for rubble from the 1906 earthquake, and may therefore be a valuable archeological site. The EIR should identify any potential historical and archeological resources that may be located in any of the Campus Residential Area sites and include appropriate measures to protect such resources.

H. Traffic, Parking and Circulation

The implementation of the Community Plan will result in potentially significant traffic and parking impacts in the Campus Residential Area as a result of housing development on campus. The increase in traffic levels may also result in increases in vehicular accidents and vehicular, bicycle and pedestrian conflicts on campus residential roadways and on streets bordering the residential area, including Stanford Avenue, Junipero Serra Boulevard, and Sand Hill Road. The EIR must provide an analysis of the traffic, parking and safety impacts resulting from the implementation of the Community Plan.

I. Public Services and Utilities

The implementation of the Community Plan could result in significant impacts on public services and utilities due to the poor condition of existing equipment in the Campus Residential Area. The residential area currently experiences frequent power failures, most likely

as a result of antiquated transformers and deterioration of lines and other equipment. Residents also experience poor telephone service, apparently again because of inadequate and antiquated equipment. These problems are exacerbated by the unclear division of responsibility for upgrades, and increasing demand for computer and fax machine lines.

J. Cumulative Impacts

Pursuant to CEQA Guidelines section 15130(a), the EIR must discuss all significant cumulative impacts, including impacts of mitigation efforts. Cumulative impacts are the changes in the environment from the incremental impact of the Project when added to other closely related past, present, and reasonably foreseeable probable future projects. (CEQA Guidelines § 15355(b)). Future projects need not be certain to occur to be considered in the cumulative impacts analysis; the key is that they appear foreseeable at the time of EIR preparation. (City of Antioch v. City Council (1986) 187 Cal.App.3d 1325, 1337).

The County must use reasonable efforts to discover, disclose, and discuss past, present and future projects including those under review by other agencies. (Discussion following CEQA Guidelines § 15130.) As one court put it:

> [T]he full environmental impacts of a . . . proposed action cannot be gauged in a vacuum . . . [or treated] as an isolated "single shot" venture . . . in the fact of persuasive evidence that it is but one of several [environmental threats]. To ignore the prospective cumulative harm under such circumstances could be to risk ecological disaster.

(Whitman v. Board of Supervisors (1979) 88 Cal.App.3d 397, 408).

The EIR should evaluate the cumulative loss of urban park land resulting from the implementation of the Community Plan and other development projects in the region. In addition, the EIR should include an analysis of impacts upon sensitive species and other wildlife, loss of wetlands, traffic congestion, public services and archaeological resources as well as other potentially significant cumulative impacts. The EIR should consider the Community Plan, together with other existing and future development on or near the campus. Even if the Community Plan, when considered in isolation, does not result in a particular significant environmental impact, the Community Plan when considered with other projects and developments very well may.

3. Analysis of Alternatives

The EIR must describe a range of reasonable alternatives to the development activity contemplated in the Community Plan that would feasibly attain the basic objectives of

the Plan with reduced environmental impact, and must evaluate the comparative merits of each alternative. The County must formulate alternatives for inclusion in the EIR (Laurel Height, 47 Cal.3d at 406), and the selection and discussion of alternatives should foster informed decision-making and informed public participation. (CEQA Guidelines section 15126.6(a)).

It is especially important at the alternatives phase of the process that the County remain receptive to other options and not be limited by the University's provisions contained within the draft Community Plan. "The CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights may emerge during investigation, evoking revision of the original proposal . . . . The lead agency may determine an environmentally superior alternative is more desirable or [that] mitigation measures must be adopted. Environmentally superior alternatives must be examined whether or not they would impede to some degree the attainment of project objectives." (Kings County Farm Bureau v. City of Hanford, (1990) Cal.App.3d 692, 735-737).

In this case, the EIR must analyze alternatives that avoid the potentially significant adverse environmental impacts that would result from the development of housing on the four Campus Residential Area sites. Specifically, the EIR should analyze at least one scenario in which all of the University's housing needs could be accommodated by building in areas other then the Campus Residential Area sites, or by utilizing existing housing on Stanford lands for eligible Stanford employees. The EIR should reconsider and reevaluate all of the housing sites recommended for present or future development in Stanford's 1983 and 1993 Housing Plans (sites which total over 900 and 400 acres, respectively).

The EIR should also analyze the possibility of allocating the housing in subdivisions on Stanford-owned lands adjacent to the core campus (which have been annexed to Menlo Park) to eligible Stanford employees as current leases expire. This option would be consistent with longstanding Stanford land use policies. In 1974, for example, the Stanford Board of Trustees stated that: "Any significant use of Stanford lands for non-University related housing seems inappropriate." The EIR should also investigate the option of converting Stanford lands currently in industrial use, in the Stanford Industrial Park and elsewhere, to housing as current leases expire. Again, this would be consistent with longstanding Stanford land use policies. Stanford's 1983 Housing Plan states explicitly that Stanford Industrial Park land uses should relate to the academic purpose of the university and could include housing. Stanford University's 1983 Housing Plan at 81.

In addition, the EIR should consider a "reduced-build" alternative that would preserve the most ecologically sensitive sites and those that experience the most recreational use. This "reduced-build alternative should also seek to maintain the character and integrity of the surrounding residential neighborhoods. This last rationale is especially important in order to

ensure that campus residents are not deprived of land use protections to which they would normally be entitled from Palo Alto. Although Stanford has been granted a special exemption from the County's normal requirement that unincorporated pockets in the County such as the Campus Residential Area conform to the policies of their urban service district, we can find no compelling reasons for this exemption.

Finally, the EIR should consider an alternative that would allow for the annexation of the Campus Residential Area to the City of Palo Alto. Although Stanford has been exempted from the County requirement that unincorporated lands should be annexed to the city of their urban service area, annexation remains an option. Annexation could result in a more appropriate and environmentally sensitive approach to development within the Campus Residential Area, based on the Palo Alto Comprehensive Plan's policies regarding protection of parks and open space, and preservation of the character and quality of established neighborhoods.

4. Conclusion

We appreciate the opportunity to comment on the NOP. We look forward to actively participating in the environmental review process. Please send this firm a copy of the draft EIR once it becomes available.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Laurel Impett

LAUREL L. IMPETT, AICP
Urban Planner

cc: Stanford Citizen Initiative

[P:\STANFAC\LLI012.COR]

County of Santa Clara

Environmental Resources Agency
Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 358-3741 FAX 358-3245
Reservations (408) 358-3751 TDD (408) 356-7146

RECEIVED
PLANNING OFFICE
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January 6, 1999

Sarah Jones, Planner III
County of Santa Clara
Planning Office
Development Review Section
70 W. Hedding Street, 7th Floor, East Wing
San Jose, CA 95110

RE: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)
Stanford University Community Plan/General Use Permit Application

Dear Ms. Jones:

Thank you for the opportunity to respond to the subject NOP. The Santa Clara County Parks and Recreation Department has reviewed Stanford's Draft Community Plan (Plan) and we are impressed by the magnitude of development proposed for the University. Clearly, the Plan is a comprehensive document that addresses all aspects of planning for the campus and reserve areas. We are pleased to note that open space, recreation and transportation planning are included in the Plan.

It is evident that Stanford seeks a long term solution for its future development and open space needs. As part of this planning process, the County Parks Department will be assessing the impending DEIR in terms of how it addresses regional trail connections through the campus and reserve. Our analysis will include an evaluation of the need for these trails in relation to the cumulative impacts presented by the project.

As noted in our comments to the Community Plan/Use Permit application, this project has impacts to the Countywide Trails Master Plan (CTMP), which is part of the County's General Plan. The CTMP proposes two regional trails through Stanford University. They are:

1) Matadero Creek/Page Mill Trail (Sub-regional Trail Route S1)

2) San Francisquito/Los Trancos Creeks Trail (Connector Trail Route C1)

These trails are acknowledged in the Draft Community Plan, however, the Plan does not include a mechanism for ensuring their implementation for public use. As per the

Santa Clara County Trail Easement Policy, adopted by the Board of Supervisors in June 1992, easement dedications for public trail purposes may be required as a condition of development when:

- The land lies along a trail route designated on the Countywide Trails Master Plan Map contained in the 1995 General Plan: *and*,

- The proposal would result in a change in the existing land use thereby requiring one or more of the following approvals: major subdivision, use permit and architecture and site approval (ASA); *and*,

- There is a "nexus" or connection between the proposed development and the dedication/improvement that is required. This dedication/improvement is to be "roughly proportional" to the magnitude of the proposed development. However, since there are no numerical formulas for making this determination, this relationship must be decided case-by-case. Some factors that will be considered are:

  - the services or access the trail would provide to the development and surrounding community in circulation and or recreational amenities; and,

  - the cumulative impacts the development would have on the surrounding community with regard to overall density, circulation, and/or recreation facilities.

In reviewing the project in relation to the aforementioned policy, it would appear that there may be a rationale for requiring a trail dedication. Accordingly, the DEIR should evaluate these regional trails in the context of the County's trail policy and the potential project impacts - particularly with regard to the density of development, the recreational needs of campus residents and employees, the regional impacts that this development presents to the surrounding community, and the transportation needs for the campus and surrounding community.

We look forward to participating in the review of the DEIR. Future submittals regarding this project should be forwarded to Mark Frederick, Planning and Development Manager, at the letterhead address.

Sincerely,

Lisa Killough
Deputy Director, Administration

cc: Paul D. Romero, Acting ERA Director
Ann Draper, Planning Director
Mark Frederick, Planning and Development Manager
Hugh Graham, Senior Planner

January 6, 2000

To: Sarah Jones, Planning, County of Santa Clara
From: Yoriko Kishimoto, 251 Embarcadero Road, Palo Alto
Re: scoping for Stanford Community Plan/GUP EIR

Sarah, thank you again so much for coming and joining us at the Leadership Midpeninsula day -- and sorry you were not able to use the overhead! You made a great presentation despite it. You have a huge job to do, and we appreciate your hard work.

I'm sending along comments for the EIR scoping -- thank you. I will also include the comments I made orally to Supervisor Simitian at the December town hall meeting for your records.

Would you mind letting me know that you received this document safely? I'm not sure about your email address. Thank you again, Yoriko

**********(1st document)

January 6, 2000

To: Sarah Jones, Planning, County of Santa Clara
From: Yoriko Kishimoto, 251 Embarcadero Road, Palo Alto
Re: scoping for Stanford Community Plan/GUP EIR

I would like to submit some suggestions for the scope of the Environmental Impact Report which will be prepared for the Stanford Community Plan and General Use Permit.

My family lives in one of one hundred twenty-some single family homes which front directly onto Embarcadero Road in Palo Alto. It is classified as a residential arterial, and it has about 120 driveways or curbcuts in the two miles between 101 and El Camino. On the average, I believe there are ten trips/day in and out of the average driveway, and the width of the road is about 45 feet in front of my house, and we cut across two lanes to back out.

Last year, we were back-ended shortly after we left our driveway. My young daughter was in the back seat, and our car was totalled. Very fortunately, neither of us were hurt beyond a few days of a painful neck.

I am starting with this anecdote because Embarcadero Road and the other residential arterials between Stanford University and 101 (University Avenue, Middlefield, Charleston/Arastadero) are already dangerous for all users, exceed a number of air pollution and noise standards, and carry far more traffic than they were designed for. As you know, they are not designed as limited access expressways -- they have driveways every few feet, they have many schools, churches, parks, libraries, and other community centers along them. They are set for 25 MPH because that is the correct and safe speed limit for residential areas with substantial and frequent cross traffic from pedestrians, bicyclists as well as cars. The city of Palo Alto has embarked on a project for re-designing and calming these residential arterials.

If Stanford is not held to a meaningful "no net traffic increase" commitment, the already congested and dangerous traffic conditions can only deteriorate. Either the square footage of non-residential development must be very substantially decreased or a new "model" of development and mitigations must be created, e.g. a ten- or hundred-fold increase in transit convenience, safety, frequency, and user-friendliness combined with reducing the subsidies for automobiles. This would require a considerable set of financing and monitoring mechanisms.

So briefly, I would request the EIR analysis to:

1. analyze long term impact on key intersections, including pedestrian and bicycle level of service (LOS) as well as vehicle LOS. This means looking at the length of street a pedestrian must traverse to cross the street, the average speed of cars near that person, the quality of air that person must breathe waiting for the light, the noise level, whether the pedestrian crossway such that intersection is carefully designed as much for pedestrians as for cars, etc.

2. analyze long term impacts on "sensitive receptors" along these residential arterials, such as the noise level, air pollution level as perceived by a pedestrian walking midblock along these residential arterials. The school grounds directly adjacent may be another area to measure the noise and pollution. How safe is it for a car to back out out onto Embarcadero Road? How long does it have to wait to do so? Can two people walk comfortably on the sidewalk side by side? Where do bicycles travel and how safe is it for them, as they cross at corners and driveways?

3. analyze truly long-term, regional impact of Stanford's growth. I noticed that one of Stanford's documents claimed the streets impacted would be El Camino, and other county roads. Obviously, Embarcadero Road, University Avenue, Alpine and other city roads lying between Stanford and regional highways will all be impacted, so should be analyzed.

4. analyze truck and cargo traffic impacts and implications. Trucks cause a disproportionate amount of noise, damage trees and pavements, and cause ground vibrations.

5. analyze 24 hour traffic impact. Peak hours are getting longer, and traffic in early morning, late night, and weekends intrude on our quality of life. This would mean examining the impact of the traffic to athletic and other public events on campus, especially since Stanford is proposing to greatly expand its athletic and recreational facilities.

I hope the preferred land use scenario will keep Stanford restricted to a "no net increase" in automobile traffic, and I would prefer keeping the increase in parking to 1200 spaces at most.

I also support the positions made by Committee for Green Foothills, MPACT, and Stanford Open Space Alliance about importance of open space and location of middle school site near existing neighborhoods.

Our "Silicon Valley" is an unprecedented success, but for its continued success depends on our ability to protect the open space and beauty which frame our lives and the quality of neighborhoods and public spaces and streets where our children pass their time.

****** (second document)

December 8, 1999

Honorable Supervisor Simitian:

The scale of change that Stanford is proposing to make to its campus and its surrounding communities is so huge that it is difficult to frame constructive discussion around it.

Stanford is proposing to build approximately 2 million square feet of academic, support, and recreational facilities, up to 2 million of residential housing, almost one million square feet of parking structures and parking lots, as well as 400,000 sf more in the medical center area under Palo Alto's jurisdiction. This adds up to five and a half square feet of new construction. It is adding an estimated 2200 new jobs or positions. As you know, in Palo Alto, we scrutunize proposals to add even 10,000 new square feet of development very closely because our street system and other public facilities are already so congested.

Perhaps one useful analogy is to a computer system. Let's think of the new academic/non-residential development and the jobs it creates as CPUs (central processing units), the brains and driver of it all. We all know that plugging in a powerful new CPU in an old computer does not work. Why? You need to upgrade data transmission (transportation), the memory (housing), etc. These all need extra "real estate" on the motherboard or other boards in the computer -- or the invention of powerful new transmission or memory technology to keep it compact. Beyond a point, even improving the data transmission and memory capacity is not enough. To optimize the new system, you need a new operating system.

So perhaps what I can point to in this draft plan is that it lacks a vision for a new operating system. At least in the last General Use Permit, there was a new idea. It was to do an experiment and say that yes, Stanford could build up to 2 million square feet of new buildings, but it had to do so without increasing the commute traffic and adding more than 1200 new parking spaces. It was a transition to a performance standard which gave Stanford a very clear incentive to try to transform its transportation and housing algorithm to reduce the use of single occupancy vehicles for commuting.

It seems to me that we are back to the old track of adding new jobs, then wringing our hands about the traffic created, where are we going to get money and land for new schools for the new population, we're running out of library space, soccer space, police department space, etc.

If indeed we wish to consider urbanizing our environment, we have to

transform the way we finance and improve all aspects of our public infrastructure -- public schools, open space, transportation, housing, etc. As the representatives of the mid-Peninsula people, we (and you) have to re-structure the public sector part of the economy at least as much as the private sector re-structures itself -- or the long term quality of life here will definitely deteriorate.

So for the proposal in front of us -- I would say the amount of development proposed by Stanford will overwhelm our current public infrastructure and our current operating system. If we are to consider the proposal, we need to hold Stanford to performance standards like "no net increase in traffic" in all areas of of our lives and help them achieve it through regional collaboration as well as clear financing and other responsiblities. I believe the San Mateo Congestion Management Agency has a proposal for the developer to pay some $20,000 for every new job created just for transportation impact.

Post-it® Fax Note 7671	Date 1/6/2000	# of pages ▶ 4
To Sarah Jones	From Mary Kenney	
Co./Dept. Planning	Co. CRMP	
Phone # 408 299 2454	Phone # 650 962 9876	
Fax # x226	Fax # 650 962 8234	

San Francisquito Creek Waters
Coordinated Resource Management and P

Peninsula Conservation Center Foundation
3921 East Bayshore Road
Palo Alto, CA 94303

January 6, 2000

Sarah Jones, Planner
Santa Clara County Planning Office
70 West Hedding St. East Wing, 7th floor
San Jose, CA 95110

Re: Notice of Preparation, Environmental Impact Report for Stanford's Community Plan and General Use Permit Application

Dear Sarah,

Per our conversation today, attached is the letter that was sent as comment on Stanford's Draft Community Plan and General Use Permit Application from San Francisquito Creek Coordinated Resources Management and Planning (CRMP), dated November 1, 1999. We would like to re-submit this letter to be included as part of the County's Environmental Impact Report packet. We hope this will be helpful both as you prepare the Environmental Impact Report for this project and as you review the Community Plan.

If we can be of any further assistance, please contact Pat Showalter at 650-962-9876.

Thank you.

Mary Kenney
CRMP Program Assistant

San Francisquito Creek Watershed
Coordinated Resource Management and Planning (CRMP)

Peninsula Conservation Center Foundation
3921 East Bayshore Road
Palo Alto, CA 94303

Ms. Sarah Jones
Planner
County of Santa Clara Planning Office
70 West Hedding Street
San Jose, California 95110

November 1, 1999

Dear Ms. Jones,

Thank you for this opportunity to comment on Stanford's Draft Community Plan. At our October 20, 1999 San Francisquito Creek CRMP (Coordinated Resources Management and Planning Process) meeting, members of the Steering Committee requested that we prepare a letter communicating the principles and actions from our *Draft Watershed Management Plan* that are appropriate for the entire watershed and which you might find helpful as you review the Stanford Community Plan. As an active participant in the CRMP process, Stanford staff provided significant input in developing the San Francisquito Creek CRMP *Draft Watershed Management Plan*.

The CRMP's *Draft Watershed Management Plan* describes the concepts and policies that support the CRMP's mission *of fostering a diverse and healthy watershed, valued as a natural and community resource, in a manner consistent with public health and safety and respecting property rights.* A copy of the *Draft Watershed Management Plan* is enclosed. Aspects of this plan have been adopted by many of the jurisdictions and agencies that participate in CRMP.

We commend Stanford for their contributions to the CRMP process. CRMP's vitality and collective expertise depend upon the collaboration and contributions of all of its members. A list of our signatory organizations and the people who actively participate in our Steering Committee is enclosed for your information. Stanford's participation and contributions to CRMP in the way of staff time, the Los Trancos Creek fish ladder, funding of CRMP and its participation in the Joint Power Authority formation have been invaluable.

The *Draft Watershed Management Plan* focuses on six major areas of concern: natural resources, flood and erosion control, pollution prevention, land use and development, social issues and public involvement. Below are some of the goals and related action items from the *Draft Watershed Management Plan* for the San Francisquito Creek watershed that you might find helpful in your review of the Stanford Community Plan and General Use Permit. In particular these comments pertain to the Open Space Element of the plan: specifically Objective 4- strategy 8; Objective 5- strategies 9 through 11.

Natural Resources Goal- To protect and restore the natural integrity of waterways and the associated native plant and wildlife communities within the watershed.
1. Maintain current levels of biodiversity by (a) protecting wildlife species and the native riparian vegetation that provides their habitat and (b) protecting steelhead habitat characteristics (including in-stream water flows, spawning gravels, shade, appropriate temperatures, in-stream shelter elements, etc.) and (c) controlling and replacing exotic species along stream corridors.
2. Identify and map sites with potential for becoming an ecologically healthier, more natural riparian environment. Where possible, restore habitat to foster rehabilitation of species formerly native to the watershed. Inventory barriers to migratory fish passage, assess their value and remove or modify them as appropriate.
3. Create and maintain a buffer zone between creeks and developed areas to establish a continuous riparian corridor with native riparian vegetation extending from the campus center to the ridge line.
4. Incorporate the use of recycled water for irrigation wherever possible.

Pollution Prevention Goal- Ensure that the waters of San Francisquito Creek are of sufficient quality and quantity to sustain native riparian and aquatic habitat for both wildlife populations and human recreational activities.

1. Educate the community and create dialogue about pollution prevention.
   (a) Convene commercial leaseholders to discuss how to prevent erosion and other stream pollution.
   (b) Convene residential property owners and tenants to discuss how to prevent pollution.
2. Implement alternatives that prevent pollution, such as best management practices and other solutions.

Flood and Erosion Control Goal - To minimize damage and costs from flooding and erosion throughout the watershed while ensuring the continued vitality of the natural creek environment.

1. Conduct an inventory of riparian basins assessing water flows, soil conditions and flood probabilities.
2. Adopt a "no increase in runoff" policy by implementing best management practices, especially on land being developed.
3. Set aside and protect riparian buffer zones to minimize bank erosion and allow for natural meandering processes.
4. Educate leaseholders on flood preparedness and general flood management practices.

Land Use Planning Goal- To ensure that jurisdictions within the watershed implement land use policies and ordinances which provide responsible stewardship of the watershed's natural resources, protect people and property from floods, reduce erosion and prevent pollution.

1. Adopt General Plan policies, ordinances and guidelines that provide for protection and restoration of creeks and wetlands.
2. Adopt policies and ordinances to establish a continuous buffer zone for creek habitat preservation and to protect development which may be anticipated.
3. Adopt a policy of 'no net loss' of riparian and wetland areas. Mitigate any losses within the same watershed.
4. Improve coordination, communication and cooperation between permitting agencies and local jurisdictions to foster an efficient and integrated regulatory process which encourages responsible stewardship of natural resources by participating in the CRMP process and the San Francisquito Creek Joint Powers Authority.
5. Identify lands of critical significance that might be preserved for wildlife habitat, flood control and recreation.

Social Issues Goal- Facilitate creation of uniform public policies, ordinances and planning mechanisms to discourage inappropriate and illegal uses of the creek corridor.

Public Education and Involvement- To broaden awareness of and appreciation for, the values of a natural riparian corridor and a healthy watershed; to educate the community about stewardship methods to protect these values; and to facilitate communication and cooperation among the various stakeholders concerning watershed issues.

1. Develop a strategy for delivering appropriate information to students, faculty, staff, and leaseholders.
2. Determine appropriate places for public access to the creek and facilitate environmental education at those sites.
3. Facilitate the development of uniform missions for Santa Clara County and San Mateo County to insure that both counties work consistently toward protecting people and property from floods while insuring the natural vitality of the watershed.
4. Participate in the Joint Powers Authority to address the problems of the San Francisquito Creek Watershed emphasizing flood management strategies consistent with preservation of natural riparian values.

In summary, two themes recur in the above goals which should be considered for the Stanford Community Plan. One is the need to provide riparian setbacks and buffer zones. The other is the need to plan for the natural system in a comprehensive way by co-ordinating with the many jurisdictions responsible for these creeks. Implicit is the need to coordinate between the two counties.

Thank you for your consideration of these suggestions. Representatives from the San Francisquito Creek CRMP Steering Committee are available to meet with you to discuss any of these suggestions. Please contact me if I can be of any assistance at (650) 962-9876.

Sincerely,

Pat Showalter, P.E.
San Francisquito Creek CRMP
Coordinator

cc: Andy Coe, Stanford University,
Santa Clara County Planning Commission
Santa Clara Board of Supervisors
San Francisquito Creek JPA Board Members

Santa Clara Valley Water District

5750 ALMADEN EXPWY
SAN JOSE, CA 95118-3686
TELEPHONE (408) 265-2600
FACSIMILE (408) 266-0271
www.scvwd.dst.ca.us
AN EQUAL OPPORTUNITY EMPLOYER

COMMENT LETTER V

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PLANNING OFFICE
00 JAN -7 AM 11:31

January 6, 2000

Ms. Sarah Jones
County of Santa Clara
Planning Office
Seventh Floor, East Wing
70 West Hedding Street
San Jose, CA 95110

Dear Ms. Jones:

Subject: Stanford University Community Plan/General Use Permit, County File No. 7165-07-81-99GP-99P-99EIR

Santa Clara Valley Water District (District) staff has reviewed the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the subject project, received by us December 7, 1999. We have the following comments:

1. The lands included in this project encompass an area identified by the District as one that would be suitable as an alternative for both off-stream storage and potential habitat enhancement for several endangered species in a flood management project. The portion the District has identified is that bounded by Foothill Expressway northerly, Page Mill Road westerly, Coyote Hill Road southerly, and Deer Creek easterly.

   These lands are shown designated as Open Space and Academic Reserve and as Special Conservation on Figure 3, Land Use Designations; however, the Community Plan and, in particular, the General Use Permit have limited lives. We request that the County of Santa Clara include this use of the land within the Land Use analysis of the DEIR and that the land be kept in its current use until such time as our proposal has been resolved.

2. On page 13, Water Quality and Hydrology, fourth bullet, we request that the statement be changed to include evaluating the timing of the surface water runoff in order to take into account both the total volume of water and the peak flow.

3. Regarding Biological Resources, pages 17 and 18, please clearly indicate and discuss any buffer zones between active development areas and resource conservation areas. Buffer zones should be considered as mitigation measures for development. For the purposes of resource protection, buffers must be treated as a separate land use in order to maximize their utility.

4. Also within Water Quality and Hydrology, reference is made in the fifth bullet to construction-related water quality effects and flooding. Changes in surface water and runoff water quality resulting from the subject project for any reasons should be evaluated; the evaluation should not be limited to those changes resulting directly from construction.

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5. In any discussions of flooding, consideration should be made of the project's impacts on flooding and all watersheds within and downstream of the project's boundaries. These watersheds include San Francisquito Creek, Matadero Creek, Deer Creek, and the Stanford Channel.

6. On page 5, a discussion of the Resource Conservation element refers to watershed management. The scope of work, pages 11 through 20, does not refer to watershed management. It is true that some aspects of Biological Resources and of Water Quality contribute to managing the watershed, but watershed management embodies a wider-ranging view.

7. Please note that, notwithstanding the Community Plan and General Use Permit, under District Ordinance 83-2, a permit is required for any construction, demolition, landscaping, or grading proposed within 50 feet of the top of bank of a District facility, such as a creek.

We have previously commented on the draft Community Plan and General Use Permit in our faxed letter dated December 2, 1999. We are enclosing a copy of that letter for reference.

Thank you for the opportunity to comment on the NOP. As the District contact staff person for this project, I look forward to reviewing the DEIR. If you have any comments or questions, please call me at (408) 265-2607, extension 2259.

Sincerely,

William C. Springer

William C. Springer, P.E.
Associate Civil Engineer
Community Projects Review Unit

Enclosure

Santa Clara Valley Water District

Community Projects Review Unit
5750 Almaden Expressway
San Jose, CA 95118

(408) 265-2600

FAX: (408) 266-9751

FAX TRANSMISSION

To: Ms. Sarah Jones	**Date:** December 2, 1999
Company/Agency: County of Santa Clara Planning Office	
FAX Number: (408) 279-8537	

From: William C. Springer	**Total Pages (Including Coversheet):** 2
Subject: Stanford University Draft Community Plan and General Use Permit Application	

Santa Clara Valley Water District (District) staff have reviewed the subject document and have the following comments:

1. We appreciate the completeness of issues raised under Water Quality and Watershed Management. In particular, Policy SCP-RC 11, using redevelopment to reduce pollution, Policy SCP-RC 13, implementing land use practices that control erosion and promote native species, and Implementation Recommendation SCP-RC (i) 19, participating in regional watershed conservation activities.

2. Similarly, Flooding presents a broad acknowledgment of the variety of contributors to the issue. We especially note Policy SCP-HS 6, not increasing peak runoff flows from future development, as a proactive approach to reducing flood risks.

3. The issues of Water Quality and Watershed Management (page 70, et seq.) and Flooding (page 91, et seq.) are intrinsically linked. For example, nonpoint source implementations in Water Quality apply to erosion reduction in Flooding. We believe Flooding Implementation Recommendation SCP-HS(i) 11, "Encourage Stanford to participate in such programs as the Santa Clara Valley Urban Runoff [Pollution] Prevention Program," should also be included as an implementation under Water Quality and Watershed Management Strategy #1, Reduce Nonpoint Source Pollution.

Conceptually it may be more appropriate to combine these issues since many implementations and implementors overlap, and watershed management includes addressing the flooding issue.

4. We note that the San Francisquito Creek Joint Powers Authority, referred to in Implementation Recommendation SCP-RC (i) 19 of Watershed Management, has among its purposes, "To plan flood control measures for the San Francisquito Creek watershed" and ". . . to preserve . . . environmental values and instream uses of San Francisquito Creek." These go beyond watershed conservation and provide a connection between the Stanford Community Plan and the District's policies to reduce the potential for flood damages and to protect watersheds and streams.

We understand from the note on page 10 that an Environmental Impact Report (EIR) will be prepared for the Community Plan and General Use Permit (GUP), in addition to EIRs for projects that fall within the GUP. We look forward to the opportunity to review and comment on those documents. Please call me at (408) 265-2607, extension 2259, if you have comments or questions.

Sincerely,

William C. Springer, P.E.
Community Projects Review Unit
Santa Clara Valley Water District

COMMENT LETTER W

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Subject: Stanford University Community Plan and General Use Permit Notice of Preparation

Date: Fri, 07 Jan 2000 12:45:15 PST

Herb Borock
P. O. Box 632
Palo Alto, CA 94302

January 7, 2000

Ms. Sarah Jones, Planner III
Santa Clara County Planning Office
County Government Center, 7th Floor, East Wing
70 West Hedding Street
San Jose, CA 95110

STANFORD UNIVERSITY COMMUNITY PLAN AND GENERAL USE PERMIT APPLICATION
NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FILE NUMBER 7165-07-81-99GP-99P-99EIR

Dear Ms. Jones:

Thank you for giving me the opportunity to help you identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in the Environmental Impact Report (EIR) for the application for a Community Plan and a General Use Permit (GUP) for Stanford University to permit development beyond that permitted by Stanford's current county GUP on the 4,017 acres of land owned by the university in unincorporated Santa Clara County.

The issues discussed in this letter must be satisfactorily answered before the Planning Commission and the Board of Supervisors can certify an EIR for this project as complete and adequate.

PRIOR LETTERS

Included by reference in this letter, and enumerated below, is the text of all letters written by me and sent or delivered to you (or the County Planning Office) in 1999.

The issues discussed in the following letters must be satisfactorily answered before the Planning Commission and the Board of Supervisors can certify an EIR for this project as complete and adequate.

1. October 20, 1999, hand-printed letter, plus attachments, addressed to Palo Alto City Council, on the subject "Stanford University Draft Community Plan and

GUP".

2. October 19, 1999, e-mail letter addressed to Palo Alto City Council, on the subject "Stanford University Draft Community Plan and Draft General Use Permit".

3. October 12, 1999, hand-printed letter, plus attachments, addressed to Palo Alto City Council, on the subject "Stanford University Draft Community Plan and GUP".

4. October 5, 1999, e-mail letter addressed to Santa Clara County Planning Commission, on the subject "October 7, 1999, Agenda Item #1. File: 7165-07-81-99GP, Stanford University Community Plan and General Use Permit".

5. September 2, 1999, hand-printed letter, plus attachments, addressed to Santa Clara County Planning Commission, on the subject "Stanford University Community Plan and General Use Permit, File Number 7165-07-81-99GP".

6. August 25, 1999, hand-printed letter, plus attachments, addressed to Santa Clara County Planning Commission, on the subject "September 2, 1999 Agenda, Item # 6, 7165-07-81-99GP Stanford University".

7. August 25, 1999, e-mail letter addressed to Santa Clara County Planning Commission, on the subject "September 2, 1999, Agenda, Item #6: Stanford University Community Plan and General Use Permit, File Number 7165-07-81-99GP".

8. March 25, 1999, e-mail letter addressed to Board of Supervisors, County of Santa Clara, on the subject "March 30, 1999, Agenda, Planning Commission recommendation regarding a land use planning instrument for Stanford University and mechanisms for public input in the planning process. File Number 7165-07-81-98P".

9. March 24, 1999, e-mail letter addressed to Board of Supervisors, County of Santa Clara, on the subject "March 30, 1999, Agenda, Planning Commission recommendation regarding a land use planning instrument for Stanford University and mechanisms for public input in the planning process. File Number 7165-07-81-98P".

10. March 23, 1999, e-mail letter addressed to Board of Supervisors, County of Santa Clara, on the subject "March 30, 1999, Agenda, Planning Commission recommendation regarding a land use planning instrument for Stanford University and mechanisms for public input in the planning process. File Number 7165-07-81-98P".

11. March 2, 1999, e-mail letter addressed to Planning Commission, County of Santa Clara, on the subject "March 4, 1999, Planning Commission meeting, Agenda Item #2, 7165-07-81-89P Stanford University Land Use Approval Process".

12. February 24, 1999, e-mail letter addressed to Planning Commission, County of Santa Clara, on the subject "March 4, 1999, Planning Commission meeting, Agenda Item #2, 7165-07-81-89P Stanford University Land Use Approval Process".

13. February 24, 1999, e-mail letter addressed to Planning Commission, County of Santa Clara, on the subject "March 4, 1999, Planning Commission meeting, Agenda Item #1, 3192-07-81-89P Stanford University General Use Permit, Annual Report #10".

14. February 10, 1999, e-mail letter addressed to Planning Commission, County of Santa Clara, on the subject "CORRECTION: Previous February 10, 1999, message about Map A-1 in Appendix A of Annual Report #10 on General Use Permit".

15. February 10, 1999, e-mail letter addressed to Planning Commission, County of Santa Clara, on the subject "Stanford University, General Use Permit, Annual Report #10, Appendix A, Map A-1".

16. February 1, 1999, e-mail letter addressed to Planning Commission, County of Santa Clara, on the subject "Planning Commission Meeting of February 4, 1999, Agenda Item #2, 6937-07-83-98P-98A Quarry Road Parking Lot (Stanford University)".

ANALYSIS OF THE NEED FOR AN ELEMENTARY SCHOOL SITE AND A MIDDLE SCHOOL SITE FOR THE PALO ALTO UNIFIED SCHOOL DISTRICT ON STANFORD LAND

The Palo Alto Unified School District (PAUSD) has indicated that it needs a 25-acre

site on unincorporated Stanford University land near El Camino Real for a middle school.

Press reports indicate that PAUSD also needs an elementary school site on unincorporated Stanford University land in or near GUP Special Condition Area B.

The minutes of the 8:00 a.m., February 4, 1999, City/School Liaison Committee Meeting held in PAUSD Conference Room A, record at item 7, "Potential Stanford Land Set Aside" that PAUSD Superintendent Don Phillips said that, "...the District would like to have a third middle school. They are starting to discuss the need for this with Stanford in the hopes that they might be able to set aside 19-20 acres."

The EIR must discuss why a 25 acre middle school site is needed, if the PAUSD Superintendent said on February 4, 1999, that only 19-20 acres were need for a middle school site.

PAUSD enrollment in the 1967-68 academic year was 15,575 students.

The EIR must contain a copy of the PAUSD "1967-68 11th Day Enrollment Report" that shows the total number of students by grade and other classifications for each middle school and high school, and the total number of students enrolled at each of those schools.

If the number of students at any PAUSD middle school exceeded 900 students in 1967-68, or the number of students at any PAUSD high school exceeded 1,800 students in 1967-68, the EIR must explain why it is now necessary to limit the number of students at each middle school to 900 and at each high school to 1,800.

The EIR must show the projected number of PAUSD students at the middle school level and the high school level who will be living south of Page Mill Road and West of El Camino Real in Palo Alto and Los Altos Hills, compared to the number of students at those grade levels who will be living north of Page Mill Road and West of El Camino Real in Palo Alto and on the Stanford campus.

If, among the projected number of PAUSD students west of El Camino Real, the number south of Page Mill Road is greater than the number north of Page Mill Road, the EIR must explain why Stanford University land is the preferred location for a middle school.

STATUS OF EXISTING PUBLIC SCHOOL SITES ON STANFORD LAND

The EIR must clarify the status of the four public school sites in Palo Alto and the one public school site in Menlo Park.

Please refer to the following table, verify the parcel sizes and assessor's parcel numbers, indicate which part of the acreage is included in Stanford's 8,180 acres, and indicate the terms and conditions under which Stanford can obtain control of the use of these parcels.

School	Parcel Number	Acres
Palo Alto High School	124-21-001	48.63
Gunn High School	142-17-032	32.93
Escondido School	142-09-002	7.928
Lucille Nixon School	142-21-003	10.193
Oak Knoll School	071-152-010	8.15

ALIENABLE LAND

Page 4 of the meeting summary of the August 7, 1999, Community Forum on Academic Trends & Land Use records Larry Horton's response to Nonette Hanko's question about Stanford's alienable and inalienable lands. (The videotape of the meeting contains the complete question and answer.)

Horton confirmed that "The lands originally described as part of the Palo Alto Farm are inalienable."

List all Stanford lands by parcel number and acreage that are alienable lands.

Possible mitigation for these alienable lands that can be sold at any time a majority of Stanford's Board of Trustees chooses to sell them would be to zone the lands with standard county hillside zoning and prezone the lands by the City of Palo Alto, or to annex to the City of Palo Alto all Stanford alienable lands.

FOOTHILLS REGION AND LATHROP REGION

Stanford's application identifies two regions, called the Foothills Region and the Lathrop region, that together encompass a total of 2,244 acres, of which the Lathrop Region contains 154 acres that are designated for development.

As mitigation for development in the foothills south of Junipero Serra Boulevard, Stanford should be required to designate clusters of land for development that total ten percent of 2,244 acres, or 224 acres, including the 154 acres in the Lathrop Region.

The Lathrop Region and Special Condition Area B (designated as the West Campus Region in Stanford's application) include the golf course that could be replaced by buildings, with the golf course being moved to another location south of Junipero Serra Boulevard.

As mitigation for moving the current golf course to a new location south of Junipero Serra Boulevard or adding another golf course south of Junipero Serra Boulevard, Stanford should be required to abide by the conditions for golf course development as set forth in Section 36-22, Golf courses and driving ranges, in Appendix I: Zoning, of the County of Santa Clara Ordinance Code, including the following:

"Medium scale agricultural areas: Golf courses and driving ranges may be permitted in medium scale agricultural areas as designated on the county's general plan land use map, must be found consistent with all of the following criteria:

(1) The proposed use is contiguous to a designated urban service area or includes an irrevocable offer of development rights for all lands between the use and the urban service area;

...

(3) A permanent open space easement is provided for the site of the proposed use;

...

(7) Facilities associated with the golf course and/or driving range shall be limited to those which serve golfers on the course or range (for example: locker and shower facilities, pro shop with incidental sales of golfing equipment, snack bar and maintenance operations). Such facilities shall not include restaurants, other retail sales, lodging, health clubs, or similar uses."

As further mitigation, the current golf course and all inalienable land that could be used for a second or relocated golf course should be designatedd with the Medium Scale Agricultural land use designation, and should be zoned for agriculture.

REDUCED PROJECT ALTERNATIVE

Stanford's application proposes to "Construct new academic facilities totaling approximately 2,035,000 gross square feet".

The EIR should evaluate a reduced alternative that constructs a total gross floor area for new academic facilities equal to the amount of non-residential development constructed or anticipated to be constructed under the existing GUP that is limited to a combined total (academic and housing units) of 2,100,300 gross square feet.

The eleventh GUP Annual Report is due on January 15, 2000, and should be used to determine the reduced project alternative gross floor area.

JANE LATHROP STANFORD'S ARBORETUM

The map of Potential Housing Sites on page 34 of the Stanford University Draft Community Plan dated November 15, 1999, contains at least three designated areas (D, E, and I) in the historic arboretum created by Jane Lathrop Stanford.

Buildings in the arboretum, whether for housing, public schools, or some other use would cause a substantial adverse change in the significance of this historical resource as defined in Section 15064.5 of the regulations of the California Environmental Quality Act (CEQA).

As mitigation for the potential violation of CEQA regulation 15064.5, the project approval should eliminate sites D, E, and I, and find alternate locations for the proposed housing, and the project approval should prohibit new buildings in the arboretum.

The Stanford University document "Summary and Explanation" dated November 15, 1999, at pages 7 and 8, indicates that the proposed 350 apartments for hospital residents and postgraduate fellows on potential housing sites H and I could also be used for young faculty, that Stanford plans an early application for one of these two sites, and that Stanford has no target date set for building the second phase of that housing. Also, the same document at page 28 indicates that the Pasteur Drive site in Palo Alto is a potential housing site for hospital residents.

Therefore, as mitigation for the potential violation of CEQA regulation 15064.5, the project approval should require Stanford to first build apartments for hospital residents and postgraduate fellows on site H.

Stanford is currently building 628 apartments in Palo Alto along Sand Hill Road that are for faculty and staff.

These 628 apartments could be occupied by persons not affiliated with the university, but Stanford retains the right to claim all of these apartments for university-affiliated residents.

Therefore, as an alternative mitigation for the potential violation of CEQA regulation 15064.5, the project approval should require Stanford to occupy all 628 apartments in Palo Alto with Stanford faculty and staff, and build on all other designated postgrad/hospital residents, faculty, and staff housing sites (Pasteur Drive site, and sites H, K, L, M, N, and O) before building housing on potential housing sites E and I.

As an alternative mitigation for the potential violation of CEQA regulation 15064.5, the project approval should require Stanford to build student housing on potential housing sites A, B, C, F, G, and J, before building housing on potential housing site D.

STANFORD'S LANDS OUTSIDE OF SANTA CLARA COUNTY

Stanford's November 15, 1999, "Summary and Explanation" at page 28 indicates that the DC Powers site in Palo Alto is a potential faculty and staff housing site.

The DC Powers site has a Palo Alto land use map designation of Open Space ... Controlled Development, an obsolete PC - Planned Community Zone District designation, and an expired use permit.

As mitigation for project approval, Stanford should be required to initiate and obtain a rezoning of the DC Powers site to OS - Open Space, which is the appropriate housing zone for the site's land use map designtion, and Stanford should be required to annex to Palo Alto as much contiguous land as is required to provide ten acres for each housing unit desired for faculty and staff on the DC Powers site.

The "Summary and Explanation" at page 28 also indicates that "Stanford has no

current plans to propose development" on "the parcels below the top of Coyote Hill".

Therefore, as mitigation for project approval, Stanford should be required to agree to retaining the parcels below the top of Coyote Hill as open space for the term of the project approval.

The "Summary and Explanation" at page 29 indicates that Stanford is "considering some form of designation" for the long term use of Jasper Ridge as a biological preserve.

Therefore, as mitigation for project approval, Stanford should be required to agree to a 99-year conservation easement for the Jasper Ridge Biological Preserve.

ROADWAY INFRASTRUCTURE

Stanford's GUP application dated November 15, 1999, at page 7 indicates that anticipated roadway changes include:

"Widening [Campus Drive West] to four lanes from Junipero Serra Boulevard to Stockfarm Road".

"Realigning Campus Drive East to form a "T" intersection with Junipero Serra Boulevard".

The widened Campus Drive should not result in any two lane segment between two segments of four lanes each, and the proposal to widen Campus Drive West should be extended to connect with the existing four lane Campus Drive.

As mitigation for project approval, Junipero Serra Boulevard should be widened to four lanes between Campus Drive West and the intersection of Junipero Serra Boulevard with Alpine Road and Santa Cruz Avenue.

The realigned Campus Drive East intersection with Junipero Serra Boulevard would provide a convenient way to access the east and south sides of the Lathrop Region and connect with Alpine Road.

As mitigation for project approval, the realigned Campus Drive East should be continued across Junipero Serra Boulevard on an alignment that follows the east and south sides of the Lathrop Region to connect with Alpine Road.

Thank you for your consideration of these comments.

Sincerely,

Herb Borock

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COMMENT LETTER X

Stanford Campus Residential Leaseholders, Inc.

January 7, 2000

Sarah Jones
Santa Clara County Planning Office
70 West Hedding Street, East Wing 7th Floor
San Jose, CA 95110

David Neuman
Stanford University Planning Office
655 Serra Street
Stanford, CA 94305

Dear Planners:

Following are EIR-related comments on the Circulation and Health and Safety elements of the Stanford University Draft Community Plan and GUP Application dated November 15, 1999, and a request for one change to the Draft Plan. The focus of this letter is on traffic, and in particular traffic-related aspects of the plan with potential for direct impact on campus residents.

The Draft Plan's circulation strategies and policies are laudable in the abstract. Nevertheless, the scale of population increase contemplated in this Plan could have immense impacts on both internal and regional circulation. An improvement in "jobs - housing imbalance" relative to today's campus population could be overwhelmed by pressures of new population, despite good planning policies.

Therefore, the environmental outcome over the next decade will be heavily influenced by the phasing of construction and population increases, and the timing, extent, and success or failure of supporting circulation improvement measures and mitigations. We trust that the EIR process now beginning will advance substantially the understanding of the timing, adequacy and viability of the circulation measures as well as potential mitigations. The credibility of mitigations is not taken for granted by residents, based on mixed results from the last GUP.

Level of Specificity and Timing

A few of the implementation measures in the Circulation element of the current Draft Plan are concrete and measurable (e.g., "Negotiate renewal of agreements with the City of Palo Alto for the management of traffic associated with special events. SCP-C(i) 17). But many measures are broad and unquantified, particularly those dealing with alternative modes of travel (e.g. measures beginning with "investigate," "encourage," "participate in planning efforts", etc.). A much greater level of specificity, developed as part of the EIR process, will contribute to the viability of the Plan.

PO Box 3146, Stanford, CA 94309 - 650-725-8963 - FAX 650-725-6075 - Email: ksharp1@leland.stanford.edu
Campus Mail MC: 7110

Similarly, none of the Circulation measures are placed in any time frame more specific than the 10-year window of the Plan. In the absence of any timetables and specific monitoring and adjustment plans, there is a risk of the supporting transportation improvements not keeping apace with all the building and all the new population. Linkage of some measures to the phasing of construction, or at least prioritizing measures, could help ensure that resources are applied where there is most to be gained. For example, SCP-C(i)8, "Analyze and understand the trade-offs between regional trip reductions and local trip increases when approving development of on-campus housing" strikes us as something needing high priority attention. See further comments below.

Linkage of Funding

Where mitigations triggered by particular construction phases can be anticipated, provide in the Permit Conditions that funding for the mitigations, including funding for staff support, shall be set aside from project funds at the time of approval.

Allocation of Costs and Benefits

On page 42, the Draft Community Plan acknowledges that:

> Increasing the amount of on campus housing...may increase traffic at local intersections as a result of travel by on-campus residents to off-campus destinations. (p. 42)

And asserts that:

> This increase in local traffic should be viewed as a trade-off for the substantial benefits to the regional transportation system... Making system-wide improvements that provide regional benefits is an appropriate response.

As the only long-term campus population segment, leaseholders' daily lives would be permanently and heavily impacted by such a "trade-off." (In contrast, the student body will have 200% or more turnover during the lifetime of the Plan.) We do appreciate the desirability of regional planning, but "system wide improvements providing regional benefits" are not likely to meet with enthusiasm nor be embraced as a wholly "appropriate response" locally among those whose quality of life is being traded off.

Again, much more specificity, credible mitigations, resources to accomplish them, and monitoring plans developed through the EIR process may help. Further, this is one point where Stanford campus residents' (like residents in the surrounding communities) are likely to be more open to such "tradeoffs" in the context of a defined build-out.

Unfinished Business: Santa Clara County Roads on the Stanford Campus

It has been over a decade since the County acknowledged "existing traffic problems of volume, safety & noise on Junipero Serra Blvd. (JSB) and Stanford Ave." in the previous Stanford General Use Permit / EIR. The mitigation then prescribed, a multi-jurisdictional group to

address the problems, has been only partially successful. The University, the County, and the residents, through SCRL, continue to grapple with these complex problems.

We ask that this "unfinished business" be carried over as a permit condition in the new environmental analysis, and restructured as appropriate to the extensive further growth proposed in this new Community Plan.

Potential goals could be:

- Correct specific safety issues already identified and documented in engineering analyses, and

- Reduce noise to County standards. [See Health & Safety element, SCP-HS 10 and 11, and SCP-HS(i) 19, p. 100 -101].

County cooperation and support on these initiatives would be essential, since these are the two campus roads under the County's direct control. A possible approach could be for Stanford to:

- Resume leadership of the multi-jurisdictional initiative to address existing traffic problems of volume, safety, & noise on the two County roads crossing the campus: Junipero Serra Blvd. (a County Scenic Roadway) and Stanford Ave. Monitor and respond as conditions may change over the period of the Plan.

- Review and report annual data (volumes, l.o.s., and signal phasing) mandated by the 1999 Page Mill/ Junipero Serra Intersection Improvement project, and other JSB and Stanford Avenue data to be collected from time to time, including vehicle speeds, volumes, noise levels, patterns of commercial and commute traffic, parking patterns, and enforcement programs and results. Evaluate impacts on all users of the corridor, including pedestrians, bicyclists, and residents as well as motorists, both through travelers and those destined for campus. Seek measures to prevent increased impacts of motorized traffic on other users and correct existing problems. Seek cooperative implementation, where multiple jurisdictions are involved.

- Complete (or seek completion, where multiple jurisdictions are involved) initiatives begun under the last General Use Permit, and currently in progress, including:
  - Complete a follow up noise study to evaluate the recently constructed "Green Wall" sound wall at the north east corner of Junipero Serra and Page Mill.
  - Reduction of pedestrian, vehicular, and bicycle safety hazards along the County portion of Stanford Avenue and traffic impacts on the adjoining residential subdivision.
  - Work with Roads and Airports to identify and implement additional measures beyond conventional enforcement to reduce JSB speeds to safe levels.
  - Support the 7-ton limit on trucking on both roads, through implementation of administrative policies, Stanford Public Safety enforcement, advocacy of CHP enforcement, and other measures as needed.

Apropos the last item, despite considerable efforts by Stanford to support the trucking weight limit by policy and "education" measures, violations on Junipero Serra have been a chronic

problem through the residential zone. Especially during certain phases of construction projects, dirt haulers, concrete trucks, heavy equipment haulers and other 18-wheelers are moving in and out of campus. Because of the sporadic nature of the violations, control through the infrequent routine patrols has been ineffective. The extent of new construction contemplated in the Draft Plan will intensify the need for more effective enforcement, to avoid unintended impacts of noise, safety, and disincentives to pedestrians and bicyclists sharing the road.

Change of Designation

We are requesting one modification to the November 15, 1999 Draft Plan: a change of designation of Junipero Serra Boulevard (JSB) from "Arterial" (as shown on page 50, "Regional Circulation Context" map) to "Residential Arterial." This designation, as used in the City of Palo Alto classifications, would be more internally consistent with other aspects of Stanford's Draft Plan, recognizing

- JSB's function as a "Primary Pedestrian Pathway and Bikeway" (see map p.39),
- Stanford's numerous policies to support designs that facilitate alternatives to auto traffic
- The presence (and potential increase over the life of the plan) of residential driveways on both sides of the road
- JSB's County Scenic Roadway status, and
- Its sensitive placement as the boundary between increasingly dense campus development and foothills open space.

Designation of Junipero Serra Blvd. as a "Residential Arterial" will give County traffic engineers clearer guidance on the approach to be taken in managing the street as changes take place over the life of the plan. The Residential Arterial approach seeks slower speeds and safer conditions for all users of the road – drivers as well as pedestrians and bicyclists, without reducing traffic capacity or diverting traffic onto neighboring streets.

The text of the City of Palo Alto's "Residential Arterial" policy is appended for reference.

Thank you for your consideration.

Sincerely,

JoAnn Cabrera
President, SCRL Board of Directors

Attachment

Attachment: Residential Arterials

From City of Palo Alto Comprehensive Plan, Transportation Element

Policy T-29, page T-18

The City has designated some streets as "residential arterials" to recognize that they carry large volumes of through traffic but also have residential uses on both sides of the street. The City's objective is to address the desires of residents of these streets who would like to have slower speeds, safer conditions for bicyclists and pedestrians, and aesthetic improvements. This must be done economically and without appreciably reducing traffic capacity or diverting traffic onto local neighborhood streets. Examples of improvements are "boulevard" treatments (landscaped medians and planting strips), gateway features, and traffic signal changes.

COMMENT LETTER Y

City of Palo Alto

Department of Planning and Community Environment

January 7, 2000

Sarah Jones, Planner III
Planning Office
Development Review Section
County of Santa Clara
70 W. Hedding Street
San Jose, CA 95110

Planning Division

Subject: Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the Stanford University Community Plan and General Use Permit

Dear Ms. Jones:

Thank you for forwarding the Notice of Preparation (NOP) and the *Project Description and Scope of Work for the Stanford University Community Plan/General Use Permit*, dated November 1999, for our review and comment. As indicated by our previous comments, the City of Palo Alto has a major stake in the evolution and outcome of the proposed Community Plan (Plan)/General Use Permit (GUP) and has accordingly identified several areas of concern. The comments made by the Palo City Council on October 12 and 25, 1999, and submitted to you in writing, regarding the Plan and GUP are still relevant and are not intended to be superseded by this letter, which will focus more on the environmental review process that lies ahead. Our principal issues regarding the environmental review process for the project are discussed below.

Project Specificity

One of our major issues regarding the EIR has to do with the nature of the project. The Plan is essentially an amendment to the County's existing General Plan, while the GUP is an entitlement allowing a specified amount of development to occur: 2,035,000 square feet of academic facilities; 3,037 dwelling units; 3,095 parking spaces. While it is expected that the information contained in an EIR for a general plan amendment, or community plan, will be necessarily general, an EIR granting environmental clearance for a major development entitlement needs to have a greater level of specificity in order to be valid and meaningful as a public information document. The most recent draft of the Plan/GUP, dated November 15, 1999, provided a greater level of specificity than the original draft. However, the Plan/GUP—and any EIR prepared in conjunction with it

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needs to describe the project even more clearly, especially as to the timing, location, and type of proposed development.

It is understood that the entitlement granted by the GUP is proposed to cover an approximately ten-year period. Nevertheless, once granted, the entitlement will not expire at the end of this timeframe. The project, given its scale, could have vastly different environmental impacts should all of the allowable development be completed over a five-year, ten-year, or fifteen-year period. Additionally, where the development occurs and the types of allowable land uses needs to be more clearly defined in the EIR than has been done in previous drafts of the Plan/GUP. This applies even if subsequent environmental review is anticipated on a more project-specific basis. Since the entitlement to develop is proposed via the GUP, the EIR must provide a clear picture of what is being proposed.

Project Alternatives

The proposed GUP is requesting a development entitlement of approximately twice the amount approved under the GUP most recently approved by the Santa Clara County Board of Supervisors, in 1989. It would be helpful if the proposed Plan/GUP EIR assessed a reduced-scale alternative of comparable intensity to that of the 1989 GUP; this would be especially useful given that the current proposal has been described as calling for the "same amount" of development as approved under the 1989 GUP. The EIR should also look at a project alternative that focuses all proposed development on the northeast side of Junipero Serra Boulevard. Long-term preservation of the hillside, open space areas southwest of Junipero Serra continues to be one of our principal concerns and has been consistently brought up by members of the public. Moreover, this alternative would appear to be in keeping with the stated intent of the Plan—clustering development on the core campus and preserving existing open space areas

Cumulative Impacts of Development on All Stanford Lands

The Plan/GUP regulates Stanford land within the unincorporated portion of Santa Clara County, which is approximately half of Stanford's total property holdings. However, much of Stanford's non-academic land—particularly the property located in the City of Palo Alto (i.e., Stanford Research Park, Stanford Shopping Center)—is also likely to experience considerable growth and intensification in the future. The EIR, as well as the Plan/GUP, should analyze the impacts of this anticipated growth and its potential effects, both within and beyond the project's parameters. Stanford is in a unique position to do this given the nature of its property ownership (much of Stanford's land is held in trust and cannot be sold) and the according measure of control it has over its property's use by lessees.

Transportation

In addition to the traffic analyses discussed in the NOP, the City is particularly interested in the upcoming EIR's assessment of off-site traffic and parking impacts. The City is concerned about traffic congestion on Palo Alto streets, parking spill-over into City neighborhoods, and traffic-cutting through these neighborhood streets. This is especially true concerning established areas, such as College Terrace, which lie within the City but are inextricably associated with Stanford University. Also, if complex policies and/or goals such as "no net new commute trips" are to be retained in the Plan/GUP, it is essential that the EIR explain what they actually mean, and how they will be achieved, measured, and monitored. It is stated in the NOP that actual vehicle trips will be counted in lieu of relying solely on theoretical trip generation rates. The City supports this method of traffic assessment, but is concerned about where and when these counts will occur. Given Stanford's primarily academic use, it is essential that these counts be taken at a time that will reflect the more intensive use periods that Stanford's campus and adjacent properties experience.

Again, the above comments are made in addition to or as a reiteration of our previous comments on the Community Plan and GUP. And, again, we'd like to thank you for providing the opportunity to comment on the NOP and scope of work for this project. We request that additional information be forwarded on this project and its associated EIR as it becomes available. Should you have any questions whatever regarding the comments made in this letter please do not hesitate to contact me at (650) 329-2149.

Sincerely,

Luke Connolly

Luke Connolly
Senior Planner

cc: June Fleming, City Manager
G. Edward Gawf, Director of Planning and Community Environment
Lisa Grote, Acting Chief Planning Official
Joseph Kott, Chief Transportation Official

Ms Anne Draper
Planning Director
County of Santa Clara Planning Office
70 West Hedding Street
San Jose CA 95110

January 7, 2000

RE: Comments on the County's Community Plan for Stanford University/ General Use Permit/ EIR Scoping

The Committee for Green Foothills (CGF) has a 37 year history of being actively involved in land use decisions that impact the foothills and is a key player in addressing Stanford land use issues. CGF is participating in the Community Plan process and Community Resource Group to assist with creating a sound land use plan for Stanford University. The goal is to provide the flexibility Stanford requires to meet its academic needs while protecting the public interest and preserving the natural beauty and quality of life of this area.

This letter comments on the proposed Stanford University Community Plan, submitted by Stanford on Nov. 15, 1999. This letter proposes text and policy changes which should be incorporated by the County into the Community Plan. These changes should be studied in the EIR either as the project description or as part of the alternatives. In addition, this letter recommends specific environmental studies, related to issues raised by the Community Plan, that need to be incorporated in the EIR analysis.

Stanford is proposing development that will increase the square footage of its campus buildings by roughly one third in the next ten years. This is more than double what was built in the last 12 years under the existing General Use Permit. The County needs to decide how much growth is appropriate for this community, where it should take place and if this is an appropriate rate of expansion.

A cornerstone of the County's General Plan vision is that of "compact development...we should direct most of our future growth into appropriate locations within existing urban areas, along transit corridors and closer to employment centers-rather than sprawling outward into the hillsides and rural country side." (General Plan, page A-3)

To accomplish this and create a foundation for all future University planning CGF recommends that the following be incorporated into the Community Plan. A vision of the complete build out potential needs to be established along with an ultimate boundary for urban development. A clustering concept should be applied to all of Stanford's land in unincorporated Santa Clara County, allocating development to the urban, core campus in exchange for open space preservation for the rural hillsides and agricultural lands. Tools for preservation beyond land use designations and zoning, such as conservation easements, should be identified and a commitment made to their implementation.

COMMITTEE FOR GREEN FOOTHILLS
Peninsula Conservation Center, 3921 E. Bayshore Rd., Palo Alto, California 94303
(650) 968-7243 • fax (650) 962-8234 • cgf@greenfoothills.org • www.greenfoothills.org

CGF has thoroughly reviewed Stanford's application and believes the following elements are important to produce a sound, balanced plan that provides natural resource protection.

I. Ultimate Vision for Stanford Lands

- **The County's Community Plan for Stanford must establish definable limits for the University's growth.** The plan must contain a clear ultimate vision for Stanford lands reflecting a consensus of the County, the community and the University. Without this vision it is impossible to determine if the amount and type of development Stanford is requesting is appropriate. The County must come up with a clear list of development parameters that address the unique situation of Stanford while adhering to the County's goals of resource conservation.

- **The County's Community Plan for Stanford must define ultimate carrying capacity and development potential for Stanford University.** The purpose of General Plans is to provide projections of carrying capacity and an ultimate development vision. The County must determine whether this is going to be a more intense urban campus, a lower density campus or a sprawling campus that will one-day cover the foothills. This vision must be established now in light of the expansive growth Stanford has proposed. The County's vision should be defined in the Community Plan and studied in the EIR.

II. Academic Growth Boundary (AGB)

- **It should not be considered inevitable that the AGB would expand over time.** Incorporate language in the Community Plan which establishes the AGB as permanent. This is necessary to create an incentive to encourage increased development density and create efficient land use. A soft AGB that assumes expansion every 10 years does not promote compact development, because it does not require Stanford to focus its long-term development on the core campus in the most efficient manner.

- **The AGB should be along the existing Urban Service Area and should not be extended south of Junipero Serra Blvd.** The existing structures outside the USA are decades old, predate current zoning standards, and should not be used as justification to urbanize the foothills.

  Stanford has acknowledged that this pattern of development is best for them. "Experience has shown that academic departments at Stanford thrive when grouped together- the physical proximity facilitates exchange of ideas. For this reason, the Foothills Region is not particularly suited for space needs of core academic departments. These needs are more likely to be met by infilling the central campus or expansion into redeveloping regions such as Jordan Quad and the Near West Campus. This is consistent with the University's goal to keep a compact campus core." (Foothills Region Plan, Phase 1, Stanford Planning Office, August 1987 Page 21 Section 5. User Characteristics and Needs)

III. Land Use

- **The County needs to thoroughly analyze all of the options available and identify a mechanism to protect the contiguous open space south**

of Junipero Serra Blvd. County General Plan Policy R-RC(i) 18 "Explore the use of acquisition, conservation easements, or cluster development dedication requirements wherever feasible to maximize contiguity of open space."

- **Under the Community Plan Process, the County should look at all of Stanford's land in unincorporated Santa Clara County as a single entity, and apply the concept of clustered development creating an extensive cluster for the urban campus of the University.** This would allow an appropriate exchange between the urban unincorporated area, the existing core campus, and the rural open space lands. The County could grant development rights at a higher level of intensity in the core campus area, in exchange for the land south of Junipero Serra Blvd. to be dedicated as open space. This would leave roughly 44% of Stanford's land in urban unincorporated Santa Clara County to contain development, while preserving roughly 56% of the rural land. This is similar to policy applied to Stanford's land in Portola Valley's jurisdiction, allowing 15 percent of the land to be developed, while 85 percent must remain as permanent open space.

  The County General Plan policies provide the mechanism for clustering urban development on the core campus and preserving open space. County Policy R-RC 51 states that when dealing with "rural area development proposals subject to open space dedication requirements and adjacent to other open space lands, the County shall encourage project design which maximizes the contiguity of undeveloped, open space areas, reducing fragmentation of habitat."

- **The County's Community Plan for Stanford's land needs to be consistent with County goals and policies for foothill, agriculture and open space protection.** Stanford, like other landowners in the County, should be required to protect the foothills and agricultural land in exchange for the development that has occurred and will continue to occur.

- **The Community Plan must provide a more detailed description of appropriate uses for each land use designation.** In Stanford's proposed plan allowable uses are not clearly defined. This is necessary as the proposed land use designations should be studied in the EIR at this time.

IV. Zoning Level of Specificity

- In March of 1999 the Board of Supervisors directed Stanford to provide a zoning level of specificity in Stanford's Community Plan. **This level of specificity should be developed at this time for the EIR to adequately assess the implications of the proposed zoning changes.**

V. Open Space Preservation

Stanford has been allowed to develop roughly 11,980,300 square feet of building space (1989 EIR Land Use Section page 3-28) on its unincorporated lands. To date, the County has not required any long-term dedication of open space to offset the cumulative impacts of this development. Because once development occurs it is

reasonably considered permanent, Committee for Green Foothills urges the County to achieve permanent dedication of open space.

- **A clear protection mechanism should be identified for Special Conservation Areas and Open Space.** The County needs to thoroughly analyze all of the options available and identify a mechanism to protect the contiguous open space south of Junipero Serra Blvd. County General Plan Policy R-RC(i) 18 "Explore the use of acquisition, conservation easements, or cluster development dedication requirements wherever feasible to maximize contiguity of open space."

- **Open Space and Academic Reserve should be separately defined land use designations in the County's Community Plan for Stanford.** The existing and proposed land use designation of Open Space/Academic Reserve is inappropriate and vague. These are two separate land use designations and should be treated as such.

- **Academic Reserve should only be applied to the core campus area.** Because of the amount of unused and underdeveloped land in and around the core campus, there is no demonstrated need to keep the foothills area "on hold" for academic use. There is sufficient open land and underutilized land, which provides opportunities for growth, development, and change for Stanford to meet its varying academic needs.

- **The land south of Junipero Serra Blvd. and Foothill Expressway should be designated as Open Space and Special Conservation Areas.** Special Conservation Areas should be defined as areas with no development and Open Space areas should allow extremely limited field research or limited agricultural uses.

- **The County's Community Plan should show consistency with the City of Palo Alto's General Plan Policy to Protect Open Space.**

  Palo Alto's Comprehensive Plan reflects the commitment to protecting open space when it states: "Preserve the foothill area as predominantly open space. This...applies to public land, Stanford University land, and private land in the foothill area." (Palo Alto Comprehensive Plan Policy N-4)

- **The Campus Open Space designation should be expanded to include wetlands, sensitive habitat and archeological sites that need protection.**

- **The campus lands that were set aside as part of the Sand Hill Road development project require clear designation on the campus land map.** There is an agreement between the City of Palo Alto and Stanford that limits 139 acres (Special Condition Area B) until December 31, 2020 from any development aside from academic and recreational fields and one small area for housing. This is in exchange for development that is occurring at Stanford West. Stanford's Community Plan map does not designate this agreement and shows this area as part of the academic campus, implying that it can be developed.

VI. Resource Conservation

- **The County's Community Plan for Stanford's land needs to address connectivity of open space within all of Stanford's land and in relation to surrounding open space areas, such as Jasper Ridge, Arastradero Preserve, Foothill Park, etc.** The County General Plan section: Maintaining Wildlife Migration Corridors and Habitat Linkages, Page O-30, Policy R-RC 51 states "Preservation of habitat linkages and migration corridors should be encouraged where needed to allow for species migration, prevent species isolation, and otherwise compensate for the effects of habitat fragmentation". Connectivity provides valuable wildlife corridors for species to move between open space areas, allowing for more habitat and more stable populations of species.

- **A complete mapping of environmentally sensitive areas including habitats, habitat linkages and migration corridors should be included in the plan.** This is needed to identify areas that should be designated as Special Conservation areas. County General Plan Policy R-RC(i) 17 "Utilize updated mapping and information on natural areas and habitats to identify and assess the potential need for maintaining migration corridors and habitat linkages."

- **Special Conservation Areas should be expanded to include habitat for all endangered, threatened and species of special concern as well as archeological sites, viewsheds, ridgelines, watersheds, trails and open space.** The Community Plan should clearly list and describe all endangered threatened and species of special concern and should provide a map of all their habitat requirements. All identified habitat should be included under the Special Conservation Area land use designation.

  The narrow riparian corridors proposed in the plan do not adequately address the habitat needs for several species. For example the red legged frog travels up to 1 mile away from waterways in the dry season and is located along Matadero Creek. The California Tiger Salamander's (CTS) habitat is all around lake Lagunita and extends onto the core campus and into the foothills. The proposed expansion of the core campus area goes directly into CTS habitat.

  The EIR should identify, study and map the existing habitat boundaries, the adequacy of these habitat and the habitat linkages for all endangered, threatened and species of special concern.

- **Special Conservation Areas (E-SA SC) should not be a sub designation of Open Space/Academic Reserve.** It should be a separate land use designation.

- **The County should establish a performance standard of no net increase in peak flows in San Francisquito Creek and Matadero Creeks.** To the extent that future development increases impervious surface area and run off in San Francisquito Creek and Matadero Creek there needs to be adequate mitigation measures in place. Neither San Francisquito nor Matadero Creek currently meet FEMA standards for the 100-year flood

- **The EIR should study all available techniques to determine a method that will most effectively meet the standard of no net increase in peak flows.** One technique for mitigating increased runoff is the use of retention basins. The Santa Clara Valley Water District has approached Stanford regarding the creation of a retention basin near the intersection of Foothill Hill Expressway and Page Mill Road. This area is also known to provide habitat for the red legged frog and a retention basin may provide valuable habitat as mitigation for development elsewhere on the campus.

  County General Plan Policy R-RC 53 (Page O-31) states "Restoration of habitats should be encouraged and utilized wherever feasible, especially in cases where habitat preservation and flood control, water quality, or other objectives can be successfully combined."

- **The County should establish a performance standard of no net increase in water use, and should require water conservation measures as well as the use of recycled water for landscaping and athletic fields on the Stanford Campus.** County General Plan Policy C-RC 13 Page H-9 "Use of reclaimed waste water for landscaping and other uses, including ground water recharge if adequately treated, should be encouraged and developed to the maximum extent possible." The EIR should study the need for any additional water use on campus required to support the proposed square footage of development, and should propose methods to meet this performance standard. Existing water usage should be analyzed to determine what percentage is used for landscaping and athletic fields.

  Recycled water should be used for campus landscaping and athletic fields. The city of Palo Alto has approached Stanford in the past and has been willing to provide water for their landscaping needs. This would save fresh water for streams and is consistent with County General Plan policies.

- **A Habitat Preservation Plan for all sensitive habitats and species, rather than a Habitat Conservation Plan, should be completed and included as part of, not after, the adoption of the Community Plan.** A Habitat Conservation Plan allows for the destruction of up to 13% of the total population of sensitive species. The County should establish a goal of no taking of species as part of this development proposal. A Habitat Preservation Plan should be evaluated in the biological resource section of the EIR.

- **The County's Plan should incorporate a section called energy conservation, and a commitment should be made to reducing energy consumption.** The Plan should promote energy conservation performance standards for both existing and new structures. The Plan should promote the use of renewable energy sources that are non-polluting, reduce waste and utilize recycled products. Encourage designs that utilize solar. Promote recycling and water conservation with conservation devices and the use of recycled water. Many of these ideas are laid out in Marin County's 1997 Community Plan for San Geronimo Valley in the Environmental Resource Section page III-18.

- **The Bay to Foothills trail proposed in Palo Alto's Comprehensive plan (Program T-25) needs to be incorporated in the Community Plan.** This could be implemented as a mitigation measure for increased traffic and should be evaluated in the EIR.

VII. Regional Perspective

- The County should direct Stanford to produce information commensurate with the comprehensive information provided in the 1980 Stanford Land Use Plan Supplement, and use this as a baseline from which to make planning decisions from a regional perspective. This comprehensive information should be updated on a regular basis to provide a current context to assist with County planning decisions.

VIII. Annual Reporting (Pertains to GUP)

- **The County should expand Stanford's annual report to include total figures on employment, open space acreage, housing units by type (i.e. residential and dorm rooms), jobs, traffic trips, non residential square footage and residential square footage, etc. for all of its land, in and out of Santa Clara County.** This information is necessary to provide sufficient context for planning decisions.

IX. Independent Monitoring (Pertains to GUP)

- **A mechanism needs to be established for independent monitoring of permit conditions, mitigations, square footage, and population.** Stanford's annual report on its GUP should include a specific section containing conclusions from independent monitors.

X. Consequences for Noncompliance (Pertains to GUP)

- **Clear consequences for non-compliance need to be defined and incorporated into the language of use permits and mitigation measures.** County staff's recommendation for independent monitoring will be rendered near meaningless if consequences for non-compliance are not clearly specified as conditions of use permits and mitigation measures. In the past when Stanford has been found in noncompliance with a condition of a use permit, little recourse has been available to the County. Non compliance should be subject to clear consequences.

XI. Ongoing Overview/Advisory Activities. (Pertains to GUP)

- The magnitude of this project involves a campus, larger than 4 other cities in the County, and will require monitoring and enforcement beyond standard County efforts. Since this is not one discrete development decision, management of Stanford's land will require that an extensive number of conditions of approval and mitigations measures be applied and reapplied over the life of this general use permit. An appointed Advisory Committee managed by the County could assist the County in providing additional oversight on mitigation measures, permit conditions and annual reporting and could facilitate public participation on an ongoing basis.

XII. The Community Plan as a Planning Document

The Stanford Community Plan lacks adequate background information, discussion of issues and rational for the proposed policies. The polices are unclear and weak and the implementation measures are vague or nonexistent. The Plan as it stands now is inadequate in both form and content. Strong and clear policy language followed by precise implementation measures must be incorporated into the plan.

- **The document must be rewritten to reflect the interests of the County.** This will become part of the County's General Plan to be adopted and implemented by the County it should be prepared and written to reflect the County's values and not those of a private land holder/developer.

- **Each section should have a statement of the outstanding issues and an objective discussion of the trade offs, options, and conflicting interests.** This would ensure that the issues are clearly presented for the current reader and future staff, Planning Commission and applicant to understand. Most importantly each section then should have a detailed explanation, discussion, and rational for the conclusions made with regard to each issue. This is essential. There is no way future staffs and Planning Commissions will be able to interpret and implement policies unless the rational and explanation for them appear in the plan.

- **There should be an evaluation of existing programs and policies, their current effectiveness or lack there of and what new programs or approaches should be pursued.**

- **There should be more detailed color maps providing a greater level of specificity and clarity for easier interpretation.**

XIII. There should be specific language in the County's Community Plan for Stanford that identifies areas that are of natural/scenic value and should be protected.

- **The "dish" area is very popular for public recreation and is used by hundreds of people everyday.** Having open space available close to cities is essential to community well being. This area also contains invaluable scenic viewsheds that are essential to the character of this area.

- **Coyote Hill area along Page Mill road defines the limit of urban development for Palo Alto and Stanford and includes valuable habitat for the red legged frog along Matadero Creek.**

- **The Felt Lake area was designated the number 10 priority for preservation in the County, out of 61 sites studied.** (page IV-10, 2020 Open Space Preservation: A program for Santa Clara County).

- **Jasper Ridge Biological Preserve is a valuable asset to the University and to the region.** Stanford designated this area as an academic preserve in the early 1970's. However, its current zoning would allow the

creation of one to five acre residential estates. This zoning is inconsistent and should be amended to fit the function of the land as a preserve.

- **The County should reinstate the Scenic Highway designation for the Highway 280 corridor along Stanford's land.** A determination should be made as to whether this section of 280 should be designated as is the portion of Highway 280 in San Mateo County.

- **Junipero Serra Blvd. is a scenic roadway and special considerations should be made to protect this viewshed.**

All of these areas should be studied in the EIR along with the rest of Stanford's land to determine which areas should be preserved. Language should be incorporated into the Community Plan identifying areas for protection and providing a clear mechanism to do so.

XIV. **The EIR should describe and map existing land uses for all of Stanford's land not just those in unincorporated Santa Clara County.**

All of Stanford's land should be studied so that a true cumulative analysis can be done. The existing development in San Mateo, Palo Alto, Menlo Park, Portola Valley and Woodside should all be presented.

Committee for Green Foothills views all of the above changes as essential in creating a sound Community Plan. We request that the County incorporate our recommended changes into its Community Plan for Stanford at this time. This is necessary to establish these changes as part of the project description to be studied by the EIR. This is a critical time in the Community Plan process. The full scope of the project needs to be clearly defined at this point so that all important elements can be incorporated into the EIR analysis. It will become much more difficult to make appropriate changes after the EIR is complete. If components of our recommendations are not included in the project description we request that an EIR alternative be developed which reflects the specific changes recommended in the Academic Growth Boundary, Land Use, Open Space Preservation, and Resource Conservation sections of this letter.

Thank you for your consideration,

Denice Dade
Legislative Advocate
Committee for Green Foothills

cc. Santa Clara County Board of Supervisors
Santa Clara County Planning Commission
Hugh Graham, Santa Clara County Principle Planner
Sarah Jones, Santa Clara County Planner
Mayor and City Council of Palo Alto
Ed Gawf, Director of Planning, City of Palo Alto

Mayor and City Council of Menlo Park
Jan Dolan, Menlo Park City Manager
Mayor and City Council, Town of Portola Valley
Mayor and City Council, Town of Woodside
Andy Coe, Government and Community Relations Stanford
Craig Britton, General Manager of MidPenninsula Regional Open Space District

FAX 408 288-9198

COMMENT LETTER AA

January 10, 2000

Ms. Ann Draper, Planning Director
County of Santa Clara Planning
70 West Hedding Street
San Jose, California 95110

Dear Ms. Draper,

In regards the revised draft of the Stanford Community Plan and General Use Permit Application for CEQA review, I have considerable concern about the thoroughness of the proposed plan and find it seriously deficient.

The Stanford Campus is an historic cultural landscape design and as such, I believe, must be evaluated as a national resource. The vistas of the drives, the choice and placement of specimen trees, the flow of open space corridors between activity centers and scholastic resources must be identified as to the importance they held in Frederick Law Olmsted's original plan as per the wishes of Leland Stanford. Can this be addressed?

"Maintain elements of the native landscape...maintain and enhance the scenic values of urban settings...enhance the scale and character of all the campus environs" are well and good but do not address the unique personality of the Stanford landscape and campus design. This Draft Community Plan seems to drop blocks of housing and parking in any sizeable space that is available, regardless of the overall spirit of this remarkable campus. This is not downtown Burbank. I believe this entire exercise should go back to the drawing board.

It appears that satellite buildings and extensive parking lots have intruded onto the northern portion of the campus from the hospital at Welch Road. This should be a preferred location for Campus residential - moderate density, not the open space of the fields around the historic barn and stables. The loss of tennis courts, the growing gardens and the golf driving range is important for undergraduates as well as for the crescent buffer needed for the endangered habitat of salamanders and red-legged frogs. This is inappropriate landuse, and should be avoided at all costs. Habitat and Biodiversity, Strategy #2?

This campus design was supposed to provide refuge for wildlife, as well as ample open space for student exercise and reflection. There is a wildlife corridor along the Stanford Ditch and a walking trail but the continuity of a wildlife corridor from the arboretum to the hilltop antenna should be a basic planning element in this proposal. Is this feasible?

The management of the biologically important preserves has not been spelled out in this document. Lake Lagunita was mowed this past year for the first time that I have seen. Is this an acceptable 'best management practice' for salamander and red-legged frog habitat? Please ask the California Department of Fish and Game to provide a habitat management procedure for this area and for all the wetlands on the campus. It is a State Game Refuge 3-G is it not?

The protection of habitat for migratory birds and waterfowl is another basic consideration that the U.S. Fish and Wildlife Service should be consulted upon. The Stanford Campus, in coordination with the San Francisco watershed lands, is a vital link in the Pacific Flyway and any development plan must address this?

The watershed management element of this draft needs more detail as to the management of the lakes and the timing of pumping of creek water that fills Lake Lagunita. Does the infiltration gallery impact salamander and how long

are the wetlands able to be kept wet? What is the rainfall data for this San Francisquito Creek system ? The golf bridge over San Francisquito washed out in the 1998 storm event so some floodwater elevation should be noted and the existing hydrology evaluated. Then the increased development and impervious surface attendant to this proposed plan should be included in this permit application. Will this be mandated?

There needs to be a clearer delineation of the water courses and the interconnecting drainage conduits that pass through the campus. San Francisquito Creek feeds Lake Lagunita, but does Lake Lagunita drain to the Stanford Channel that flows into Matadero Creek? Considering the flood concerns that have to be addressed for residential Palo Alto, the development of this open space, low foothill land has considerable implications for everyone, does it not?

Matadero and San Francisquito Creeks are extremely important riparian corridors, and setbacks from the creeks should be guaranteed, in perpetuity, at 150 feet. Is this stated in the plan in a manner that can be assured of strict enforcement? The setback behind the Oak Creek Apartments does not appear to be in compliance. Impervious parking areas and paved trails need to be placed outside of the 150 feet. This curtails sheet runoff and non-point source pollution, and also protects the root system of the trees from degradation and contributes to their survival on the deep incised channel.

Then on the other extreme of the California weather picture, what is the projected water use of these expanded facilities and what is the present level of use in relation to Stanford's Hetch Hetchy allocation? If not Hetch Hetchy, then what sources of water supply will Stanford University use? There is ground water for irrigation? What volume and of what quality is this water available? What capability is there for use of recycled water?

If there is a cumulative impact of this proposed Stanford development on downstream channel capacity of Matadero Creek and San Francisquito Creek, what mitigation measures can Stanford offer in the way of a retention basin in the Matadero watershed on Stanford lands? What mitigation measures can they offer in management of their lakes or a retention basin in the San Francisquito watershed? Could the Matadero retention basin be alternatively used to store recycled water in drought years for ease of gravity flow delivery and access? This is a five-year plan consideration so the sooner it is evaluated the better for any further long range proposals.

There is a capability for faculty housing on Stanford lands in San Mateo County, on Alpine Road in Portola Valley. This has to be an alternative assessed in this general use application. At least it relieves this plan of the need to accomodate faculty housing on prime vistas and open space.

Academic Campus and Academic Reserve and Open Space should have as their prime concern the undergraduate student at Stanford. This student should be able to walk, run or bike in safety and in an atmosphere of a country campus not an urban sprawl. Please implement this plan with the criteria with which Stanford was conceived and first designed for the Twentieth Century, as it is even more appropriate for the Twenty-First.

Sincerely,

Libby Lucas

Libby Lucas
174 Yerba Santa Ave.
Los Altos, CA 94022

COMMENT LETTER BB

P.O. Box 1516
Carnelian Bay, CA 96140
January 10, 2000

Re.: Stanford Avenue Parking: ***Moratorium Request***

Supervisor Joseph Simitian
County Government Center, East Wing
70 West Hedding, 10th Floor
San Jose, CA 95110

Dear Supervisor Simitian:

Please consider placing a moratorium on construction of any permanent public parking on Stanford Avenue until the broader environmental impacts of public access to the Stanford foothills can be assessed as part of the General Use Permit EIR and a satisfactory plan for sustainable access can be developed.

The possibility of a moratorium could be presented at the January 13 meeting along with any other alternative(s) on which the County wishes public comment.

As you may recall, in one of the Community Forums last summer Stanford presented an aerial photo showing a growing network of "rogue" trails forged by foothills visitors. Many of these trails originate from the area of the Stanford Avenue access gate. The increasing density of these unmanaged trails has been criticized as environmentally destructive, and in recent public meetings many observers have commented on the badly eroded and scarred area clearly visible directly above Stanford Avenue. Other environmental impacts may be subtler, and less obvious to the lay observer.

The public depends on the EIR process to assess environmental issues of this type and to identify potential restoration measures and mitigations. The current access pattern was not anticipated nor analysed during the last GUP process. Over the 10 year period of the new GUP, if population growth is anything approaching what Stanford projects, the pressures on foothills access will increase substantially beyond today's already heavy use.

Unless restoration measures and management standards are identified now, and detailed management plans are developed for sustainable public access, any well-intentioned investment of public funds to "improve" parking on Stanford Avenue could turn out, ironically, to exacerbate the already strained question of public access per se.

But what about the safety concerns of which we heard so much at the first meeting? In the interim, an immediate prohibition could be placed on parking in the zones recognized as most sensitive (i.e., emergency access points, and school-vicinity areas). Immediate action could likewise be taken to address risks related to U-turns and other unsafe driver conduct, through a targeted enforcement program—if the County is prepared to commit the funds necessary to provide traffic officers to successfully enforce the program.

In the interests of coherent planning, please defer any commitment of public funds for foothills access parking until the broader context of sustainable access is much better understood and alternatives for achieving it have been thoroughly explored.

Thank you for your consideration.

Respectfully,
Jeannie Howard Siegman
Santa Clara County resident

cc: Sarah Jones
Kristina Loquist

APPENDIX B

NOP COMMENT SUMMARY

NOP Comment Summary

Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
A-1	Anderson, Keith	no date	Santa Clara County Streams for Tomorrow	No comments. Forwarded list of Special Status Species Known to Occur in the Santa Clara Valley Watersheds and Vicinity	4.8 Biological Resources
B-1	Hanko, Nonnette	no date		The Land Use Map on page 22 conflicts with the textual description of the Academic Growth Boundary.	4.1 Land Use and 2 Project Description
B-2	Hanko, Nonnette	no date		Archaeological sites should be protected under Stanford's proposed Land Use Plan Designation...Special Conservation	4.9 Historic and Archaeological Resources addresses protection of archaeological sites
C-1	Probst, Sally	09-Dec-99	League of Women Voters	Strengthen SCP-H6, "Locate housing near compatible and supporting uses and facilities, such as child care, shopping, health care, and recreation" by adding an implementation recommendation that states "Provide and maintain child care facilities in appropriate areas near housing"	4.10 Public Services
D	Jordan, Tom	15-Dec-99		EIR must address Stanford's requests for consideration of flexibility, ability to complete with rivals, contribution to community prosperity, generosity to the community, status as a private landowner, beauty of campus, and poor community planning	Not addressed. These are not CEQA issues, and the analysis of impacts in the EIR does not provide special consideration of these issues. Impacts are evaluated objectively and using the same standards and criteria applied to other project applicants.
D-1	Jordan, Tom	15-Dec-99		How much adverse impact on the community will Stanford's proposed development have?	4 Environmental Analysis
D-2	Jordan, Tom	15-Dec-99		What reduction mitigation can Stanford carry out to lessen these impacts?	4 Environmental Analysis
D-3	Jordan, Tom	15-Dec-99		If the impacts cannot be lessened, what compensating mitigation can Sanford give to the community to make these unavaidable adverse impacts acceptable?	4 Environmental Analysis
D-4	Jordan, Tom	15-Dec-99		How can the community be certain that the mitigations will be carried out?	Will be addressed in mitigation monitoring program.
E-1	Swan, Wayne	15-Dec-99		How will the increased population move; when, where, and how much?	4.4 Traffic and Circulation
E-2	Swan, Wayne	15-Dec-99		Is no net increase in commuter traffice possible?	4.4 Traffic and Circulation
E-3	Swan, Wayne	15-Dec-99		Where do present Stanford employees and off-campus students live?	4.4 Traffic and Circulation (data incorporated in traffic model)
E-4	Swan, Wayne	15-Dec-99		How can the present Stanford employees and off-campus students' vehicle trips be described?	4.4 Traffic and Circulation

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Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
F-1	Vlasic, Thomas C.	15-Dec-99	Town of Portola Valley	The project definition as it pertains to the Foothills area requires more specificity	Not addressed. Greater definition is not possible at this stage of analysis, which is at a program level. Future projects in this area would have to be well defined, and would be subject to more detailed environmental review.
F-2	Vlasic, Thomas C.	15-Dec-99	Town of Portola Valley	Provide adequate implementation measures for Policy SCP-RC 19; consider expanding the "Special Conservation" overlay	4.2 Open Space, Recreation and Visual Resources
F-3	Vlasic, Thomas C.	15-Dec-99	Town of Portola Valley	Consider the possibility that the proposed location of the AGB (including the "Academic Campus" south of Junipero Serra Blvd.) may create a growth inducing impact in that it may set a precedent for more development south of the boulevard	5 Growth Inducing Impacts, 6 Alternatives
F-4	Vlasic, Thomas C.	15-Dec-99	Town of Portola Valley	Address possible increase in traffic on Alpine Rd. and at the Alpine Rd. - Santa Cruz Ave. - Junipero Serra Blvd. Intersection	4.4 Traffic and Circulation
F-5	Vlasic, Thomas C.	15-Dec-99	Town of Portola Valley	Investigate the methods whereby it can be assured that there will be "no net new commute trips" stemming from development	4.4 Traffic and Circulation
F-6	Vlasic, Thomas C.	15-Dec-99	Town of Portola Valley	Address the cumulative impact of Stanford plans on all its lands, including those in San Mateo County	4 Environmental Analysis (cumulative analysis within each section)
F-7	Vlasic, Thomas C.	15-Dec-99	Town of Portola Valley	Address increased runoff from Stanford lands into the San Francisquito Creek watershed and consider a standard that calls for no net increase of flows into the creek	4.5 Hydrology and Water Quality
G-1	Augsburger, Robert	17-Dec-99		Analyze the impact on internal campus vistas, open areas and related campus quality of life issues by the proposed academic growth boundary requiring all the development to take place north of Junipero Serra Blvd.	4.2 Open Space, Recreation and Visual Resources, evaluates impacts on open areas. Impacts on internal campus vistas are not a CEQA issue.
G-2	Augsburger, Robert	17-Dec-99		Analyze the following alternatives: locate proposed performing arts center to Stanford-owned lands on El Camino Real; Eliminate the proposed basketball arena with "high demand" games; relocate all new faculty/staff housing, elementary and middle schools, and community services to either the area southwest of Page Mill Road and Junipero Serra Blvd., or to the area south of Page Mill Road between Foothill Expressway and Deer Creek Road	7 Alternatives

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G-3	Augsburger, Robert	17-Dec-99		Consider the following traffic related mitigation measures: long-term designation of a greenbelt/buffer along the entire length of Stanford land; Extend Foothill Expressway on a new alignment across the foothills south of Junipero Serra Blvd. to intersect with Alpine Road at I-280 interchange; provide grade separations at the intersection of El Camino and Page Mill and the intersection of Foothill Expressway and Page Mill; all new non-residential construction shall include underground parking for 125% of incremental demand; eliminate all on-street parking; limit development of new surface parking; Stanford to prohibit automobiles on campus by all undergraduates; cities of Menlo Park to adopt transportation programs equal to those of the University's	Not addressed. Mitigation measures were developed to address specific intersection impacts and to achieve the no net new commute trips. Mitigation measures with no direct nexus to an impact cannot be required of Stanford.
G-4	Augsburger, Robert	17-Dec-99		Analyze the feasibility of acquisition by the Midpeninsula Regional Open Space District of those lands now designated academic reserve and open space which the community wants preserved as permanent open space	Not analyzed. This measure is not considered feasible, because Stanford is not willing to sell these lands.
G-5	Augsburger, Robert	17-Dec-99		Analyze loss of benefits to region resulting from growth limitations at Stanford	Not analyzed. Too speculative for CEQA analysis.
H-1	Graves, Pria	17-Dec-99	College Terrace Residents Association	Discuss existing flooding conditions as a result of runoff to "Stanford Ditch"	4.5, Hydrology and Water Quality
H-2	Graves, Pria	17-Dec-99	College Terrace Residents Association	Consider providing mitigation measure that construction along Stanford Ave. be consistent with City of Palo Alto's proposed design review guidelines	4.2 Open Space, Recreation and Visual Resources
H-3	Graves, Pria	17-Dec-99	College Terrace Residents Association	Analyze added population pressure on elementary and middle school	4.10 Public Services
H-4	Graves, Pria	17-Dec-99	College Terrace Residents Association	Consider alternatives and mitigations including: relocating proposed housing farther into core campus area, orienting vehicle access toward Olmstead, closing access connectors b/t Olmstead and Stanford Ave.	7 Alternatives; 4.4 Traffic and Circulation
H-5	Graves, Pria	17-Dec-99	College Terrace Residents Association	Strengthen wording of SCP-C(I)22 to state that all new parking exept that specifically associated with housing should be sited in satellite lots served by frequent shuttle service and equipped with bike lockers	Not included. The project does not have adverse impacts on existing parking. Mitigation cannot be required where there are no impacts. Mitigation of existing parking problems cannot be required of the project.

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H-6	Graves, Pria	17-Dec-99	College Terrace Residents Association	Propose mitigation that Stanford fund (partially or completely) a neighborhood parking permit program for affected neighborhoods	Not included. The project does not have adverse impacts on existing parking. Mitigation cannot be required where there are no impacts. Mitigation of existing parking problems cannot be required of the project.
H-7	Graves, Pria	17-Dec-99	College Terrace Residents Association	Provide measurable enforceable mitigations to reduce construction related air quality impacts	4.11 Air Quality
H-8	Graves, Pria	17-Dec-99	College Terrace Residents Association	Provide measurable enforceable mitigations to reduce construction related noise impacts	4.12 Noise
H-9	Graves, Pria	17-Dec-99	College Terrace Residents Association	Measure and publicly document existing noise levels along Stanford Ave. so that any future changes can be easily tracked and monitored	4.12 Noise
H-10	Graves, Pria	17-Dec-99	College Terrace Residents Association	Evaluate alternative locations for housing to preserve "Stanford Ditch"; discuss possibility of enhancing/returning Ditch to a healthy riparian environment	7 Alternatives
H-11	Graves, Pria	17-Dec-99	College Terrace Residents Association	Evaluate as a possible cultural resource, the open space along Stanford Ave. as remains of Palo Alto's original airport	Not evaluated. Research into historic sites uncovered no evidence of this use.
H-12	Graves, Pria	17-Dec-99	College Terrace Residents Association	Consider alternative locations for faculty/staff housing to retain open space along Stanford Ave	7 Alternatives
I-1	Miller, Karen J.	17-Dec-99	U.S.F.W.S.	Reduce the potential loss of habitat for California tiger salamander by: relocating all facilities to areas not identified as habitat or dispersal corridors, preserve these areas as permanent open space; if relocation not possible identify appropriate mitigation measures to minimize impacts	4.8 Biological Resources
J-1	Hopkins, Miles	19-Dec-99		Include a long-term time horizon with regard to open space issues: specifically 20-50 years; include as possible mitigation strategy the buying and donation of off-campus land parcels by Stanford to create open space for the City	4.2 Open Space, Recreation and Visual Resources analyzed long-term implications of CP land use designations. Impacts to City open space were not identified, so there is no nexus for requiring this mitigation
K-1	Burnes, Terry	21-Dec-99	County of San Mateo	Evaluate the potential impacts of the development plan for unincorporated San Mateo County areas and discuss mitigation measures	Not analyzed. There is no development proposed in the CP/GUP for unincorporated San Mateo County.
L-1	Vyas, Ashok	27-Dec-99	County of Santa Clara Roads and Airports Dept.	Include a traffic report addressing the impacts of potential traffic generated due to this project on the adjacent county roadways. Provisions for continuous bike lanes should be addressed. The traffic report should identify the traffic impacts due to this project and include the necessary mitigation measures.	4.4 Traffic and Circulation

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Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
M-1	Yahata, Harry	28-Dec-99	Caltrans	Address pre- and post- development storm runoff and possible mitigation methods to maintain pre-development flow rates to State and local storm drainage facilities.	4.5 Hydrology and Water Quality
M-2	Yahata, Harry	28-Dec-99	Caltrans	A traffic impact analysis should be provided (even if not required) for cumulative impacts on SR 82 and I-280 for the plan's lifetime. Include trip generation, distribution, and assignment impacts; assumptions and methodologies; ADT and AM/PM peak hour volumes on significantly affected roadways and intersections; schematic illustration of traffic conditions for existing, existing plus, and cumulative; cumulative traffic volumes; mitigation measures for highway and non-highway improvements and services; discussion of mitigation measures including financing, scheduling, implementation, and monitoring.	4.4 Traffic and Circulation. Existing plus project analysis has not been done because the CP/GUP traffic conditions will not be experienced until 2010. Analysis of Future plus project is therefore more appropriate.
N-1	Kantar, Derek	29-Dec-99	Santa Clara Valley Transportation Authority	VTA requests that a meeting with staff from affected transit agencies (VTA, Samtrans, Joint Powers Board) be scheduled to discuss impacts to the transit system and possible mitigation measures.	Based on the determination that the CP/GUP was not having significant impacts on transit, a meeting was not determined to be necessary. Such a meeting would more appropriately occurred when facility locations are better determined.
N-2	Kantar, Derek	29-Dec-99	Santa Clara Valley Transportation Authority	Note that several routes serving Stanford Campus will be modified effective January 10, 2000. These routes include Line 300, Line 35, and Line 86.	4.4 Traffic and Circulation
N-3	Kantar, Derek	29-Dec-99	Santa Clara Valley Transportation Authority	Discuss participation in VTA's Eco Pass program or some other universal transit pass for all students, faculty, and staff.	4.4 Traffic and Circulation
N-4	Kantar, Derek	29-Dec-99	Santa Clara Valley Transportation Authority	The EIR must have 4 traffic analysis scenarios to be exempt from VTA's Transportation Impact Analysis Guidelines.	The traffic and circulation analysis included 3 scenarios. VTA guidelines are designed for specific projects that are constructed in the near time. The analysis of the near-term impacts with the project is not relevant because the CP/GUP will not be completed until 2010.
N-5	Kantar, Derek	29-Dec-99	Santa Clara Valley Transportation Authority	VTA requests that the DEIR analyize impacts to area freeways.	4.4 Traffic and Circulation

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Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
N-6	Kantar, Derek	29-Dec-99	Santa Clara Valley Transportation Authority	VTA requests that the DEIR consider bicycle facility needs for this area which are identified in local bicycle plans. The DEIR should include bicycle parking in this analysis, including long and short term parking. The DEIR should also examine the inclusion of shower facilities in development projects to encourage bicycle commuting.	4.4 Traffic and Circulation
N-7	Kantar, Derek	29-Dec-99	Santa Clara Valley Transportation Authority	Bicycle corridors # 2 and #16, expected to be approved in 4/00, run through or adjacent to the Plan area. The routes should be identified in the EIR and any impacts to the routes should be noted.	Not included. Locations of these two facilities were not shown in local bicycle plans
N-8	Kantar, Derek	29-Dec-99	Santa Clara Valley Transportation Authority	The County must specify that VTA's Transportation Impact Analysis is to be used for projects generating less than 100 peak hour trips if the County wishes the method to be used in these cases.	4.4 Traffic and Circulation
O-1	West, John R.	29-Dec-99	San Francisco Regional Water Quality Control Board	No specific comments. Attached copy of the RWQCB General Comments to identify the Board's area of responsibility.	4.5 Water Quality and Hydrology
P-1	Heineck, Arlinda	03-Jan-00	Menlo Park	The NOP does not clearly define terms such as "project vicinity" and "project area".	2 Project Description
P-2	Heineck, Arlinda	03-Jan-00	Menlo Park	The NOP makes no reference to the inclusion of a discussion on development on the Stanford lands located outside of the unincorporated area of Santa Clara County.	4 Environmental Analysis, cumulative analysis in each section discusses other proposed development on Stanford lands
P-3	Heineck, Arlinda	03-Jan-00	Menlo Park	The NOP does not describe what alternatives will be considered in the EIR.	7 Alternatives
P-4	Heineck, Arlinda	03-Jan-00	Menlo Park	Performance standards should be thoroughly considered and implemented.	4 Environmental Analysis
P-5	Heineck, Arlinda	03-Jan-00	Menlo Park	The draft Community Plan and General Use Permit lack specificity	Not addressed. This EIR is a program document, project level details will be developed in the future.
P-6	Heineck, Arlinda	03-Jan-00	Menlo Park	The future scenarious transportation to be evaluated per the NOP does not reflect the City of Menlo Park's request that Stanford develop roadway infrastructure within its own lands linking the campus to the I-280/Alpine Road intersection.	7 Alternatives
P-7	Heineck, Arlinda	03-Jan-00	Menlo Park	Baseline ground counts and through traffic surveys developed for the Mitigation Monitoring procedure should be used to verify the existing Transportation Demand Management (TDM) effectiveness and to establish the TDM baseline.	4.4 Traffic and Circulation
P-8	Heineck, Arlinda	03-Jan-00	Menlo Park	An alternative should be developed in which Stanford develops, on its own lands, roadway infrastructure linking the central campus to the I-280/Alpine Road interchange.	7 Alternatives

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Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
P-9	Heineck, Arlinda	03-Jan-00	Menlo Park	The EIR should identify the intersections to be analyzed. Analysis of impacts should also include neighborhood traffic, freeway segments, and other roadway segments.	4.4 Traffic and Circulation
P-10	Heineck, Arlinda	03-Jan-00	Menlo Park	The traffic analysis of the intersections of Junipero Serra Blvd. with Alpine Rd. and Sand Hill Rd. with Santa Cruz Ave. be analyzed as a single complex intersection.	4.4 Traffic and Circulation
P-11	Heineck, Arlinda	03-Jan-00	Menlo Park	Analysis should include the role of Menlo Park's local transit in serving the campus as well as the possibilities of local transit service coordination.	4.4 Traffic and Circulation
P-12	Heineck, Arlinda	03-Jan-00	Menlo Park	Bike-pedestrian difficulties should be addressed in the plan such as at the Quarry Road-El Camino Real-Alma Street complex.	4.4 Traffic and Circulation
P-13	Heineck, Arlinda	03-Jan-00	Menlo Park	The EIR should include an analysis of the effects of constraining parking supply and the effects of parking location on impacts and impact locations.	4.4 Traffic and Circulation
P-14	Heineck, Arlinda	03-Jan-00	Menlo Park	If discrepancies in the traffic results point to understatements of impacts in earlier work, the analysis should suggest supplemental mitigation for the previously approved projects under Stanford's control.	Not in scope of EIR. Continued reanalysis of projects that have already been approved is not a requirement of CEQA.
Q-1	Baca, John	05-Jan-00		Will any information be supplied as to how the EIR will treat the impact of storms with various magnitudes?	4.5 Hydrology and Water Quality
Q-2	Baca, John	05-Jan-00		A greater number of alternatives need to analyzed. Use of a matrix would be helpful.	7 Alternatives
Q-3	Baca, John	05-Jan-00		The scope of work does not provide for independent verification of data used in the analysis.	All data was independently verified by the County's consultant
Q-4	Baca, John	05-Jan-00		There is no provision for providing the public with the information used in the anyalyses in a timely manner.	Information used in the analysis of impacts is presented in the DEIR
R-1	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Analyze the physical, social, and cultural impacts of the proposed housing developments on existing open spaces (specifically Mayfield Playfield, Frenchman's Triangle, 720 Dolores Street, Gerona/Junipero Serra Blvd.); Include a mitigation measure/policy in the Plan for reserving these sites as open space until the County and Stanford undertake an inventory of Stanford lands suitable for residential development.	4.2 Open Space, Recreation and Visual Resources. Mitigation was not determined to be necessary because of the designation of open space areas in the CP.
R-2	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	The Plan should include policies requiring land use development in established neighborhoods to be consistent and compatible with existing uses	4.1 Land Use
R-3	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Address the effect on the overall biodiversity of the area as a result of the development of open spaces; specifically evaluate whether Gerona/-Junipero Serra Blvd. site serves as a corridor for species migrating to and from Lagunita Creek	4.8 Biological Resources evaluted biodiversity from the perspective of potential impacts to species of concern. The Gerona site is evaluated.

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R-4	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Include a comprehensive evaluation of wetlands, particularly on the sites within the Campus Residential Area proposed for development; include an analysis of impacts to the Lagunita and San Francisquito Creeks resulting from the use of pesticides, herbicides and fertilizers	Because project specific plans were not available, detailed wetland analysis is not possible at this stage. Detailed analysis would be required on a project specific basis. Section 4.5 Water Quality and Hydrology includes a requirement of Best Management Practices to prevent water quality impacts associated with pesticides, and other pollutants.
R-5	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Identify and evaluate the drainage and hydrological impacts that will result from the increase in impervious surfaces resulting from the proposed new development; take into account the increase in impervious surfaces resulting from the reservoir expansion project now under construction in the foothills	4.5 Hydrology and Water Quality
R-6	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Analyze the seismic risk associated with building additional housing within the Campus Residential Area; include an investigation of faults in the project vicinity, including a fault that may run directly under Frenchman's Triangle	4.6 Geology and Seismicity
R-7	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Identify any potential historical and archaeological resources that may be located in any of the Campus Residential Area sites; include appropriate measures to protect such resources	4.9 Historic and Archaeological Resources
R-8	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Provide an analysis of the traffic, parking, and safety impacts resulting from the implementation of the Plan	4.4 Traffic and Circulation
R-9	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Identify and evaluate impacts on public services and utilities due to the poor condition of existing equipment in the Campus Residential Area	Not evaluated, existing problems with electrical and phone services are not a CEQA issue. Project facilities would not affect these existing services.
R-10	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Discuss all significant cumulative impacts	4 Environmental evaluation. Cumulative impacts are identified for each issue area.

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R-11	Impett, Laurel	06-Jan-00	Shute, Mihaly, Weinberger	Develop alternatives, including: all of the University's housing needs could be accommodated by building in areas other then the Campus Residential Area; utilizing existing housing on Stanford lands for eligible Stanford employees; reevaluate housing sites recommended in Stanford's 1983 and 1993 Housing Plans; allocating the housing subdivisions annexed to Menlo Park to Stanford employees; converting lands currently in industrial use to housing as leases expire; consider a "reduced-build" alternative to preserve ecologically sensitive sites and high recreation-use areas; consider annexation of the Campus Residential Area to the City of Palo Alto	7 Alternatives
S-1	Killough, Lisa	06-Jan-00	Santa Clara County Parks and Recreation Department	Evaluate impacts to the Countywide Trails Master Plan	4.2 Open Space, Recreation and Visual Resources
T-1	Kishimoto, Yoriko	06-Jan-00		Analyze long term impact on key intersections, including pedestrian and bicycle LOS as well as vehicle LOS.	4.4 Traffic and Circulation. It is not necessary or appropriate to evaluate pedestrian and bicycle LOS. Accepted measures of pedestrian and bicycle LOS are not available.
T-2	Kishimoto, Yoriko	06-Jan-00		Analyze long term impacts on sensitive receptors along these residential arterials, such as noise and air quality.	4.11 Air Quality, 4.12 Noise
T-3	Kishimoto, Yoriko	06-Jan-00		Analyze long term, regional impact of Stanford's growth.	4.4 Traffic and Circulation
T-4	Kishimoto, Yoriko	06-Jan-00		Analyze truck and cargo traffic impacts and implications.	4.4 Traffic and Circulation
T-5	Kishimoto, Yoriko	06-Jan-00		Analyze 24 hour traffic impact.	Not analyzed, Peak hour analysis represents worst case.
U-1	Showalter, Pat	06-Jan-00	San Francisquito Creek Watershed CRMP	Refer to the San Francisquito Creek Watershed Coordinated Resource Management Planning (CRMP)'s Draft Watershed Management Plan in preparing the Open Space Element, Objective 4- strategy 8, and Objective 5- strategies 9-11. Focus on 6 major areas of concern: natural resources, flood and erosion control, pollution prevention, land use and development, social issues, and public involvement.	Impacts on these areas are addressed in Sections 4.1 Land Use, 4.2 Open Space, Recreation, and Visual Resources, 4.5 Hydrology and Water Quality, and 4.8 Biological Resources. Final adoption of policies will be based on the environmental review contained in this EIR.
V-1	Springer, William	06-Jan-00	Santa Clara Valley Water District	SCVWD has identified lands as suitable alternative off-stream storage and potential habitat enhancement for endangered species. The lands in question are those bounded by Foothill Expressway northerly, Page Mill Road westerly, Coyote Hill Road southerly, and Deer Creek easterly. SCVWD requests that the County of SC include this use of the land withing the Land Use anlaysis of the DEIR and that the land be kept in iots current use until such time as the SCVWD proposal has been resolved.	7 Alternatives

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V-2	Springer, William	06-Jan-00	Santa Clara Valley Water District	Change the statement to include evaluating the timing of the surface water runoff in order to take into account both the total volume of water and the peak flow.	4.5 Hydrology and Water Quality
V-3	Springer, William	06-Jan-00	Santa Clara Valley Water District	Clearly indicate and discuss any buffer zones between active development areas and resource conservation areas. Buffer zones should be considered as mitigation measures for development.	4.8 Biological Resources
V-4	Springer, William	06-Jan-00	Santa Clara Valley Water District	Changes in surface water and runoff water quality resulting from the subject project for any reasons should be evaluated; the evaluation should not be limited to those changes resulting directly from construction.	4.5 Hydrology and Water Quality
V-5	Springer, William	06-Jan-00	Santa Clara Valley Water District	Project impacts on flooding and all watersheds within and downstream of the project's boundaries should be discussed. Watersheds include San Francisquito Creek, Matadero Creek, Deer Creek, and the Stanford Channel.	4.5 Hydrology and Water Quality
V-6	Springer, William	06-Jan-00	Santa Clara Valley Water District	Watershed management should not be included in the discussion on Page 5 of the Resource Conservation element.	Not addressed. This is ot a CEQA issue.
V-7	Springer, William	06-Jan-00	Santa Clara Valley Water District	Note that a permit is required for any construction, demolition, landscaping, or grading proposed within 50 feet of the top of bank of a District facility, such as a creek.	Setbacks from creeks are recommended in Section 4.8 Biological Resources, so this requirements is not expected to be applicable.
W-1	Borock, Herb	07-Jan-00		The EIR must discuss why a 25-acre middle school site is needed if the PAUSD Superintendent has stated that only 19-20 acres were needed.	Not addressed. This project only includes the possibility of providing a school site for the PAUSD. If a school is proposed in the future, it would be subject to project-specific environmental review, and the size would be consistent with School District policies.
W-2	Borock, Herb	07-Jan-00		The EIR must contain a copy of the PAUSD "1967-68 11th Day Enrollment Report" that shows the total number of students by grade and other classifications for each middle school and high school, and the total number of students enrolled at each of those schools	Not addressed. A 30-year old report was not determined to be relevant to the EIR analysis. Current enrollment data is presented in Section 4.10 Public Services and Utilities
W-3	Borock, Herb	07-Jan-00		The EIR must explain why it is necessary to limit the number of students at each middle school to 900 and at each high school to 1,800.	Not addressed. PAUSD policies for school size are not the subject of this EIR.

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W-4	Borock, Herb	07-Jan-00		The EIR must show the projected number of PAUSD students at the middle and high school level who will be living south of Page Mill Rd. and west of El Camino Real in Palo Alto and Los Altos Hills, compared to the number of students at those grade levels who will be living north of Page Mill Rd. and west of El Camino Real in Palo Alto and on the Stanford campus. If, among the projected number of PAUSD students west of El Cami no Real, the number south of Page Mill Road is greater than the number north of Page Mill Road, the EIR must explain why Stanford Univ. land is the preferred location for a middle school.	Not addressed. The District's policies for siting schools in relation to attendance areas are not the subject of this EIR.
W-5	Borock, Herb	07-Jan-00		The EIR must clarify the status of the four public school sites in Palo Alto and the one public school site in Menlo Park.	Not addressed. Evaluation of alternatives sites for schools is outside the scope of this EIR. This document only evaluates the impacts of Stanford's GUP on school capacity, and addresses the possible designation of a portion of Stanford lands for a future school.
W-6	Borock, Herb	07-Jan-00		The EIR should evaluate a reduced alternative that constructs a total gross floor area for new academic facilities equal to the amount of non-residential development constructed or anticipated to be constructed under the existing GUP that is limited to a combined total of 2,100,300 gross sq. ft.	7 Alternatives
X-1	Cabrera, Jo Ann	07-Jan-00	Stanford Residential Leaseholders	Needs more specificity, credible mitigations, identification of resources, monitoring plan	4.4 Traffic and Circulation
X-2	Cabrera, Jo Ann	07-Jan-00	Stanford Residential Leaseholders	Unfinished business: Santa Clara County roads on Stanford Campus (Junipero Serra Blvd. And Stanford Ave.) should be carried over as a permit condition in the new EIR	4.4 Traffic and Circulation, assumes that these facilities continue as County roads.
X-3	Cabrera, Jo Ann	07-Jan-00	Stanford Residential Leaseholders	Change the designation of Junipero Serro Blvd. From "arterial" to "residential arterial"	Not included. It is beyond the scope of this EIR to require this change.
Y-1	Connolly, Luke	07-Jan-00	City of Palo Alto	Describe the project more clearly, especially as to timing, location, and type of proposed development	2 Project Description describes development to the extent possible at this time. However, this is a program EIR, and specific locations of most facilities has not been determined at this time.
Y-2	Connolly, Luke	07-Jan-00	City of Palo Alto	Assess a reduced-scale alternative of comparable intensity to that of the 1989 GUP	7 Alternatives
	Connolly, Luke	07-Jan-00	City of Palo Alto	Look at a project alternative that focuses all proposed development on the northeast side of Junipero Serra Blvd.	7 Alternatives

NOP Comment Summary

Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
Y-4	Connolly, Luke	07-Jan-00	City of Palo Alto	Analyze the impacts and potential effects of the anticipated growth and intensification in Stanford's non-academic land (Stanford Research Park, Stanford Shopping Center, etc,) both within and beyond the projec's parameters	4 Environmental Analysis, contains analysis of reasonably forseeable cumulative projects. Analysis is presented at the end of each section.
Y-5	Connolly, Luke	07-Jan-00	City of Palo Alto	Explain what is meant by policies and goals such as "no net new commute trips" and how they will be achieved, measured, and monitored. Also indicate where and when traffic counts will be conducted	4.4 Traffic and Circulation
Z-1	Dade, Denice	07-Jan-00	Committee for Green Foothills	The County's Community Plan for Stanford must establish definable limits for the University's growth, as well as define ultimate carrying capacity and development potential for Stanford University	Not included in EIR. The final terms of the CP will be determined by the County based on the environmental analysis contained in this EIR. Specific revisions to the CP will be policy decisions by the County, and are not determined in the EIR.
Z-2	Dade, Denice	07-Jan-00	Committee for Green Foothills	Incorporate language in the Community Plan which establishes the Academic Growth Boundary as permanent. The Academic Growth Boundary should be along the existing Urban Service Area and should not be extended south of Junipero Serra Blvd.	Not included in EIR. The final terms of the CP will be determined by the County based on the environmental analysis contained in this EIR. Specific revisions to the CP will be policy decisions by the County, and are not determined in the EIR.
Z-3	Dade, Denice	07-Jan-00	Committee for Green Foothills	Thoroughly analyze all of the options available and identify a mechanism to protect the contiguous open space south of Junipero Serra Blvd. Look at all of Stanford's land in unincorporated Santa Clara County as a single entity and apply the concept of clustered development, creating an extensive cluster for the urban campus of the University. The Plan needs to be consistant with the County's goals and policies for foothill, agriculture, and open space protection and must provide a more detailed description of appropriate uses for each land use designation.	4.2 Open Space, Recreation and Visual Resources
Z-4	Dade, Denice	07-Jan-00	Committee for Green Foothills	The EIR should have a level of specificity to adequately assess the implications of the proposed zoning changes.	4.1 Land Use

NOP Comment Summary

Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
Z-5	Dade, Denice	07-Jan-00	Committee for Green Foothills	A clear protection mechanism should be identified for Special Conservation Areas and Open Space. Open Space and Academic Reserve should be separately defined land use designations in the Community Plan. Academic Reserve should only be applied to the core campus area. The land south of Junipero Serra Blvd. and Foothill Expressway should be designated as Open Space and Special Conservation Areas. The Plan should show consistency with the City of Palo Alto's General Plan Policy to Protect Open Space. The Campus Open Space designation should be expanded to include wetlands, sensitive habitat and archaeological sites. Campus lands that were set aside as part of the Sand Hill Road development project require clear designation on the campus land map.	4.2 Open Space, Recreation and Visual Resources
Z-6	Dade, Denice	07-Jan-00	Committee for Green Foothills	The Plan for Stanford's land should address connectivity of open space with relation to Jasper Ridge, Arastradero Preserve, Foothill Park. A complete mapping of environmentally sensitive areas including habitats, habitat linkages and migration corridors should be included in the Plan. Special Conservation Areas should be expanded to include habitat for all endangered, threatened and species of special concern as well as archeological sites, viewsheds, ridgelines, watersheds, trails and open space. Special Conservation Areas (E-SA SC) should not be a sub designation of Open Space/Academic Reserve. The County should establish a performance standard of no net increase in peak flows in San Francisquito Creek and Matadero Creeks. The EIR should study all available techniques to determine a method that will most effectively meet the standard of no net increase in peak flows. The County should establish a performance standard of no net increase in water usee, and require water conservation measures. A Habitat Preservation Plan for all sensitive habitats and species should be completed a	4.2 Open Space, Recreation and Visual Resources, 4.5 Hydrology and Water Quality, 4.8 Biological Resources
Z-7	Dade, Denice	07-Jan-00	Committee for Green Foothills	Each section of the Plan should have a statement of the outstanding issues and an objective discussion of the trade offs, options, and conflicting interests.	This is a comment on the CP, and does not specifically pertain to the EIR.
Z-8	Dade, Denice	07-Jan-00	Committee for Green Foothills	There should be an evaluation of existing programs and policies, their current effectiveness or lack there of and what new programs or approaches should be pursued.	Not evaluated, The purpose of the EIR is to evaluate impacts of the project. The project is evaluated in relation to existing plans and policies, but the EIR does not evaluate existing programs and policies.

NOP Comment Summary

Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
Z-9	Dade, Denice	07-Jan-00	Committee for Green Foothills	There should be more detailed color maps providing a greater level of specificicty and clarity for easier interpretation.	This is a comment on the CP. The EIR contains numerous color maps.
Z-10	Dade, Denice	07-Jan-00	Committee for Green Foothills	There should be specific language in the Plan that identifies areas that are of natural/scenic value and should be protected.	This is a comment on the CP, and does not specifically pertain to the EIR.
Z-11	Dade, Denice	07-Jan-00	Committee for Green Foothills	The EIR should describe and map existing land uses for all of Stanford's land, not just those in unincorporated Santa Clara County.	4.1 Land Use
AA-1	Lucas, Libby	10-Jan-00		Discuss the Stanford Campus as an historical cultural landscape designed by F.L. Olmstead	4.9 Historic and Archaeological Resources, 4.2 Open Space and Visual Resources
AA-2	Lucas, Libby	10-Jan-00		Siting Campus residential areas in the open space of the fields around the historic barns and stables is an inappropraiate landuse per Habitat and Biodiversity Strategy #2	4.8 Biological Resources
AA-3	Lucas, Libby	10-Jan-00		Is it feasible to create a continuous wildlife corridor from the arboretum to the hilltop antenna?	4.8 Biological Resources addresses maintenance of corridors for California tiger salamander (CTS). Access to the Arboretum is not considered important because it provides minimal habitat value.
AA-4	Lucas, Libby	10-Jan-00		Detail habitat management procedures based on California Fish and Game procedures for a State Game Refuge 3-G	4.8 Biological Resources address management for CTS, consistent with measures previously agreed to by Dept. of Fish and Game,]
AA-5	Lucas, Libby	10-Jan-00		Consult with U.S.F.W.S. for the protection of habitat for migratory birds and waterfowl	4.8 Biological Resources, addresses maintenance of Lake Lagunita, which would preserve habitat value for waterfowl.
AA-6	Lucas, Libby	10-Jan-00		Detail watershed management of the lakes and the timing of pumping of creek water that fills Lake Lagunita; does the infiltration gallery impact salamander and how long are the wetlands able to be kept wet? What is the rainfall data for this San Francisquito Creek system? Note floodwater elevations and evaluate existing hydrology; include in plan this permit applicaiton	4.8 Biological Resources, 4.5, Hydrology and Water Quality
AA-7	Lucas, Libby	10-Jan-00		Clearly delineate the water courses and the interconnecting drainage conduits that pass throught the campus; does Lake Lagunita drain to the Stanford Channel?	4.8 Hydrology and Water Quality
AA-8	Lucas, Libby	10-Jan-00		State in the Plan that setbacks from the Matadero and San Francisquito creek riparian corridors should be guaranteed in perpetuity at 150 feet	4.8 Biological Resources

NOP Comment Summary

Letter #/ Comment #	Commentor	Date of Letter	Organization	Comment Summary	Addressed in Section
AA-9	Lucas, Libby	10-Jan-00		What is the projected water use of these expanded facilities and what is the present level of use in relation to Stanford's Hetch Hetchy allocation? Water sources of water supply other than H.H. will Stanford use? Is there groundwater for irrigation? What volume and quality is the available water? What capability is there for use of recycled water?	4.10 Public Services and Utilities
AA-10	Lucas, Libby	10-Jan-00		What mitigation measures can be provided for cumulative impacts to retention basins in the Matadero watershed on Stanford lands? What mitigation measures can be provided in the management of Stanford lakes or a retention basin in the San Francisquito watershed?	4.5 Hydrology and Water Quality
AA-11	Lucas, Libby	10-Jan-00		Assess the alternative to develop new faculty housing on Stanford lands on Alpine Road in Portola Valley, San Mateo County	7 Alternatives
BB-1	Siegman, Jeannie	10-Jan-00		Assess the impact of public access to the Stanford foothills in relation to construction of additional permanent parking on Stanford Ave.	Not evaluated. Additional permanent parking on Stanford Avenue is not part of the project.

APPENDIX C

TRAFFIC DATA

STANFORD UNIVERSITY GENERAL USE PERMIT TRANSPORTATION STUDY TECHNICAL APPENDIX

Prepared for:

Santa Clara County Planning Department

Prepared by:

Korve Engineering Inc.

June 2000

STANFORD UNIVERSITY GENERAL USE PERMIT TRANSPORTATION STUDY TECHNICAL APPENDIX

Prepared for:

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June 2000

APPENDIX C1

TURNING MOVEMENT VOLUMES

EXISTING AM - Intersection Turning Movements

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
El Camino Real / Valpairaso	131	629	32	80	1528	436	217	168	105	73	174	26	3599
El Camino Real / Santa Cruz	0	776	56	0	1461	92	82	55	143	41	68	62	2836
El Camino Real / Ravenswood	140	703	314	242	1638	66	30	536	40	263	347	133	4452
El Camino Real / Roble	37	1007	34	77	1752	15	29	10	33	28	1	18	3041
El Camino Real / Middle	229	1018	11	12	2005	54	174	4	289	2	0	4	3802
El Camino Real / Cambridge	131	1186	12	17	1901	56	36	0	139	10	0	9	3497
El Camino Real / Sand Hill / Alma		833	117	814	1671					0		813	4248
El Camino Real / Shopping Center	24	805			2031	39	14		12				2925
El Camino Real / Quarry													0
El Camino Real / Palm / University	229		26	196	1	111	33	504	92	266	1149	105	2712
El Camino Real / PAMF Entrance		827	119	62	1516					125		41	2690
El Camino Real / Embarcadero	432	713	143	249	1264	128	73	154	116	245	615	160	4292
El Camino Real / Churchill Street	0	1255	248	171	1418					219		339	3650
El Camino/Serro	261	1504	3	65	1484	138	66	5	126	22	5	25	3704
El Camino/Stanford	386	1646	49	22	1467	230	197	8	254	17	59	17	4352
El Camino / California	141	1889	48	138	1357	252	63	48	85	69	109	120	4319
El Camino Real / Page Mill	600	1349	261	500	706	269	408	828	249	558	1330	327	7385
University / Woodland	24	105	350	43	103	32	18	679	17	403	1426	74	3274
Middlefield / Willow	65	440	255	399	536	69	68	157	53	413	238	388	3081
Middlefield / University	47	398	74	83	650	72	27	313	32	113	689	92	2590
Middlefield / Embarcardero	107	350	36	113	313	61	29	751	74	45	941	104	2924
Alma Street / Churchill Avenue	347	1352	30	7	939	163	149	166	173	84	135	15	3560
Junipero Serra / Page Mill	83	514	319	257	362	190	325	1921	185	66	672	186	5080
Junipero Serra Blvd./Stanford Ave		556	409	150	436					259		52	1862
Junipero Serra/Campus Drive East		475	110	252	510					13		73	1433
Junipero Serra / Campus Drive West	62	329	301	649	905	34	6	5	2	119	3	188	2603
Junipero Serra / Alpine / Santa Cruz	76		370					748	667	892	524		3277
Sand Hill / Sand Hill Circle / I-280		150	633		54	43	194	1658			654	102	3488
Sand Hill / Sharon Park				128		164	156	1771			715	123	3057
Sand Hill / Santa Cruz	200	647	290	196	833	261	426	1011	405	176	448	77	4970
Sand Hill / Oak				141		239	0	1580			579	29	2568
Sand Hill / Oak Creek/ Stockfarm	0	0	0	12	0	26	2	1429	0	0	499	13	1981
Sand Hill / Pasteur	107		36					777	617	72	385		1994
Sand Hill / Arboretum	359		10					146	660	3	114		1292
Arboretum / Quarry	540	278	16	37	409	12	8	99	216	19	320	20	1974
Arborertum Road/Palm Drive	72	445	6	462	298	18	0	92	6	0	515	585	2499
Arboretum / Galvez				257		61	0	204			761	565	1848
Welch / Pasteur southleg				304	108	24		12	5	17	16		486
Welch / Pasteur northleg	13	78	47				29	289			17	174	647
Welch Road / Quarry Road	4	6	6	188	30	65	59	110	11	12	300	494	1285
Welch Road / Campus Drive West				61		77	255	562			297	98	1350
Pasteur / Blake/Wilbur	0	16	164	27	273	0	12	74	44	0	0	0	610
Santa Cruz / University	319		93					514	412	87	401		1826

EXISTING PM - Intersection Turning Movements

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
El Camino Real / Valpairaso	250	1808	38	43	1231	247	286	107	101	100	237	38	4486
El Camino Real / Santa Cruz	0	1655	85	0	1255	162	185	97	148	76	80	82	3825
El Camino Real / Ravenswood	270	1784	303	240	1362	71	41	404	69	265	266	114	5189
El Camino Real / Roble	142	1905	34	79	1483	36	47	2	44	76	36	56	3940
El Camino Real / Middle	566	1826	18	3	1720	117	258	1	156	5	3	10	4683
El Camino Real / Cambridge	194	2216	2	39	1787	44	38	0	68	33	0	35	4456
El Camino Real / Sand Hill / Alma		2100	186	622	1394					0		870	5172
El Camino Real / Shopping Center	397	1647	0	0	1169	240	638	0	272				4363
El Camino Real / Quarry													0
El Camino Real / Palm / University	103		278	233		87	133	769	242	252	786	179	3062
El Camino Real / PAMF Entrance		1547	132	46	932					495		119	3271
El Camino Real / Embarcadero	244	1141	84	357	1039	31	252	531	174	300	333	286	4772
El Camino Real / Churchill Street		1767	230	265	1738					205		228	4433
El Camino/Serro	233	1784	32	34	1873	72	153	24	334	22	21	28	4610
El Camino/Stanford	217	1881	54	35	1762	188	173	0	305	18	0	24	4657
El Camino / California	81	1722	113	132	1744	107	141	81	97	82	85	155	4540
El Camino Real / Page Mill	305	945	281	438	1366	220	459	1179	195	304	1007	413	7112
University / Woodland	37	118	619	121	67	16	50	1017	50	433	906	72	3506
Middlefield / Willow	89	581	433	286	567	15	21	292	158	421	30	419	3312
Middlefield / University	84	457	142	172	688	67	43	505	37	74	415	95	2779
Middlefield / Embarcardero	91	392	49	146	445	66	44	1210	109	37	920	177	3686
Alma Street / Churchill Avenue	127	955	43	23	1372	183	146	109	280	106	91	17	3452
Junipero Serra / Page Mill	319	401	116	75	564	530	232	827	117	199	2497	121	5998
Junipero Serra Blvd./Stanford Ave		595	150	94	656					582		115	2192
Junipero Serra/Campus Drive East		531	50	146	601					110		264	1702
Junipero Serra / Campus Drive West	9	799	135	168	353	18	110	5	11	409	5	534	2556
Junipero Serra / Alpine / Santa Cruz	574		709					600	82	452	863		3280
Sand Hill / Sand Hill Circle / I-280		29	316		157	318	49	606			1829	47	3351
Sand Hill / Sharon Park				236		202	192	1015			1235	232	3112
Sand Hill / Santa Cruz	264	850	246	146	665	293	428	620	218	437	917	220	5304
Sand Hill / Oak				50		153		977			1349	54	2583
Sand Hill / Oak Creek/ Stockfarm	0	0	0	10	0	4	5	873	0	0	1402	39	2333
Sand Hill / Pasteur	587		106					709	165	48	878		2493
Sand Hill / Arboretum	512		42					352	447	106	370		1829
Arboretum / Quarry	353	361	54	73	528	70	88	409	624	103	201	85	2949
Arborertum Road/Palm Drive	22	327	28	543	462	25	0	443	18	0	301	332	2501
Arboretum / Galvez				439		42	0	831			321	416	2049
Welch / Pasteur soulhleg				181	120	20		45	19	53	15		453
Welch / Pasteur northleg	12	87	25				68	158			56	346	752
Welch Road / Quarry Road	14	63	18	40	12	66	87	289	9	14	256	381	1249
Welch Road / Campus Drive West				115		260	160	333			636	117	1621
Pasteur / Blake/Wilbur		53	326	64	149	0	11	82	24	0	0	0	709
Santa Cruz / University	410		205					425	332	114	565		2051

APPENDIX C2

LEVEL OF SERVICE CALCULATIONS

Stanford General Use Permit

Existing Conditions

AM Peak Hour

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 23.6
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	131	629	32	80	1528	436	217	168	105	73	174	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	629	32	80	1528	436	217	168	105	73	174	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	629	32	80	1528	436	217	168	105	73	174	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	629	32	80	1528	436	217	168	105	73	174	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	131	660	32	80	1604	436	228	176	105	73	174	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.13	0.87	1.00	1.00	0.87	0.13
Final Sat.:	1715	3773	1862	1715	3773	1862	1936	1494	1715	1715	1492	223
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.02	0.05	0.43	0.23	0.12	0.12	0.06	0.04	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	12.6	65.1	65.1	17.4	69.9	69.9	19.4	19.4	19.4	19.2	19.2	19.2
Volume/Cap:	0.79	0.35	0.03	0.35	0.79	0.44	0.79	0.79	0.41	0.29	0.79	0.79
Delay/Veh:	51.9	12.7	10.6	33.5	17.2	11.9	40.2	40.2	33.0	32.1	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	12.7	10.6	33.5	17.2	11.9	40.2	40.2	33.0	32.1	45.0	45.0
DesignQueue:	9	25	1	5	60	15	14	11	7	5	11	2

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Valpariso/Glenwood (N-S) El Camino
Analyst: Alex File Name: 1AMEX.HC9
Area Type: Other 4-21-0 AM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 1	1	1	1	< 0	1	2	1	1	2	1
Volumes	217	168	105	73	174	26	131	629	32	80	1528	436
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right		*			EB	Right	*			
SB	Right	*				WB	Right				
Green		19.0P	19.0P			Green		12.0P	68.0P		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	259	1770	0.766	0.146	49.2	E	45.2	E
	LT	270	1850	0.766	0.146	48.9	E		
	R	378	1583	0.294	0.238	30.9	D		
WB	L	259	1770	0.298	0.146	37.9	D	47.1	E
	TR	267	1827	0.787	0.146	50.4	E		
NB	L	163	1770	0.845	0.092	65.3	F	21.7	C
	T	1949	3725	0.357	0.523	13.9	B		
	R	1060	1583	0.032	0.669	5.5	B		
SB	L	163	1770	0.514	0.092	45.0	E	21.0	C
	T	1949	3725	0.866	0.523	23.7	C		
	R	1096	1583	0.419	0.692	6.7	B		

Intersection Delay = 26.3 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.835

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.4
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	0 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	776	56	0	1461	91	82	55	143	41	68	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	776	56	0	1461	91	82	55	143	41	68	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	776	56	0	1461	91	82	55	143	41	68	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	776	56	0	1461	91	82	55	143	41	68	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	815	56	0	1534	91	82	55	143	41	68	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	920	839
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.03	0.00	0.41	0.05	0.05	0.03	0.08	0.02	0.07	0.07
Crit Moves:					****				****			****
Green Time:	0.0	87.9	87.9	0.0	87.9	87.9	17.3	17.3	17.3	15.8	15.8	15.8
Volume/Cap:	0.00	0.32	0.04	0.00	0.61	0.07	0.35	0.23	0.61	0.19	0.61	0.61
Delay/Veh:	0.0	5.7	4.5	0.0	7.8	4.6	33.5	32.6	37.5	33.3	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	4.5	0.0	7.8	4.6	33.5	32.6	37.5	33.3	38.5	38.5
DesignQueue:	0	20	1	0	40	2	5	3	9	3	4	4

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) El Camino
Analyst: Alex File Name: 2AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	< 0	0	2	1	0	2	1
Volumes	82	55	143	41	68	62		776	56		1461	91
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right		*			EB Right				
SB Right	*				WB Right				
Green	16.0P	16.0P			Green	89.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 130 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	218	1770	0.395	0.123	40.6	E	47.1	E
	T	229	1863	0.253	0.123	39.3	D		
	R	195	1583	0.775	0.123	53.7	E		
WB	L	218	1770	0.197	0.123	39.0	D	44.1	E
	TR	213	1730	0.643	0.123	45.7	E		
NB	T	2550	3725	0.336	0.685	6.4	B	6.1	B
	R	1315	1583	0.045	0.831	1.5	A		
SB	T	2550	3725	0.633	0.685	9.0	B	8.6	B
	R	1315	1583	0.073	0.831	1.5	A		

Intersection Delay = 13.6 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.653

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 0.961
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 39.3
Optimal Cycle: 176 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 0 1 0			2 0 1 0 1		
Volume Module:												
Base Vol:	140	703	314	242	1638	66	30	536	40	263	347	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	703	314	242	1638	66	30	536	40	263	347	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	703	314	242	1638	66	30	536	40	263	347	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	703	314	242	1638	66	30	536	40	263	347	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.05	1.03	1.00	1.00
Final Vol.:	140	738	314	242	1720	66	32	563	42	271	347	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	1.77	0.13	2.00	1.00	1.00
Final Sat.:	1862	3724	1862	1862	3724	1862	187	3291	246	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.17	0.13	0.46	0.04	0.17	0.17	0.17	0.07	0.19	0.07
Crit Moves:	****				****				****		****	
Green Time:	10.2	43.9	43.9	28.8	62.5	62.5	23.1	23.1	23.1	25.2	25.2	25.2
Volume/Cap:	0.96	0.59	0.50	0.59	0.96	0.07	0.96	0.96	0.96	0.38	0.96	0.37
Delay/Veh:	84.6	23.5	22.7	30.9	30.9	11.7	53.1	53.1	53.1	29.6	60.9	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.6	23.5	22.7	30.9	30.9	11.7	53.1	53.1	53.1	29.6	60.9	29.7
DesignQueue:	10	37	16	14	73	2	2	35	3	16	21	8

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-24-2000
Center For Microcomputers In Transportation

Streets: (E-W) Ravenswood (N-S) El Camino
Analyst: Alex File Name: 3AMEX.HC9
Area Type: Other 4-21-0 AM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	2	1	1	1	2	1	1	2	1
Volumes	30	576		263	347	133	140	703	314	242	1638	66
Lane W (ft)		12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru			*	
	Right	*					Right			*	
	Peds						Peds				
WB	Left		*			SB	Left	*	*		
	Thru		*				Thru		*	*	
	Right		*				Right		*	*	
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right	*	*		
Green		23.0A	25.0A			Green		13.8A	20.5A	39.7P	
Yellow/AR		2.5	2.5			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	656	3790	1.021	0.173	65.2	F	65.2	F
WB	L	667	3539	0.427	0.188	35.5	D	51.4	E
	T	351	1863	1.040	0.188	77.2	F		
	R	716	1583	0.195	0.452	16.3	C		
NB	L	147	1770	1.000	0.083	82.9	F	24.8	C
	T	1138	3725	0.683	0.305	21.9	C		
	R	782	1583	0.423	0.494	5.7	B		
SB	L	426	1770	0.598	0.241	27.1	D	34.5	D
	T	1725	3725	1.049	0.463	36.9	D		
	R	1044	1583	0.066	0.659	0.0	A		

Intersection Delay = 39.0 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 1.037

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 3.2
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	37	1007	34	77	1752	15	29	10	33	28	1	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1007	34	77	1752	15	29	10	33	28	1	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1007	34	77	1752	15	29	10	33	28	1	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1007	34	77	1752	15	29	10	33	28	1	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	1108	37	77	1927	17	29	10	33	28	1	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.90	0.10	1.00	2.97	0.03	0.40	0.14	0.46	0.97	0.03	1.00
Final Sat.:	1794	5209	174	1794	5336	47	723	249	822	1732	62	1794
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.04	0.36	0.36	0.04	0.04	0.04	0.02	0.02	0.01
Crit Moves:	****				****			****				
Green Time:	6.1	93.4	93.4	18.8	106	106.1	11.8	11.8	11.8	11.8	11.8	11.8
Volume/Cap:	0.44	0.30	0.30	0.30	0.44	0.44	0.44	0.44	0.44	0.18	0.18	0.11
Delay/Veh:	41.4	4.2	4.2	32.3	2.3	2.3	37.4	37.4	37.4	35.3	35.3	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	4.2	4.2	32.3	2.3	2.3	37.4	37.4	37.4	35.3	35.3	35.1
DesignQueue:	3	24	1	5	28	0	2	1	2	2	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Roble (N-S) El Camino
Analyst: Alex File Name: 4AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	29	10	33	28	1	18	37	1007	34	77	1752	15
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru			*	
Right	*				Right			*	
Peds					Peds				
WB Left	*				SB Left	*	*		
Thru	*				Thru		*	*	
Right	*				Right		*	*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right	*	*		
Green	12.0A				Green	6.0A	12.0A	94.0P	
Yellow/AR	3.0				Yellow/AR	0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	134	1450	0.598	0.092	41.6	E	41.6	E
WB	LT	74	802	0.405	0.092	37.9	D	33.0	D
	R	365	1583	0.052	0.231	25.1	D		
NB	L	41	1770	0.955	0.023	130.6	F	8.1	B
	TR	4021	5561	0.300	0.723	4.1	A		
SB	L	204	1770	0.397	0.115	35.1	D	3.6	A
	TR	4551	5581	0.450	0.815	2.3	A		

Intersection Delay = 6.4 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.477

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 18.8
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	0 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	229	1018	11	0	2005	54	174	4	289	2	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	1018	11	0	2005	54	174	4	289	2	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	1018	11	0	2005	54	174	4	289	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1018	11	0	2005	54	174	4	289	2	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	1120	12	0	2206	59	174	4	289	2	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.97	0.03	0.00	2.92	0.08	0.98	0.02	1.00	0.33	0.00	0.67
Final Sat.:	1794	5326	57	0	5243	140	1754	40	1794	598	0	1196
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.00	0.42	0.42	0.10	0.10	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.3	95.8	95.8	0.0	73.5	73.5	28.2	28.2	28.2	28.2	0.0	28.2
Volume/Cap:	0.74	0.29	0.29	0.00	0.74	0.74	0.46	0.46	0.74	0.02	0.00	0.02
Delay/Veh:	39.4	3.7	3.7	0.0	14.4	14.4	29.2	29.2	35.9	25.9	0.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	3.7	3.7	0.0	14.4	14.4	29.2	29.2	35.9	25.9	0.0	25.9
DesignQueue:	14	22	0	0	77	2	10	0	17	0	0	0

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Alex File Name: 5AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	< 0
Volumes	174	4	289	2	1	4	229	1018	11		2005	54
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left		*		
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left	*				SB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	27.0P				Green	74.0P	20.0P		
Yellow/AR	3.0				Yellow/AR	3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	356	1712	0.526	0.208	36.0	D	51.2	E
	R	329	1583	0.925	0.208	60.5	F		
WB	LTR	298	1435	0.023	0.208	31.2	D	31.2	D
NB	L	272	1770	0.885	0.154	60.0	E	13.5	B
	TR	4163	5579	0.286	0.746	4.1	A		
SB	TR	3168	5566	0.753	0.569	16.8	C	16.8	C

Intersection Delay = 19.6 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.813

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 10.1
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	131	1186	12	17	1901	56	36	0	139	9	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1186	12	17	1901	56	36	0	139	9	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	1186	12	17	1901	56	36	0	139	9	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1186	12	17	1901	56	36	0	139	9	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	1305	13	17	2091	62	36	0	139	9	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.97	0.03	1.00	2.91	0.09	0.21	0.00	0.79	0.47	0.00	0.53
Final Sat.:	1794	5330	53	1794	5228	155	369	0	1425	850	0	944
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.01	0.40	0.40	0.10	0.00	0.10	0.01	0.00	0.01
Crit Moves:	****				****		****					
Green Time:	15.9	99.0	99.0	3.8	86.9	86.9	21.2	0.0	21.2	21.2	0.0	21.2
Volume/Cap:	0.60	0.32	0.32	0.32	0.60	0.60	0.60	0.00	0.60	0.06	0.00	0.06
Delay/Veh:	38.1	3.2	3.2	41.2	7.9	7.9	35.0	0.0	35.0	29.7	0.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	3.2	3.2	41.2	7.9	7.9	35.0	0.0	35.0	29.7	0.0	29.7
DesignQueue:	8	24	0	1	56	2	2	0	9	1	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Cambridge (N-S) El Camino
Analyst: Alex File Name: 6AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	36	1	139	9	1	10	131	1186	12	17	1901	56
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*	*	
Right	*				Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru			*	
Right	*				Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	21.0P				Green	5.0P	11.0P	87.0P	
Yellow/AR	3.0				Yellow/AR	0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	232	1438	0.796	0.162	51.6	E	51.6	E
WB	LTR	214	1327	0.098	0.162	35.3	D	35.3	D
NB	L	177	1770	0.780	0.100	56.5	E	8.8	B
	TR	4206	5580	0.330	0.754	4.0	A		
SB	L	27	1770	0.661	0.015	76.4	F	9.9	B
	TR	3724	5564	0.609	0.669	9.3	B		

Intersection Delay = 11.5 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.660

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.7
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ignore	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	833	117	814	1671	0	0	0	0	0	0	813
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	833	117	814	1671	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	833	117	814	1671	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	833	117	814	1671	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	833	117	814	1671	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.07	0.47	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	27.3	27.3	86.7	114	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.29	0.64	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	32.7	29.3	7.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	27.8	24.9	7.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	45	6	17	6	0	0	0	0	0	0	0

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

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Cycle (sec): 110 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 0.7
Optimal Cycle: 25 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	2 1	0	2 0	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	0	805	0	0	2031	39	14	0	12	8	15	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	805	0	0	2031	39	14	0	12	8	15	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	805	0	0	2031	39	14	0	12	8	15	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	805	0	0	2031	39	14	0	12	8	15	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.03	1.00	1.00	1.05	1.05	1.05
Final Vol.:	0	886	0	0	2234	43	14	0	12	8	16	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.94	0.06	2.00	0.00	1.00	0.64	1.28	0.08
Final Sat.:	0	5700	0	0	5592	108	3800	0	1900	1216	2432	152
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.40	0.40	0.00	0.00	0.01	0.01	0.01	0.01
Crit Moves:	****				****				****			****
Green Time:	0.0	101	0.0	0.0	101	100.7	1.6	0.0	1.6	1.7	1.7	1.7
Volume/Cap:	0.00	0.17	0.00	0.00	0.44	0.44	0.25	0.00	0.44	0.44	0.44	0.44
Delay/Veh:	0.0	0.3	0.0	0.0	0.5	0.5	35.2	0.0	41.1	38.0	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.0	0.0	0.5	0.5	35.2	0.0	41.1	38.0	38.0	38.0
DesignQueue:	0	5	0	0	13	0	1	0	1	0	1	0

****

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

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Intersection #9 El Camino Real/Quarry Road

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0	4 0	0	0 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

****

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.951
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 35.3
Optimal Cycle: 140 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	229	0	26	196	1	111	33	504	92	266	1149	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	0	26	196	1	111	33	504	92	266	1149	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	0	26	196	1	111	33	504	92	266	1149	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	0	26	196	1	111	33	504	92	266	1149	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	0	26	196	1	111	33	504	92	266	1149	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.01	0.99	0.10	1.61	0.29	0.35	1.51	0.14
Final Sat.:	1750	0	1750	1800	16	1784	189	2885	527	630	2721	249
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.01	0.11	0.06	0.06	0.17	0.17	0.17	0.42	0.42	0.42
Crit Moves:	****			****					****			****
Green Time:	13.8	0.0	58.2	11.5	11.5	29.8	18.4	18.4	18.4	44.4	44.4	44.4
Volume/Cap:	0.95	0.00	0.03	0.95	0.54	0.21	0.95	0.95	0.95	0.95	0.95	0.95
Delay/Veh:	64.9	0.0	6.7	60.5	32.6	20.0	47.9	47.9	47.9	29.7	29.7	29.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	64.9	0.0	5.7	51.4	27.7	17.0	40.7	40.7	40.7	25.3	25.3	25.3
DesignQueue:	11	0	1	10	0	4	2	24	4	9	40	4

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Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.357
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 5.0
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	10	10		7	10	0		0	0	0		7	0	10	
Lanes:	0 0	3 0	1		1 0	3 0	0		0 0	0 0	0		1 0	1! 0	0	
Volume Module:																
Base Vol:	0	827	119		62	1516	0		0	0	0		125	0	41	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	827	119		62	1516	0		0	0	0		125	0	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	827	119		62	1516	0		0	0	0		125	0	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	827	119		62	1516	0		0	0	0		125	0	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	827	119		62	1516	0		0	0	0		125	0	41	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.60	0.00	0.40	
Final Sat.:	0	5700	1750		1750	5700	0		0	0	0		2807	0	693	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.07		0.04	0.27	0.00		0.00	0.00	0.00		0.04	0.00	0.06	
Crit Moves:	****					****									****	
Green Time:	0.0	67.4	84.0		7.0	74.4	0.0		0.0	0.0	0.0		16.6	0.0	16.6	
Volume/Cap:	0.00	0.22	0.08		0.51	0.36	0.00		0.00	0.00	0.00		0.27	0.00	0.36	
Delay/Veh:	0.0	4.7	1.0		36.9	3.4	0.0		0.0	0.0	0.0		27.8	0.0	28.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	0.0	4.0	0.9		36.9	2.9	0.0		0.0	0.0	0.0		23.6	0.0	24.1	
DesignQueue:	0	16	1		3	23	0		0	0	0		6	0	2	

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1985 HCM Operations Method (Base Volume Alternative)

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Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

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Cycle (sec): 120 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 32.6
Optimal Cycle: 90 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	432	713	143	249	1264	128	73	154	116	245	615	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	713	143	249	1264	128	73	154	116	245	615	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	713	143	249	1264	128	73	154	116	245	615	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	713	143	249	1264	128	73	154	116	245	615	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	432	713	143	249	1264	128	73	154	116	245	615	160
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	1.06	0.97	0.97	1.04	1.00
Lanes:	1.00	3.00	1.00	1.00	2.71	0.29	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	5700	1750	1750	5084	515	1750	3800	1750	1750	2936	764
Capacity Analysis Module:												
Vol/Sat:	0.25	0.13	0.08	0.14	0.25	0.25	0.04	0.04	0.07	0.14	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	34.3	32.2	61.3	36.7	34.6	34.6	10.0	10.0	44.3	29.1	29.1	29.1
Volume/Cap:	0.86	0.47	0.16	0.47	0.86	0.86	0.50	0.49	0.18	0.58	0.86	0.86
Delay/Veh:	41.0	28.1	11.9	26.1	34.4	34.4	42.2	40.9	19.4	31.8	39.3	39.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	41.0	23.8	10.1	26.1	29.3	29.3	42.2	34.8	16.5	31.8	33.4	33.4
DesignQueue:	22	36	5	12	64	6	5	10	5	13	33	9

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1985 HCM Operations Method (Base Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 22.9
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	10	10		7	10	0		0	0	0		7	0	10	
Lanes:	0 0	3 0	1		1 0	3 0	0		0 0	0 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	1255	248		171	1418	0		0	0	0		219	0	339	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1255	248		171	1418	0		0	0	0		219	0	339	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1255	248		171	1418	0		0	0	0		219	0	339	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1255	248		171	1418	0		0	0	0		219	0	339	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1255	248		171	1418	0		0	0	0		219	0	339	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97		0.97	0.97	0.97	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		0.39	0.00	0.61	
Final Sat.:	0	5700	1750		1750	5700	0		0	0	0		687	0	1063	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.14		0.10	0.25	0.00		0.00	0.00	0.00		0.32	0.00	0.32	
Crit Moves:		****			****								****			
Green Time:	0.0	33.9	83.0		15.0	48.9	0.0		0.0	0.0	0.0		49.1	0.0	49.1	
Volume/Cap:	0.00	0.71	0.19		0.71	0.56	0.00		0.00	0.00	0.00		0.71	0.00	0.71	
Delay/Veh:	0.0	26.7	3.0		41.1	17.4	0.0		0.0	0.0	0.0		21.0	0.0	21.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	0.0	22.7	2.5		41.1	14.8	0.0		0.0	0.0	0.0		17.9	0.0	17.9	
DesignQueue:	0	56	4		9	51	0		0	0	0		8	0	12	

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1985 HCM Operations Method (Base Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 14.9
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	261	1504	3	65	1484	138	66	5	126	22	5	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	1504	3	65	1484	138	66	5	126	22	5	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	1504	3	65	1484	138	66	5	126	22	5	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1504	3	65	1484	138	66	5	126	22	5	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	261	1504	3	65	1484	138	66	5	126	22	5	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.99	0.01	1.00	2.74	0.26	1.00	1.00	1.00	0.81	0.19	1.00
Final Sat.:	1750	5589	11	1750	5123	476	1750	1900	1750	1467	333	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.27	0.04	0.29	0.29	0.04	0.00	0.07	0.02	0.02	0.01
Crit Moves:	****				****		****					
Green Time:	37.9	97.9	97.9	13.5	73.6	73.6	9.6	9.6	47.4	9.6	9.6	23.1
Volume/Cap:	0.51	0.36	0.36	0.36	0.51	0.51	0.51	0.04	0.20	0.20	0.20	0.08
Delay/Veh:	29.9	4.1	4.1	41.7	13.2	13.2	46.8	42.5	21.5	43.1	43.1	33.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	29.9	3.5	3.5	41.7	11.2	11.2	46.8	36.1	18.3	36.7	36.7	28.8
DesignQueue:	14	29	0	4	50	5	4	0	6	1	0	1

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Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.3
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 3 0 1			0 0 1! 0 0			1 0 1 0 1		
Volume Module:												
Base Vol:	386	1646	49	22	1467	230	197	8	254	17	59	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	1646	49	22	1467	230	197	8	254	17	59	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	1646	49	22	1467	230	197	8	254	17	59	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	1646	49	22	1467	230	197	8	254	17	59	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	386	1646	49	22	1467	230	197	8	254	17	59	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.06	0.97	0.97	0.97	0.97	0.97	1.06	0.97
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.43	0.02	0.55	1.00	1.00	1.00
Final Sat.:	1750	5438	162	1750	5700	1750	751	31	968	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.30	0.01	0.26	0.13	0.26	0.26	0.26	0.01	0.03	0.01
Crit Moves:	****				****			****				
Green Time:	30.1	62.6	62.6	2.6	35.1	35.1	35.8	35.8	35.8	35.8	35.8	38.4
Volume/Cap:	0.81	0.53	0.53	0.53	0.81	0.41	0.81	0.81	0.81	0.03	0.10	0.03
Delay/Veh:	35.1	11.3	11.3	49.3	28.1	22.6	31.6	31.6	31.6	19.2	19.6	17.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.1	9.6	9.6	49.3	23.8	19.2	26.9	26.9	26.9	19.2	16.7	15.2
DesignQueue:	18	47	1	1	65	10	9	0	11	1	2	1

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1985 HCM Operations Method (Base Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.0
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			1 0 0 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	141	1889	48	138	1357	252	63	48	85	69	109	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1889	48	138	1357	252	63	48	85	69	109	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1889	48	138	1357	252	63	48	85	69	109	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1889	48	138	1357	252	63	48	85	69	109	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	1889	48	138	1357	252	63	48	85	69	109	120
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.92	0.08	1.00	2.51	0.49	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5461	139	1750	4722	877	1750	650	1150	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.08	0.29	0.29	0.04	0.07	0.07	0.04	0.06	0.07
Crit Moves:		****		****				****		****		
Green Time:	18.7	69.4	69.4	15.8	66.6	66.6	8.8	14.8	14.8	7.9	14.0	29.8
Volume/Cap:	0.52	0.60	0.60	0.60	0.52	0.52	0.49	0.60	0.60	0.60	0.49	0.28
Delay/Veh:	36.8	12.6	12.6	40.3	12.8	12.8	43.1	40.9	40.9	47.1	39.2	27.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	36.8	10.7	10.7	40.3	10.9	10.9	43.1	34.8	34.8	47.1	33.3	23.6
DesignQueue:	8	58	1	8	44	8	4	3	5	4	7	6

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Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 140 Critical Vol./Cap. (X): 1.120
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 93.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-		R	L	-	T	-		R	L	-	T	-		R	L	-	T	-		R
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ovl						Ovl					
Min. Green:	7		10			10	7		10			10	7		10			10	7		10			10
Lanes:	2	0	2	1		0	2	0	2	1		0	2	0	2	0		1	2	0	1	1		0
Volume Module:																								
Base Vol:	600		1349			261	500		706			269	408		828			249	558		1330			327
Growth Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
Initial Bse:	600		1349			261	500		706			269	408		828			249	558		1330			327
User Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
PHF Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
PHF Volume:	600		1349			261	500		706			269	408		828			249	558		1330			327
Reduct Vol:	0		0			0	0		0			0	0		0			0	0		0			0
Reduced Vol:	600		1349			261	500		706			269	408		828			249	558		1330			327
PCE Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
MLF Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
Final Vol.:	600		1349			261	500		706			269	408		828			249	558		1330			327
Saturation Flow Module:																								
Sat/Lane:	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800			1800
Adjustment:	0.88		1.04			1.00	0.88		1.05			1.00	0.88		1.06			0.97	0.88		1.03			1.00
Lanes:	2.00		2.50			0.50	2.00		2.14			0.86	2.00		2.00			1.00	2.00		1.59			0.41
Final Sat.:	3150		4691			908	3150		4053			1544	3150		3800			1750	3150		2969			730
Capacity Analysis Module:																								
Vol/Sat:	0.19		0.29			0.29	0.16		0.17			0.17	0.13		0.22			0.14	0.18		0.45			0.45
Crit Moves:			****				****						****								****			
Green Time:	29.1		36.0			36.0	19.8		26.7			26.7	16.2		39.8			69.0	32.4		56.0			75.9
Volume/Cap:	0.91		1.12			1.12	1.12		0.91			0.91	1.12		0.77			0.29	0.77		1.12			0.83
Delay/Veh:	53.8		103			102.7	123.2		50.9			50.9	128.4		37.2			16.0	41.6		95.9			22.4
Delay Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
ProgAdjFctr:	1.00		0.85			0.85	1.00		0.85			0.85	1.00		0.85			0.85	1.00		0.85			0.85
AdjDel/Veh:	53.8		87.3			87.3	123.2		43.2			43.2	128.4		31.6			13.6	41.6		81.5			19.0
DesignQueue:	39		84			16	35		47			18	29		49			10	35		70			13

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.3
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	24	105	350	43	103	32	18	679	17	403	1426	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	105	350	43	103	32	18	679	17	403	1426	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	105	350	43	103	32	18	679	17	403	1426	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	105	350	43	103	32	18	679	17	403	1426	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	24	105	350	43	103	32	18	713	18	403	1497	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.59	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.29	0.71	1.00	1.00	1.95	0.05	1.00	1.90	0.10
Final Sat.:	353	1547	1900	325	1340	1900	1900	3706	94	1900	3612	188
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.18	0.13	0.08	0.02	0.01	0.19	0.19	0.21	0.41	0.41
Crit Moves:		****		****			****				****	
Green Time:	19.0	19.0	81.1	40.5	40.5	40.5	2.6	56.4	56.4	62.2	116	137.4
Volume/Cap:	0.59	0.59	0.37	0.54	0.31	0.07	0.59	0.56	0.56	0.56	0.59	0.50
Delay/Veh:	47.8	47.8	17.0	2.1	33.0	30.9	69.0	29.0	29.0	27.1	8.3	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	47.8	17.0	2.1	33.0	30.9	69.0	29.0	29.0	27.1	8.3	2.7
DesignQueue:	2	9	17	3	7	2	2	45	1	24	46	1

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Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.1
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	47	398	74	83	650	72	27	313	32	113	689	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	398	74	83	650	72	27	313	32	113	689	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	398	74	83	650	72	27	313	32	113	689	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	398	74	83	650	72	27	313	32	113	689	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	398	74	83	650	72	27	313	32	113	689	92
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.18	1.53	0.29	0.21	1.61	0.18	1.00	0.91	0.09	1.00	1.76	0.24
Final Sat.:	326	2761	513	371	2907	322	1750	1633	167	1750	3264	436
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.22	0.22	0.22	0.02	0.19	0.19	0.06	0.21	0.21
Crit Moves:	****			****							****	
Green Time:	20.2	20.2	20.2	31.3	31.3	31.3	29.5	29.5	29.5	29.5	29.5	29.5
Volume/Cap:	0.64	0.64	0.64	0.64	0.64	0.64	0.05	0.58	0.58	0.20	0.64	0.64
Delay/Veh:	25.3	25.3	25.3	19.6	19.6	19.6	15.7	20.2	20.2	16.5	20.4	20.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	21.5	21.5	21.5	16.6	16.6	16.6	15.7	17.2	17.2	16.5	17.3	17.3
DesignQueue:	2	16	3	3	22	2	1	11	1	4	24	3

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Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 27.3
Optimal Cycle: 61 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 1	0 1	0	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	65	440	255	399	536	69	68	157	53	413	238	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	440	255	399	536	69	68	157	53	413	238	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	440	255	399	536	69	68	157	53	413	238	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	440	255	399	536	69	68	157	53	413	238	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.10	1.10	1.10	1.00	1.00	1.00	1.05	1.05	1.00
Final Vol.:	65	462	255	439	590	76	68	157	53	434	250	388
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.97	0.97	0.97	0.97	0.97	1.03	1.03	0.97	1.00	0.97
Lanes:	1.00	2.00	1.00	1.19	1.60	0.21	1.00	1.00	1.00	1.28	0.72	1.00
Final Sat.:	1850	3800	1850	2205	2963	382	1850	1950	1950	2370	1365	1850
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.14	0.20	0.20	0.20	0.04	0.08	0.03	0.18	0.18	0.21
Crit Moves:			****	****				****				****
Green Time:	7.9	21.5	21.5	31.1	44.8	44.8	12.6	12.6	12.6	32.8	32.8	32.8
Volume/Cap:	0.49	0.62	0.70	0.70	0.49	0.49	0.32	0.70	0.24	0.61	0.61	0.70
Delay/Veh:	34.0	27.3	30.8	23.8	15.7	15.7	29.2	36.8	28.8	22.2	22.2	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	27.3	30.8	23.8	15.7	15.7	29.2	36.8	28.8	22.2	22.2	25.0
DesignQueue:	4	23	13	20	23	3	4	9	3	20	11	18

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Alex File Name: 20AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	> 1	1	1	2	1	1	> 2	< 0
Volumes	27	313	32	113	689	92	47	398	74	83	650	72
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A	46.0A			Green		8.0A	27.0A		
Yellow/AR		3.0	3.0			Yellow/AR		0.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	322	1770	0.087	0.182	24.2	C	53.9	E
	T	339	1863	0.971	0.182	59.5	E		
	R	288	1583	0.118	0.182	24.3	C		
WB	L	740	1770	0.128	0.418	12.7	B	32.5	D
	LT	778	1860	0.963	0.418	37.5	D		
	R	662	1583	0.147	0.418	12.8	B		
NB	L	80	1770	0.609	0.045	41.8	E	20.6	C
	T	1185	3725	0.371	0.318	18.8	C		
	R	504	1583	0.155	0.318	17.4	C		
SB	L	173	706	0.502	0.245	24.5	C	31.0	D
	LTR	901	3670	0.886	0.245	31.7	D		

Intersection Delay = 32.6 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.925

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.7
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	107	350	36	113	313	61	29	751	74	45	941	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	350	36	113	313	61	29	751	74	45	941	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	350	36	113	313	61	29	751	74	45	941	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	350	36	113	313	61	29	751	74	45	941	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	350	36	113	313	61	29	751	74	45	941	104
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.43	1.42	0.15	0.46	1.29	0.25	1.00	1.82	0.18	1.00	1.80	0.20
Final Sat.:	781	2556	263	835	2314	451	1750	3368	332	1750	3331	368
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.22	0.22	0.03	0.28	0.28
Crit Moves:		****				****					****	
Green Time:	20.0	20.0	20.0	19.8	19.8	19.8	41.2	41.2	41.2	41.2	41.2	41.2
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.04	0.49	0.49	0.06	0.62	0.62
Delay/Veh:	25.0	25.0	25.0	25.1	25.1	25.1	10.2	13.1	13.1	10.3	14.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	21.3	21.3	21.3	21.4	21.4	21.4	10.2	11.1	11.1	10.3	12.3	12.3
DesignQueue:	4	14	1	5	13	2	1	22	2	1	27	3

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #22 Alma Street/Churchill Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 38.7
Optimal Cycle: 93 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1 1 0			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	347	1352	30	7	939	163	149	166	173	84	135	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	1352	30	7	939	163	149	166	173	84	135	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	347	1352	30	7	939	163	149	166	173	84	135	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	1352	30	7	939	163	149	166	173	84	135	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	347	1352	30	7	939	163	149	166	173	84	135	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.47	0.53	1.00	0.36	0.58	0.06
Final Sat.:	1750	3620	80	1750	3800	1750	851	949	1750	628	1010	112
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.37	0.00	0.25	0.09	0.17	0.18	0.10	0.13	0.13	0.13
Crit Moves:	****				****			****				****
Green Time:	33.7	68.6	68.6	7.0	41.9	71.6	29.7	29.7	63.4	22.7	22.7	22.7
Volume/Cap:	0.82	0.76	0.76	0.08	0.82	0.18	0.82	0.82	0.22	0.82	0.82	0.82
Delay/Veh:	47.0	23.5	23.5	48.2	38.2	14.0	49.5	49.5	17.7	55.2	55.2	55.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	47.0	19.9	19.9	48.2	32.5	11.9	42.0	42.0	15.1	46.9	46.9	46.9
DesignQueue:	22	59	1	1	55	6	10	11	8	6	9	1

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

Cycle (sec): 180 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 37.7
Optimal Cycle: 140 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	83	514	319	257	362	190	325	1921	185	66	672	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	514	319	257	362	190	325	1921	185	66	672	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	514	319	257	362	190	325	1921	185	66	672	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	514	319	257	362	190	325	1921	185	66	672	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	514	319	257	362	190	325	1921	185	66	672	186
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	1.06	0.97	0.97	1.04	1.00
Lanes:	1.00	2.00	1.00	1.00	1.29	0.71	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1750	3800	1750	1750	2426	1273	1750	3800	1750	1750	2897	802
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.18	0.15	0.15	0.15	0.19	0.51	0.11	0.04	0.23	0.23
Crit Moves:			****		****			****		****		
Green Time:	28.8	28.8	36.3	30.0	30.0	30.0	48.5	101	130.2	7.6	60.5	60.5
Volume/Cap:	0.30	0.85	0.90	0.88	0.90	0.90	0.69	0.90	0.15	0.90	0.69	0.69
Delay/Veh:	50.7	62.4	71.2	73.5	67.2	67.2	47.8	30.3	5.8	114.0	40.4	40.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	43.1	53.0	60.5	73.5	57.1	57.1	47.8	25.8	5.0	114.0	34.3	34.3
DesignQueue:	7	45	27	22	31	16	25	97	5	6	47	13

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.9
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	10
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	556	409	150	436	0	0	0	0	259	0	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	409	150	436	0	0	0	0	259	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	556	409	150	436	0	0	0	0	259	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	556	409	150	436	0	0	0	0	259	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	556	409	150	436	0	0	0	0	259	0	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.23	0.09	0.23	0.00	0.00	0.00	0.00	0.15	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	28.4	42.7	8.3	36.7	0.0	0.0	0.0	0.0	14.3	0.0	22.6
Volume/Cap:	0.00	0.62	0.33	0.62	0.38	0.00	0.00	0.00	0.00	0.62	0.00	0.08
Delay/Veh:	0.0	9.9	2.5	21.9	4.6	0.0	0.0	0.0	0.0	17.5	0.0	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	8.4	2.2	21.9	3.9	0.0	0.0	0.0	0.0	17.5	0.0	7.7
DesignQueue:	0	11	4	4	6	0	0	0	0	7	0	1

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.2
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	475	110	252	510	0	0	0	0	13	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	475	110	252	510	0	0	0	0	13	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	475	110	252	510	0	0	0	0	13	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	475	110	252	510	0	0	0	0	13	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	475	110	252	510	0	0	0	0	13	0	73
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.06	0.14	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	69.1	69.1	39.8	109	0.0	0.0	0.0	0.0	2.1	0.0	41.9
Volume/Cap:	0.00	0.43	0.11	0.43	0.30	0.00	0.00	0.00	0.00	0.43	0.00	0.12
Delay/Veh:	0.0	11.1	8.7	24.1	0.6	0.0	0.0	0.0	0.0	50.2	0.0	20.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	9.4	7.4	24.1	0.5	0.0	0.0	0.0	0.0	50.2	0.0	17.1
DesignQueue:	0	14	3	12	3	0	0	0	0	1	0	3

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.1
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	62	329	301	649	905	34	6	5	2	119	3	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	329	301	649	905	34	6	5	2	119	3	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	329	301	649	905	34	6	5	2	119	3	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	329	301	649	905	34	6	5	2	119	3	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	329	301	649	905	34	6	5	2	119	3	188
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.47	0.38	0.15	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	1750	1735	65	808	673	269	1756	44	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.37	0.52	0.52	0.01	0.01	0.01	0.07	0.07	0.11
Crit Moves:	****				****			****			****	
Green Time:	3.5	17.3	17.3	37.1	50.9	50.9	10.0	10.0	10.0	6.6	6.6	43.7
Volume/Cap:	0.82	0.80	0.79	0.80	0.82	0.82	0.06	0.06	0.06	0.82	0.82	0.20
Delay/Veh:	60.6	30.0	30.2	17.9	11.8	11.8	23.5	23.5	23.5	46.8	46.8	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	60.6	25.5	25.7	17.9	10.0	10.0	19.9	19.9	19.9	39.8	39.8	6.0
DesignQueue:	3	12	11	17	17	1	0	0	0	5	0	4

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 48.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	76	0	370	0	0	0	0	748	667	892	524	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	370	0	0	0	0	748	667	892	524	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	0	370	0	0	0	0	748	667	892	524	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	370	0	0	0	0	748	667	892	524	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	76	0	370	0	0	0	0	785	700	892	524	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1617	0	1617	0	0	0	0	1862	1617	1936	1911	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.23	0.00	0.00	0.00	0.00	0.42	0.43	0.46	0.27	0.00
Crit Moves:	****								****	****		
Green Time:	5.0	0.0	54.5	0.0	0.0	0.0	0.0	46.5	46.5	49.5	49.5	0.0
Volume/Cap:	1.02	0.00	0.46	0.00	0.00	0.00	0.00	1.00	1.02	1.02	0.61	0.00
Delay/Veh:	123.9	0.0	12.0	0.0	0.0	0.0	0.0	37.9	44.8	44.3	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.9	0.0	12.0	0.0	0.0	0.0	0.0	37.9	44.8	44.3	15.2	0.0
DesignQueue:	4	0	12	0	0	0	0	31	27	34	19	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		748	667	892	524		76		370			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	48.0A	46.0A			Green	7.0A			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	1511	3462	1.035	0.436	46.9	E	46.9	E
WB	LT	1510	3612	1.037	0.418	48.2	E	48.2	E
NB	L	113	1770	0.710	0.064	44.9	E	17.4	C
	R	806	1583	0.483	0.509	11.7	B		

Intersection Delay = 43.6 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 1.013

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.053
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 45.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	1 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	150	633	0	54	43	194	1658	0	0	654	102
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	150	0	0	54	43	194	1658	0	0	654	102
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	150	0	0	54	43	194	1658	0	0	654	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	150	0	0	54	43	194	1658	0	0	654	102
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	150	0	0	54	43	204	1741	0	0	687	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	0.21	1.79	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1950	1650	1975	1975	1975	0	3724	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.03	0.03	0.10	0.88	0.00	0.00	0.18	0.06
Crit Moves:		****			****			****		****		
Green Time:	0.0	7.7	0.0	0.0	2.6	2.6	30.0	83.7	0.0	0.0	53.7	53.7
Volume/Cap:	0.00	1.05	0.00	0.00	1.05	0.99	0.34	1.05	0.00	0.00	0.34	0.12
Delay/Veh:	0.0	107	0.0	0.0	152	132.6	17.6	36.4	0.0	0.0	8.5	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	107	0.0	0.0	152	132.6	17.6	36.4	0.0	0.0	8.5	7.4
DesignQueue:	0	8	0	0	3	2	9	18	0	0	19	3

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) I-280 (N-S) San Hill Cir.
Analyst: Alex File Name: 28AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	0	> 2	1	0	> 1	1	0	> 1	1
Volumes	194	1658		1	654	102	1	150	633	1	54	43
Lane W (ft)		12.0			12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vols			0			0			633			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right						Right	*			
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*				WB	Right		*		
Green		58.0A	22.0A			Green		10.0A	8.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	1954	3706	1.047	0.527	45.4	E	45.4	E
WB	LT	745	3725	0.970	0.200	47.4	E	43.9	E
	R	432	1583	0.248	0.273	20.2	C		
NB	LT	169	1862	0.939	0.091	69.3	F	69.3	F
	R	169	1863	0.000	0.091	0.0	A		
SB	LT	135	1861	0.429	0.073	32.9	D	20.7	C
	R	993	1583	0.045	0.627	5.1	B		

Intersection Delay = 45.4 sec/veh Intersection LOS = E

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.968

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 3.9
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	128	0	164	156	1771	0	0	715	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	164	156	1771	0	0	715	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	128	0	164	156	1771	0	0	715	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	164	156	1771	0	0	715	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	128	0	164	156	1860	0	0	751	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	0.98	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.71	0.29
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3178	546
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.08	0.48	0.00	0.00	0.24	0.24
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	11.3	0.0	29.8	18.5	72.7	0.0	0.0	54.2	54.2
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.29	0.39	0.59	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	27.2	0.0	14.5	20.3	2.3	0.0	0.0	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.2	0.0	14.5	20.3	2.3	0.0	0.0	6.1	6.1
DesignQueue:	0	0	0	6	0	6	6	21	0	0	16	3

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Sharon Park (N-S) Sand Hill
Analyst: Alex File Name: 29AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	< 0	0	0	0	1	0	1
Volumes	156	1771		1	715	123				128		164
Lane W (ft)	12.0	12.0		12.0	12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00		3.00	3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*	*			NB Left				
Thru		*	*		Thru				
Right					Right				
Peds					Peds				
WB Left	*				SB Left	*			
Thru			*		Thru				
Right			*		Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*	*	*		WB Right				
Green	6.0A	12.0A	53.0A		Green	13.0A			
Yellow/AR	0.0	0.0	3.0		Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	295	1770	0.556	0.167	24.0	C	6.9	B
	T	2690	3725	0.727	0.722	5.4	B		
WB	L	59	1770	0.017	0.033	27.2	D	6.7	B
	TR	2146	3644	0.432	0.589	6.7	B		
SB	L	256	1770	0.528	0.144	24.7	C	10.8	B
	R	1530	1583	0.113	0.967	0.0	A		

Intersection Delay = 7.2 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.669

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 30.9
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 1 0 1 0		
Volume Module:												
Base Vol:	200	647	290	196	833	261	426	1011	405	176	448	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	647	290	196	833	261	426	1011	405	176	448	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	647	290	196	833	261	426	1011	405	176	448	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	647	290	196	833	261	426	1011	405	176	448	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.00	1.00
Final Vol.:	200	679	290	196	875	261	426	1062	405	185	448	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	3178	546
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.10	0.23	0.16	0.22	0.27	0.25	0.10	0.14	0.14
Crit Moves:	****				****			****				****
Green Time:	16.8	33.9	56.8	19.6	36.7	36.7	44.6	44.6	44.6	22.9	22.9	22.9
Volume/Cap:	0.80	0.67	0.41	0.67	0.80	0.57	0.64	0.80	0.73	0.54	0.80	0.80
Delay/Veh:	46.8	29.0	16.4	37.8	31.0	27.1	24.7	27.5	27.6	31.9	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	29.0	16.4	37.8	31.0	27.1	24.7	27.5	27.6	31.9	36.9	36.9
DesignQueue:	13	38	12	12	48	14	21	54	20	11	28	5

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	426	1011	405	176	448	77	200	647	290	196	833	261
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		45.0A	23.0A			Green		17.0A	33.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	613	1770	0.731	0.346	27.1	D	23.7	C
	T	1289	3725	0.866	0.346	30.2	D		
	R	1230	1583	0.346	0.777	2.9	A		
WB	L	313	1770	0.530	0.177	32.8	D	45.4	E
	LTR	644	3640	0.932	0.177	48.8	E		
NB	L	231	1770	0.912	0.131	61.6	F	33.0	D
	T	946	3725	0.756	0.254	31.4	D		
	R	682	1583	0.447	0.431	17.2	C		
SB	L	231	1770	0.890	0.131	58.0	E	41.7	E
	T	946	3725	0.974	0.254	48.3	E		
	R	986	1583	0.279	0.623	7.3	B		

Intersection Delay = 33.6 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.916

Stanford Community Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 34.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	141	0	239	0	1580	0	0	579	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	0	239	0	1580	0	0	579	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	239	0	1580	0	0	579	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	239	0	1580	0	0	579	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	141	0	239	0	1580	0	0	579	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.14	0.00	0.82	0.00	0.00	0.31	0.02
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	13.7	0.0	13.7	0.0	80.3	0.0	0.0	80.3	80.3
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	1.02	0.00	1.02	0.00	0.00	0.39	0.02
Delay/Veh:	0.0	0.0	0.0	29.2	0.0	78.0	0.0	27.9	0.0	0.0	1.9	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.2	0.0	78.0	0.0	27.9	0.0	0.0	1.9	1.3
DesignQueue:	0	0	0	7	0	12	0	22	0	0	7	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		1580			579	29				141		239
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	86.0P				Green	8.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1602	1863	1.038	0.860	32.6	D	32.6	D
WB	T	1602	1863	0.380	0.860	1.2	A	1.2	A
	R	1361	1583	0.023	0.860	0.8	A		
SB	L	142	1770	1.045	0.080	109.0	F	40.3	E
	R	1583	1583	0.159	1.000	0.0	A		

Intersection Delay = 26.3 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 1.039

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1985 HCM Operations Method (Base Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 5.4
Optimal Cycle: 80 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	0	0	10	10
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	12	0	26	2	1429	0	0	499	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	26	2	1429	0	0	499	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	0	26	2	1429	0	0	499	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	26	2	1429	0	0	499	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	12	0	26	2	1429	0	0	499	13
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.75	0.00	0.00	0.26	0.01
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	1.8	0.0	1.8	7.0	89.2	0.0	0.0	82.2	82.2
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.84	0.02	0.84	0.00	0.00	0.32	0.01
Delay/Veh:	0.0	0.0	0.0	40.8	0.0	101.4	32.9	4.7	0.0	0.0	1.7	1.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	40.8	0.0	86.2	32.9	4.0	0.0	0.0	1.4	1.0
DesignQueue:	0	0	0	1	0	1	0	11	0	0	5	0

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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 7.6
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	107	0	36	0	0	0	0	777	617	72	385	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	0	36	0	0	0	0	777	617	72	385	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	36	0	0	0	0	777	617	72	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	36	0	0	0	0	777	617	72	385	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	0	36	0	0	0	0	777	617	72	385	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.41	0.35	0.04	0.20	0.00
Crit Moves:			****					****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	64.0	74.0	7.0	71.0	0.0
Volume/Cap:	0.31	0.00	0.19	0.00	0.00	0.00	0.00	0.58	0.43	0.53	0.26	0.00
Delay/Veh:	28.1	0.0	27.6	0.0	0.0	0.0	0.0	5.3	1.8	33.3	1.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	28.1	0.0	23.5	0.0	0.0	0.0	0.0	4.5	1.5	33.3	1.6	0.0
DesignQueue:	5	0	2	0	0	0	0	13	6	3	4	0

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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 5.9
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	7	0	10		0	0	0		0	10	10		7	10	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	359	0	10		0	0	0		0	146	660		3	114	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	359	0	10		0	0	0		0	146	660		3	114	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	359	0	10		0	0	0		0	146	660		3	114	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	359	0	10		0	0	0		0	146	660		3	114	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	359	0	10		0	0	0		0	146	660		3	114	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1750	0	1750		0	0	0		0	1900	1750		1750	1900	0	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.00	0.01		0.00	0.00	0.00		0.00	0.08	0.38		0.00	0.06	0.00	
Crit Moves:	****										****		****			
Green Time:	40.3	0.0	40.3		0.0	0.0	0.0		0.0	33.7	74.0		7.0	40.7	0.0	
Volume/Cap:	0.46	0.00	0.01		0.00	0.00	0.00		0.00	0.20	0.46		0.02	0.13	0.00	
Delay/Veh:	13.5	0.0	10.5		0.0	0.0	0.0		0.0	14.5	1.9		29.1	10.9	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85	
AdjDel/Veh:	13.5	0.0	8.9		0.0	0.0	0.0		0.0	12.3	1.6		29.1	9.3	0.0	
DesignQueue:	10	0	0		0	0	0		0	5	6		0	3	0	

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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 19.4
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1 0	1 0		1 0	1 1 0		1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	540	278	16	37	409	12	8	99	216	19	320	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	278	16	37	409	12	8	99	216	19	320	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	278	16	37	409	12	8	99	216	19	320	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	278	16	37	409	12	8	99	216	19	320	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	540	278	16	37	409	12	8	99	216	19	320	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.99	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97	0.97	1.00	1.00
Lanes:	1.95	0.99	0.06	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	3464	1783	103	1750	3594	105	1750	1900	1750	1750	1694	106
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.02	0.11	0.11	0.00	0.05	0.12	0.01	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	24.1	24.1	24.1	17.6	17.6	17.6	7.0	29.2	53.4	7.0	29.2	29.2
Volume/Cap:	0.58	0.58	0.58	0.11	0.58	0.58	0.06	0.16	0.21	0.14	0.58	0.58
Delay/Veh:	22.1	22.1	22.1	22.6	25.8	25.8	29.2	16.5	6.5	29.4	20.3	20.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	18.8	18.8	18.8	22.6	22.0	22.0	29.2	14.0	5.5	29.4	17.3	17.3
DesignQueue:	21	11	1	1	17	0	0	3	5	1	11	1

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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 90 Critical Vol./Cap. (X): 0.927
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 35.2
Optimal Cycle: 112 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:		Include			Include			Include			Ovl	
Min. Green:	7	10	10	7	10	10	0	10	10	0	10	10
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1 1	0	0 0	1 0	1
Volume Module:												
Base Vol:	72	445	6	462	298	18	0	92	6	0	515	585
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	445	6	462	298	18	0	92	6	0	515	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	445	6	462	298	18	0	92	6	0	515	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	445	6	462	298	18	0	92	6	0	515	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	445	6	462	298	18	0	92	6	0	515	585
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.14	0.85	0.01	1.00	0.94	0.06	0.00	1.87	0.13	0.00	1.00	1.00
Final Sat.:	241	1489	20	1750	1697	103	0	3473	227	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.26	0.18	0.18	0.00	0.03	0.03	0.00	0.27	0.33
Crit Moves:		****		****							****	
Green Time:	29.0	29.0	29.0	25.6	25.6	25.6	0.0	26.3	26.3	0.0	26.3	52.0
Volume/Cap:	0.93	0.93	0.93	0.93	0.62	0.62	0.00	0.09	0.09	0.00	0.93	0.58
Delay/Veh:	37.9	37.9	37.9	40.7	22.8	22.8	0.0	17.6	17.6	0.0	39.2	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	32.2	32.2	32.2	40.7	19.4	19.4	0.0	14.9	14.9	0.0	33.3	8.3
DesignQueue:	3	16	0	18	11	1	0	3	0	0	20	13

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Average Crit Del (sec/veh): 18.2 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Ignore			Include			Ignore		
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 2 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	257	0	61	0	204	0	0	761	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	0	0	257	0	0	0	204	0	0	761	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	257	0	0	0	204	0	0	761	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	257	0	0	0	204	0	0	761	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	0	0	0	283	0	0	0	204	0	0	761	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	965	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	292	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	292	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	80.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	0.0			80.4			0.0			0.0		

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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.241
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 7.5
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0 0 0 0			1 0 0 1 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	304	108	24	0	12	5	17	16	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	304	108	24	0	12	5	17	16	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	304	108	24	0	12	5	17	16	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	108	24	0	12	5	17	16	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	304	108	24	0	12	5	17	16	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.82	0.18	0.00	0.71	0.29	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1473	327	0	1271	529	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.07	0.07	0.00	0.01	0.01	0.01	0.01	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	31.0	31.0	31.0	0.0	10.0	10.0	7.0	17.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.14	0.14	0.00	0.06	0.06	0.08	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	6.5	5.8	5.8	0.0	16.0	16.0	18.0	11.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	6.5	4.9	4.9	0.0	13.6	13.6	18.0	10.0	0.0
DesignQueue:	0	0	0	5	2	0	0	0	0	1	0	0

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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.193
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.7
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	13	78	47	0	0	0	29	289	0	0	17	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	78	47	0	0	0	29	289	0	0	17	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	78	47	0	0	0	29	289	0	0	17	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	78	47	0	0	0	29	289	0	0	17	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	78	47	0	0	0	29	289	0	0	17	174
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.19	1.13	0.68	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	339	2035	1226	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.02	0.15	0.00	0.00	0.01	0.10
Crit Moves:		****					****					****
Green Time:	11.4	11.4	11.4	0.0	0.0	0.0	7.0	36.6	0.0	0.0	29.6	29.6
Volume/Cap:	0.20	0.20	0.20	0.00	0.00	0.00	0.14	0.25	0.00	0.00	0.02	0.20
Delay/Veh:	15.6	15.6	15.6	0.0	0.0	0.0	18.1	4.1	0.0	0.0	5.9	6.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	13.2	13.2	13.2	0.0	0.0	0.0	18.1	3.5	0.0	0.0	5.0	5.5
DesignQueue:	0	2	1	0	0	0	1	4	0	0	0	3

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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec): 80 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 11.0
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	6	6	188	30	65	59	110	11	12	300	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	6	6	188	30	65	59	110	11	12	300	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	6	6	188	30	65	59	110	11	12	300	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	6	6	188	30	65	59	110	11	12	300	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	6	6	188	30	65	59	110	11	12	300	494
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.25	0.37	0.38	1.50	0.16	0.34	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	437	656	656	2620	278	602	1750	3363	336	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.11	0.11	0.03	0.03	0.03	0.01	0.16	0.28
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	18.2	18.2	18.2	7.0	23.4	23.4	16.4	32.8	51.0
Volume/Cap:	0.07	0.07	0.07	0.32	0.47	0.47	0.39	0.11	0.11	0.03	0.39	0.44
Delay/Veh:	23.5	23.5	23.5	19.6	20.8	20.8	27.0	15.7	15.7	19.4	12.7	5.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	20.0	20.0	20.0	16.7	17.7	17.7	27.0	13.4	13.4	19.4	10.8	4.9
DesignQueue:	0	0	0	7	1	2	2	3	0	0	8	9

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 4.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0		0		0	61		0		77	255		562		0	0		297		98
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0		0		0	61		0		77	255		562		0	0		297		98
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0		0		0	61		0		77	255		562		0	0		297		98
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	61		0		77	255		562		0	0		297		98
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	0		0		0	61		0		77	255		562		0	0		297		98
Saturation Flow Module:																				
Sat/Lane:	0		0		0	232		232		232	465		465		465	557		557		557
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	0.00		0.00		1.00	0.00		1.00		1.00	2.00		0.00		0.00	0.75		0.25	
Final Sat.:	0		0		0	232		0		232	465		930		0	0		419		138
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.26	0.00		0.33		0.55	0.60		0.00		0.00	0.71		0.71	
Crit Moves:				****					****			****							****	
ApproachV/S:	xxxxx						0.30					0.59					0.71			
Delay/Veh:	0.0	0.0		0.0		2.7	0.0		3.5		8.0	9.9		0.0		0.0	14.8		14.8	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	0.0	0.0		0.0		2.7	0.0		3.5		8.0	9.9		0.0		0.0	14.8		14.8	
LOS by Move:	*	*		*		A	*		A		B	B		*		*	C		C	
ApproachDel:	xxxxxx						3.1					9.3					14.8			
Delay Adj:	xxxxx						1.00					1.00					1.00			
ApprAdjDel:	xxxxxx						3.1					9.3					14.8			
LOS by Appr:	F						A					B					C			

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 3.1
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	12		74		41		261		109		25		27		12		5		15		1		164	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	12		74		41		261		109		25		27		12		5		15		1		164	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	12		74		41		261		109		25		27		12		5		15		1		164	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	12		74		41		261		109		25		27		12		5		15		1		164	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	12		74		41		261		109		25		27		12		5		15		1		164	
Saturation Flow Module:																								
Sat/Lane:	625		625		625		955		955		955		266		266		266		151		151		151	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.09		0.59		0.32		0.66		0.28		0.06		0.62		0.27		0.11		0.94		0.06		1.00	
Final Sat.:	59		364		202		631		264		60		163		73		30		142		9		151	
Capacity Analysis Module:																								
Vol/Sat:	0.20		0.20		0.20		0.41		0.41		0.41		0.17		0.17		0.17		0.11		0.11		1.09	
Crit Moves:	****						****						****										****	
ApproachV/S:			0.20						0.41						0.17						0.60			
Delay/Veh:	2.2		2.2		2.2		4.8		4.8		4.8		1.9		1.9		1.9		1.5		1.5		62.0	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	2.2		2.2		2.2		4.8		4.8		4.8		1.9		1.9		1.9		1.5		1.5		62.0	
LOS by Move:	A		A		A		A		A		A		A		A		A		A		A		F	
ApproachDel:			2.2						4.8						1.9						9.6			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			2.2						4.8						1.9						9.6			
LOS by Appr:			A						A						A						B			

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 10.3
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	319	0	93	0	0	0	0	514	412	87	401	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	0	93	0	0	0	0	514	412	87	401	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	0	93	0	0	0	0	514	412	87	401	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	0	93	0	0	0	0	514	412	87	401	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	319	0	93	0	0	0	0	514	412	87	401	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.98	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1758	0	1758	0	0	0	0	1862	1764	1764	1862	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.23	0.05	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	19.3	0.0	19.3	0.0	0.0	0.0	0.0	29.4	29.4	5.3	34.7	0.0
Volume/Cap:	0.56	0.00	0.16	0.00	0.00	0.00	0.00	0.56	0.48	0.56	0.37	0.00
Delay/Veh:	11.9	0.0	9.4	0.0	0.0	0.0	0.0	7.6	6.9	20.4	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	9.4	0.0	0.0	0.0	0.0	7.6	6.9	20.4	4.5	0.0
DesignQueue:	8	0	2	0	0	0	0	9	7	3	6	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-21-2000
Center For Microcomputers In Transportation

Streets: (E-W) University (N-S) Santa Cruz
Analyst: Alex File Name: 43AMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Volumes		514	412	87	401		319		93			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru	*	*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	29.0P	6.0P			Green	19.0P			
Yellow/AR	3.0	0.0			Yellow/AR	3.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	900	1863	0.601	0.483	9.4	B	9.3	B
	R	765	1583	0.567	0.483	9.1	B		
WB	L	88	1770	1.040	0.050	110.5	F	24.1	C
	T	1087	1863	0.388	0.583	5.2	B		
NB	L	560	1770	0.600	0.317	14.4	B	13.0	B
	R	660	1583	0.149	0.417	8.3	B		

Intersection Delay = 14.1 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.626

Stanford General Use Permit

Existing Conditions

PM Peak Hour

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 27.2
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 1 0 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	250	1808	38	43	1231	247	286	107	101	100	237	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1808	38	43	1231	247	286	107	101	100	237	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	263	1903	40	45	1296	260	301	113	106	105	249	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1903	40	45	1296	260	301	113	106	105	249	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	263	1998	40	45	1361	260	316	118	106	105	249	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	0.54	1.00	1.00	0.86	0.14
Final Sat.:	1715	3773	1862	1715	3773	1862	2498	933	1715	1715	1478	237
Capacity Analysis Module:												
Vol/Sat:	0.15	0.53	0.02	0.03	0.36	0.14	0.13	0.13	0.06	0.06	0.17	0.17
Crit Moves:		****		****				****			****	
Green Time:	23.6	75.3	75.3	3.7	55.5	55.5	18.0	18.0	18.0	24.0	24.0	24.0
Volume/Cap:	0.85	0.91	0.04	0.91	0.85	0.33	0.91	0.91	0.45	0.33	0.91	0.91
Delay/Veh:	46.2	20.5	7.6	108.0	24.7	16.1	51.5	51.5	34.1	30.0	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	20.5	7.6	108.0	24.7	16.1	51.5	51.5	34.1	30.0	54.7	54.7
DesignQueue:	16	70	1	3	62	11	20	8	7	6	15	2

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-24-2000
Center For Microcomputers In Transportation

Streets: (E-W) Valpariso/Glenwood (N-S) El Camino
Analyst: Alex File Name: 1PMEX.HC9
Area Type: Other 4-21-0 PM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 1	1	1	1	< 0	1	2	1	1	2	1
Volumes	286	107	101	100	237	39	250	1808	38	43	1231	247
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		20.0A	20.0A			Green		8.0A	18.0A	55.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	272	1770	0.830	0.154	47.4	E	38.3	D
	LT	281	1826	0.669	0.154	37.6	D		
	R	524	1583	0.202	0.331	20.2	C		
WB	L	272	1770	0.386	0.154	32.4	D	72.6	F
	TR	280	1823	1.034	0.154	87.2	F		
NB	L	313	1770	0.840	0.177	45.8	E	27.5	D
	T	2092	3725	0.955	0.562	25.6	D		
	R	1132	1583	0.035	0.715	3.5	A		
SB	L	68	1770	0.661	0.038	53.5	E	23.8	C
	T	1576	3725	0.864	0.423	25.8	D		
	R	950	1583	0.274	0.600	8.1	B		

Intersection Delay = 31.0 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.935

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 15.1
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	0 0 2	0	1	1 0 1	0	1	1 0 0	1	0
Volume Module: >> Count Date: 12 Apr 2000 <<												
Base Vol:	0	1655	85	0	1255	162	185	97	148	76	80	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1655	85	0	1255	162	185	97	148	76	80	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1742	89	0	1321	171	195	102	156	80	84	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1742	89	0	1321	171	195	102	156	80	84	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1829	89	0	1387	171	195	102	156	80	84	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.49	0.51
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	864	895
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.05	0.00	0.37	0.09	0.11	0.06	0.09	0.05	0.10	0.10
Crit Moves:		****					****				****	
Green Time:	0.0	85.0	85.0	0.0	85.0	85.0	19.2	19.2	19.2	16.8	16.8	16.8
Volume/Cap:	0.00	0.75	0.07	0.00	0.57	0.14	0.75	0.39	0.60	0.35	0.75	0.75
Delay/Veh:	0.0	10.8	5.3	0.0	8.3	5.5	42.1	32.9	36.2	33.7	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.8	5.3	0.0	8.3	5.5	42.1	32.9	36.2	33.7	44.0	44.0
DesignQueue:	0	52	2	0	38	4	12	6	10	5	5	6

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-24-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) El Camino
Analyst: Alex File Name: 2PMEX.HC9
Area Type: Other 4-21-0 PM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	< 0	0	2	1	0	2	1
Volumes	185	97	148	76	80	83		1655	85		1255	162
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left				
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
WB	Left		*			SB	Left				
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right				
Green		19.0P	16.0P			Green		86.0P			
Yellow/AR		3.0	3.0			Yellow/AR		3.0			

Cycle Length: 130 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	259	1770	0.754	0.146	48.5	E	45.1	E
	T	272	1863	0.375	0.146	38.5	D		
	R	231	1583	0.674	0.146	45.1	E		
WB	L	218	1770	0.367	0.123	40.3	E	50.8	E
	TR	212	1721	0.808	0.123	55.8	E		
NB	T	2465	3725	0.742	0.662	12.0	B	11.5	B
	R	1279	1583	0.070	0.808	1.9	A		
SB	T	2465	3725	0.563	0.662	9.2	B	8.4	B
	R	1315	1583	0.130	0.831	1.6	A		

Intersection Delay = 16.4 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.753

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.040
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 57.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	270	1784	303	240	1362	71	41	404	69	265	266	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	1784	303	240	1362	71	41	404	69	265	266	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	284	1878	319	253	1434	75	43	425	73	279	280	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1878	319	253	1434	75	43	425	73	279	280	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.05	1.03	1.00	1.00
Final Vol.:	284	1972	319	253	1505	75	45	447	76	287	280	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.16	1.57	0.27	2.00	1.00	1.00
Final Sat.:	1862	3724	1862	1862	3724	1862	295	2931	498	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.15	0.53	0.17	0.14	0.40	0.04	0.15	0.15	0.15	0.08	0.15	0.06
Crit Moves:		****		****					****		****	
Green Time:	22.8	66.2	66.2	17.0	60.4	60.4	19.1	19.1	19.1	18.8	18.8	18.8
Volume/Cap:	0.87	1.04	0.34	1.04	0.87	0.09	1.04	1.04	1.04	0.53	1.04	0.45
Delay/Veh:	48.7	47.3	12.3	93.6	23.9	12.6	76.9	76.9	76.9	34.1	90.6	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	47.3	12.3	93.6	23.9	12.6	76.9	76.9	76.9	34.1	90.6	33.7
DesignQueue:	18	81	12	16	65	3	3	29	5	18	18	8

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-24-2000
Center For Microcomputers In Transportation

Streets: (E-W) Ravenswood (N-S) El Camino
Analyst: Alex File Name: 3PMEX.HC9
Area Type: Other 4-21-0 PM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	2	1	1	1	2	1	1	2	1
Volumes	41	473		265	266	114	270	1784	303	240	1362	71
Lane W (ft)		12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right	*			
Green		19.0A	19.0A			Green		18.0A	6.0A	60.0A	
Yellow/AR		2.5	2.5			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	539	3785	1.055	0.142	*	*	*	*
WB	L	504	3539	0.570	0.142	34.8	D	*	*
	T	265	1863	1.056	0.142	*	*		
	R	445	1583	0.270	0.281	23.6	C		
NB	L	286	1770	0.993	0.162	74.3	F	45.8	E
	T	1891	3725	1.043	0.508	48.1	E		
	R	1029	1583	0.310	0.650	6.5	B		
SB	L	204	1770	1.239	0.115	*	*	*	*
	T	1719	3725	0.876	0.462	24.3	C		
	R	993	1583	0.076	0.627	6.1	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 6.4
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	142	1905	34	79	1483	36	47	2	44	76	36	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1905	34	79	1483	36	47	2	44	76	36	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	149	2005	36	83	1561	38	49	2	46	80	38	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	2005	36	83	1561	38	49	2	46	80	38	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	2206	39	83	1717	42	49	2	46	80	38	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	0.51	0.02	0.47	0.68	0.32	1.00
Final Sat.:	1794	5290	94	1794	5255	129	906	37	851	1217	578	1794
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.42	0.05	0.33	0.33	0.05	0.05	0.05	0.07	0.07	0.03
Crit Moves:		****		****							****	
Green Time:	22.0	97.7	97.7	10.8	86.6	86.6	15.4	15.4	15.4	15.4	15.4	15.4
Volume/Cap:	0.49	0.55	0.55	0.55	0.49	0.49	0.46	0.46	0.46	0.55	0.55	0.28
Delay/Veh:	32.6	4.6	4.6	40.3	7.0	7.0	35.6	35.6	35.6	37.3	37.3	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	4.6	4.6	40.3	7.0	7.0	35.6	35.6	35.6	37.3	37.3	33.9
DesignQueue:	9	44	1	6	45	1	3	0	3	5	2	4

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-25-2000
Center For Microcomputers In Transportation

Streets: (E-W) Roble (N-S) El Camino
Analyst: Sara File Name: 4PMEX.HC9
Area Type: Other 4-21-0 PM peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	47	2	44	76	36	56	142	1905	34	79	1483	36
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	*				NB	Left	*	*		
Thru	*					Thru		*	*	
Right	*					Right		*	*	
Peds						Peds				
WB Left	*				SB	Left	*			
Thru	*					Thru			*	
Right	*					Right			*	
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right	*	*		
Green	22.0A				Green		9.0A	7.0A	86.0A	
Yellow/AR	3.0				Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	194	1144	0.501	0.169	33.4	D	33.4	D
WB	LT	151	894	0.780	0.169	48.3	E	39.5	D
	R	463	1583	0.127	0.292	21.9	C		
NB	L	177	1770	0.842	0.100	56.8	E	9.0	B
	TR	3987	5573	0.563	0.715	5.8	B		
SB	L	82	1770	1.016	0.046	122.7	F	12.3	B
	TR	3684	5568	0.478	0.662	7.1	B		

Intersection Delay = 12.1 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.625

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 30.3
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	0 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	566	1826	18	0	1720	117	258	1	156	5	3	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	1826	18	0	1720	117	258	1	156	5	3	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	596	1922	19	0	1811	123	272	1	164	5	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	1922	19	0	1811	123	272	1	164	5	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	596	2114	21	0	1992	135	272	1	164	5	3	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.97	0.03	0.00	2.81	0.19	0.99	0.01	1.00	0.26	0.16	0.58
Final Sat.:	1794	5330	53	0	5041	342	1788	7	1794	472	283	1039
Capacity Analysis Module:												
Vol/Sat:	0.33	0.40	0.40	0.00	0.40	0.40	0.15	0.15	0.09	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	46.8	103	102.5	0.0	55.7	55.7	21.5	21.5	21.5	21.5	21.5	21.5
Volume/Cap:	0.92	0.50	0.50	0.00	0.92	0.92	0.92	0.92	0.55	0.06	0.06	0.06
Delay/Veh:	39.3	3.2	3.2	0.0	27.6	27.6	57.8	57.8	33.9	29.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	3.2	3.2	0.0	27.6	27.6	57.8	57.8	33.9	29.6	29.6	29.6
DesignQueue:	30	36	0	0	91	6	17	0	10	0	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-25-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Alex File Name: 5PMEX.HC9
Area Type: Other 4-21-0 PM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	< 0
Volumes	258	1	156	5	3	10	566	1826	18		1720	117
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left		*		
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left	*				SB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	22.0P				Green	56.0P	43.0P		
Yellow/AR	3.0				Yellow/AR	3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	271	1604	1.006	0.169	84.6	F	68.2	F
	R	268	1583	0.612	0.169	40.9	E		
WB	LTR	202	1191	0.094	0.169	34.7	D	34.7	D
NB	L	585	1770	1.018	0.331	66.4	F	17.5	C
	TR	4378	5580	0.488	0.785	3.8	A		
SB	TR	2384	5535	0.892	0.431	29.4	D	29.4	D

Intersection Delay = 26.5 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.958

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.0
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	194	2216	2	39	1787	44	38	0	68	33	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	2216	2	39	1787	44	38	0	68	33	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	2333	2	41	1881	46	40	0	72	35	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2333	2	41	1881	46	40	0	72	35	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	204	2566	2	41	2069	51	40	0	72	35	0	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.36	0.00	0.64	0.49	0.00	0.51
Final Sat.:	1794	5379	4	1794	5254	129	641	0	1154	872	0	922
Capacity Analysis Module:												
Vol/Sat:	0.11	0.48	0.48	0.02	0.39	0.39	0.06	0.00	0.06	0.04	0.00	0.04
Crit Moves:	****				****		****					
Green Time:	24.7	105	105.4	5.0	85.7	85.7	13.6	0.0	13.6	13.6	0.0	13.6
Volume/Cap:	0.60	0.59	0.59	0.59	0.60	0.60	0.60	0.00	0.60	0.38	0.00	0.38
Delay/Veh:	33.1	3.0	3.0	48.1	8.3	8.3	39.6	0.0	39.6	35.7	0.0	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	3.0	3.0	48.1	8.3	8.3	39.6	0.0	39.6	35.7	0.0	35.7
DesignQueue:	12	40	0	3	56	1	3	0	5	2	0	2

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-25-2000
Center For Microcomputers In Transportation

Streets: (E-W) Cambridge (N-S) El Camino
Analyst: Alex File Name: 6PMEX.HC9
Area Type: Other 4-21-0 PM peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	38	1	68	33	1	35	194	2216	2	39	1787	44
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*	*	
Right	*				Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru			*	
Right	*				Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	13.0P				Green	10.0P	15.0P	86.0P	
Yellow/AR	3.0				Yellow/AR	0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	130	1297	0.871	0.100	73.2	F	73.2	F
WB	LTR	108	1078	0.677	0.100	53.2	E	53.2	E
NB	L	299	1770	0.681	0.169	42.8	E	7.5	B
	TR	4341	5588	0.592	0.777	4.7	A		
SB	L	95	1770	0.430	0.054	47.2	E	10.0	B
	TR	3684	5568	0.576	0.662	9.3	B		

Intersection Delay = 10.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.627

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.5
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ignore	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	2100	186	622	1394	0	0	0	0	0	0	870
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	2100	186	622	1394	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2100	186	622	1394	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2100	186	622	1394	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	2100	186	622	1394	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.11	0.36	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	58.0	58.0	56.0	114	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.22	0.76	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	20.2	13.6	23.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	17.1	11.6	23.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	80	7	24	5	0	0	0	0	0	0	0

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

****

Cycle (sec): 110 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.1
Optimal Cycle: 36 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	2 1	0	2 0	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	0	1647	0	0	1169	240	638	0	272	7	390	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1647	0	0	1169	240	638	0	272	7	390	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1647	0	0	1169	240	638	0	272	7	390	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1647	0	0	1169	240	638	0	272	7	390	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.03	1.00	1.00	1.05	1.05	1.05
Final Vol.:	0	1812	0	0	1286	264	657	0	272	7	410	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	2.49	0.51	2.00	0.00	1.00	0.03	1.96	0.01
Final Sat.:	0	5700	0	0	4729	971	3800	0	1900	64	3727	9
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.27	0.27	0.17	0.00	0.14	0.11	0.11	0.11
Crit Moves:		****		****			****					****
Green Time:	0.0	55.0	0.0	0.0	55.0	55.0	29.9	0.0	29.9	19.0	19.0	19.0
Volume/Cap:	0.00	0.64	0.00	0.00	0.54	0.54	0.64	0.00	0.53	0.64	0.64	0.64
Delay/Veh:	0.0	13.3	0.0	0.0	12.4	12.4	23.7	0.0	22.8	28.7	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	0.0	0.0	12.4	12.4	23.7	0.0	22.8	28.7	28.7	28.7
DesignQueue:	0	60	0	0	42	9	31	0	13	0	21	0

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

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Intersection #9 El Camino Real/Quarry Road

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Cycle (sec): 110 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0	4 0	0	0 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.963
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 37.3
Optimal Cycle: 150 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	103	0	278	233	0	87	133	769	242	252	786	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	0	278	233	0	87	133	769	242	252	786	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	0	278	233	0	87	133	769	242	252	786	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	0	278	233	0	87	133	769	242	252	786	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	0	278	233	0	87	133	769	242	252	786	179
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.23	1.35	0.42	0.41	1.30	0.29
Final Sat.:	1750	0	1750	1750	0	1750	419	2420	762	745	2325	529
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.16	0.13	0.00	0.05	0.32	0.32	0.32	0.34	0.34	0.34
Crit Moves:	****			****				****			****	
Green Time:	6.1	0.0	41.2	13.8	0.0	46.8	33.0	33.0	33.0	35.1	35.1	35.1
Volume/Cap:	0.96	0.00	0.39	0.96	0.00	0.11	0.96	0.96	0.96	0.96	0.96	0.96
Delay/Veh:	91.0	0.0	15.8	67.7	0.0	11.3	38.4	38.4	38.4	37.0	37.0	37.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	91.0	0.0	13.4	67.7	0.0	9.6	32.6	32.6	32.6	31.5	31.5	31.5
DesignQueue:	5	0	9	12	0	3	5	31	10	10	31	7

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 14.2
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1547	132	46	932	0	0	0	0	495	0	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1547	132	46	932	0	0	0	0	495	0	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1547	132	46	932	0	0	0	0	495	0	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1547	132	46	932	0	0	0	0	495	0	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1547	132	46	932	0	0	0	0	495	0	119
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	2932	0	568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.08	0.03	0.16	0.00	0.00	0.00	0.00	0.17	0.00	0.21
Crit Moves:		****		****								****
Green Time:	0.0	47.4	84.0	7.0	54.4	0.0	0.0	0.0	0.0	36.6	0.0	36.6
Volume/Cap:	0.00	0.57	0.09	0.38	0.30	0.00	0.00	0.00	0.00	0.46	0.00	0.57
Delay/Veh:	0.0	14.6	1.1	34.7	9.5	0.0	0.0	0.0	0.0	18.6	0.0	19.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	12.4	0.9	34.7	8.0	0.0	0.0	0.0	0.0	15.8	0.0	16.9
DesignQueue:	0	49	1	2	25	0	0	0	0	18	0	4

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 34.7
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 3 0 1			1 0 2 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	244	1141	84	357	1039	31	252	531	174	300	333	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1141	84	357	1039	31	252	531	174	300	333	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1141	84	357	1039	31	252	531	174	300	333	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1141	84	357	1039	31	252	531	174	300	333	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	244	1141	84	357	1039	31	252	531	174	300	333	286
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	1.06	0.97	0.97	1.05	1.00
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	1.00	2.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	5700	1750	1750	5438	162	1750	3800	1750	1750	1989	1708
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.05	0.20	0.19	0.19	0.14	0.14	0.10	0.17	0.17	0.17
Crit Moves:		****		****			****			****		
Green Time:	25.6	30.0	55.8	30.6	35.1	35.1	21.6	21.6	47.2	25.7	25.7	25.7
Volume/Cap:	0.65	0.80	0.10	0.80	0.65	0.65	0.80	0.78	0.25	0.80	0.78	0.78
Delay/Veh:	35.6	34.4	13.7	38.6	28.9	28.9	45.1	39.5	18.7	41.9	37.3	37.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.6	29.2	11.7	38.6	24.6	24.6	45.1	33.6	15.9	41.9	31.7	31.7
DesignQueue:	13	60	3	19	52	2	14	30	7	16	18	16

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.8
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1767	230	265	1738	0	0	0	0	205	0	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1767	230	265	1738	0	0	0	0	205	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1767	230	265	1738	0	0	0	0	205	0	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1767	230	265	1738	0	0	0	0	205	0	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1767	230	265	1738	0	0	0	0	205	0	228
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	0.97	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	829	0	921
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.13	0.15	0.30	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Crit Moves:		****		****						****		
Green Time:	0.0	42.9	77.1	20.9	63.8	0.0	0.0	0.0	0.0	34.2	0.0	34.2
Volume/Cap:	0.00	0.80	0.19	0.80	0.53	0.00	0.00	0.00	0.00	0.80	0.00	0.80
Delay/Veh:	0.0	24.1	4.3	40.9	10.7	0.0	0.0	0.0	0.0	31.9	0.0	31.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	20.4	3.7	40.9	9.1	0.0	0.0	0.0	0.0	27.2	0.0	27.2
DesignQueue:	0	72	4	14	49	0	0	0	0	9	0	10

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

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Intersection #14 El Camino Real/Serra

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Cycle (sec): 130 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.6
Optimal Cycle: 43 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	233	1784	32	34	1873	72	153	24	334	22	21	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1784	32	34	1873	72	153	24	334	22	21	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1784	32	34	1873	72	153	24	334	22	21	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1784	32	34	1873	72	153	24	334	22	21	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	1784	32	34	1873	72	153	24	334	22	21	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.95	0.05	1.00	2.88	0.12	1.00	1.00	1.00	0.51	0.49	1.00
Final Sat.:	1750	5501	99	1750	5392	207	1750	1900	1750	921	879	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.02	0.35	0.35	0.09	0.01	0.19	0.02	0.02	0.02
Crit Moves:	****				****		****					
Green Time:	28.4	96.6	96.6	5.8	74.0	74.0	18.6	18.6	47.0	18.6	18.6	24.4
Volume/Cap:	0.61	0.44	0.44	0.44	0.61	0.61	0.61	0.09	0.53	0.17	0.17	0.09
Delay/Veh:	36.9	4.9	4.9	48.5	14.3	14.3	42.8	36.7	25.6	37.2	37.2	33.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	36.9	4.1	4.1	48.5	12.2	12.2	42.8	31.2	21.7	31.6	31.6	28.2
DesignQueue:	14	36	1	2	64	2	10	1	16	1	1	2

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 22.2
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 3	0 1		0 0 1!	0 0		1 0 1	0 1	
Volume Module:												
Base Vol:	217	1881	54	35	1762	188	173	0	305	18	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1881	54	35	1762	188	173	0	305	18	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1881	54	35	1762	188	173	0	305	18	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1881	54	35	1762	188	173	0	305	18	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	1881	54	35	1762	188	173	0	305	18	0	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.06	0.97	0.97	0.97	0.97	0.97	1.06	0.97
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.36	0.00	0.64	1.00	1.00	1.00
Final Sat.:	1750	5444	156	1750	5700	1750	633	0	1117	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.35	0.02	0.31	0.11	0.27	0.00	0.27	0.01	0.00	0.01
Crit Moves:	****				****		****					
Green Time:	17.7	58.6	58.6	3.4	44.2	44.2	39.1	0.0	39.1	39.1	0.0	42.4
Volume/Cap:	0.77	0.65	0.65	0.65	0.77	0.27	0.77	0.00	0.77	0.03	0.00	0.04
Delay/Veh:	41.8	14.3	14.3	55.5	22.8	16.8	28.0	0.0	28.0	17.6	0.0	16.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	41.8	12.2	12.2	55.5	19.4	14.3	23.8	0.0	23.8	17.6	0.0	13.6
DesignQueue:	11	59	2	2	70	7	7	0	13	1	0	1

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.1
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	81	1722	113	132	1744	107	141	81	97	82	85	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1722	113	132	1744	107	141	81	97	82	85	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1722	113	132	1744	107	141	81	97	82	85	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1722	113	132	1744	107	141	81	97	82	85	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	1722	113	132	1744	107	141	81	97	82	85	155
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.81	0.19	1.00	2.82	0.18	1.00	0.46	0.54	1.00	1.00	1.00
Final Sat.:	1750	5255	345	1750	5276	324	1750	819	981	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.33	0.08	0.33	0.33	0.08	0.10	0.10	0.05	0.04	0.09
Crit Moves:		****		****				****		****		
Green Time:	9.7	64.5	64.5	14.8	69.6	69.6	18.4	19.5	19.5	9.2	10.2	25.1
Volume/Cap:	0.57	0.61	0.61	0.61	0.57	0.57	0.52	0.61	0.61	0.61	0.52	0.42
Delay/Veh:	44.3	14.8	14.8	41.4	12.2	12.2	37.0	38.1	38.1	46.2	42.4	31.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	44.3	12.6	12.6	41.4	10.4	10.4	37.0	32.4	32.4	46.2	36.0	27.0
DesignQueue:	5	58	4	8	53	3	8	5	6	5	5	8

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 140 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 51.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	305	945	281	438	1366	220	459	1179	195	304	1007	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	945	281	438	1366	220	459	1179	195	304	1007	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	945	281	438	1366	220	459	1179	195	304	1007	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	945	281	438	1366	220	459	1179	195	304	1007	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	305	945	281	438	1366	220	459	1179	195	304	1007	413
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.05	1.00	0.88	1.04	1.00	0.88	1.06	0.97	0.88	1.04	1.00
Lanes:	2.00	2.29	0.71	2.00	2.57	0.43	2.00	2.00	1.00	2.00	1.40	0.60
Final Sat.:	3150	4315	1283	3150	4822	777	3150	3800	1750	3150	2623	1076
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.14	0.28	0.28	0.15	0.31	0.11	0.10	0.38	0.38
Crit Moves:	****				****		****				****	
Green Time:	13.6	32.7	32.7	20.8	39.9	39.9	20.5	56.8	70.5	17.7	54.0	74.8
Volume/Cap:	1.00	0.94	0.94	0.94	1.00	1.00	1.00	0.76	0.22	0.76	1.00	0.72
Delay/Veh:	86.2	49.3	49.3	64.1	54.3	54.3	76.3	28.9	14.8	50.8	49.8	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	86.2	41.9	41.9	64.1	46.1	46.1	76.3	24.5	12.6	50.8	42.4	16.7
DesignQueue:	22	60	18	30	82	13	31	59	8	21	53	17

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 30.6
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permit+Prot			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	118	619	121	67	16	50	1017	50	433	906	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	118	619	121	67	16	50	1017	50	433	906	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	124	652	127	71	17	53	1071	53	456	954	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	124	652	127	71	17	53	1071	53	456	954	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	39	124	652	127	71	17	53	1124	55	456	1001	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.54	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.76	1.00	0.64	0.36	1.00	1.00	1.91	0.09	1.00	1.85	0.15
Final Sat.:	455	1445	1900	654	681	1900	1900	3623	177	1900	3519	281
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.34	0.19	0.10	0.01	0.03	0.31	0.31	0.24	0.28	0.28
Crit Moves:			****	****				****		****		
Green Time:	21.6	21.6	72.0	43.5	43.5	43.5	10.3	65.1	65.1	50.4	105	127.0
Volume/Cap:	0.65	0.65	0.79	0.74	0.40	0.03	0.45	0.79	0.79	0.79	0.45	0.37
Delay/Veh:	48.1	48.1	29.3	10.2	32.5	29.1	50.0	30.3	30.3	38.7	9.9	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	48.1	29.3	10.2	32.5	29.1	50.0	30.3	30.3	38.7	9.9	4.0
DesignQueue:	3	10	37	10	5	1	5	68	3	31	36	2

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 19.9
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	84	457	142	172	688	67	27	313	32	113	689	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	457	142	172	688	67	27	313	32	113	689	92
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	466	145	175	702	68	28	319	33	115	703	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	466	145	175	702	68	28	319	33	115	703	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	466	145	175	702	68	28	319	33	115	703	94
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.25	1.34	0.41	0.37	1.49	0.14	1.00	0.91	0.09	1.00	1.76	0.24
Final Sat.:	444	2407	749	667	2674	259	1750	1631	169	1750	3263	436
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.26	0.26	0.26	0.02	0.20	0.20	0.07	0.22	0.22
Crit Moves:	****					****					****	
Green Time:	23.4	23.4	23.4	31.7	31.7	31.7	26.0	26.0	26.0	26.0	26.0	26.0
Volume/Cap:	0.75	0.75	0.75	0.75	0.75	0.75	0.06	0.68	0.68	0.23	0.75	0.75
Delay/Veh:	25.6	25.6	25.6	21.2	21.2	21.2	17.6	24.0	24.0	18.6	24.1	24.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	21.7	21.7	21.7	18.0	18.0	18.0	17.6	20.4	20.4	18.6	20.5	20.5
DesignQueue:	3	18	6	6	24	2	1	12	1	4	26	4

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 42.7
Optimal Cycle: 128 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 1	0 1	0	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	89	581	433	286	567	15	21	292	158	421	30	419
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	581	433	286	567	15	21	292	158	421	30	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	612	456	301	597	16	22	307	166	443	32	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	612	456	301	597	16	22	307	166	443	32	441
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.10	1.10	1.10	1.00	1.00	1.00	1.05	1.05	1.00
Final Vol.:	94	642	456	331	657	17	22	307	166	465	33	441
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.97	0.97	0.97	0.97	0.97	1.03	1.03	0.97	1.00	0.97
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.00	1.00	1.87	0.13	1.00
Final Sat.:	1850	3800	1850	1850	3607	93	1850	1950	1950	3461	246	1850
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.25	0.18	0.18	0.18	0.01	0.16	0.09	0.13	0.13	0.24
Crit Moves:			****	****				****				****
Green Time:	11.1	29.4	29.4	21.4	39.7	39.7	18.8	18.8	18.8	28.4	28.4	28.4
Volume/Cap:	0.50	0.63	0.92	0.92	0.50	0.50	0.07	0.92	0.50	0.52	0.52	0.92
Delay/Veh:	32.1	23.9	41.7	37.2	17.9	17.9	24.7	50.5	27.7	23.0	23.0	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	23.9	41.7	37.2	17.9	17.9	24.7	50.5	27.7	23.0	23.0	42.4
DesignQueue:	5	30	22	17	27	1	1	16	9	22	2	21

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-25-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Alex File Name: 20PMEX.HC9
Area Type: Other 4-21-0 PM peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	> 1	1	1	2	1	1	> 2	< 0
Volumes	43	505	37	74	415	95	84	457	142	172	688	67
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		34.0A	30.0A			Green		9.0A	28.0A		
Yellow/AR		3.0	3.0			Yellow/AR		0.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	547	1770	0.082	0.309	17.4	C	35.8	D
	T	576	1863	0.924	0.309	38.7	D		
	R	489	1583	0.080	0.309	17.4	C		
WB	L	483	1770	0.153	0.273	19.6	C	30.8	D
	LT	508	1862	0.868	0.273	35.0	D		
	R	432	1583	0.232	0.273	20.1	C		
NB	L	97	1770	0.912	0.055	78.0	F	25.1	D
	T	1253	3725	0.403	0.336	18.2	C		
	R	533	1583	0.280	0.336	17.4	C		
SB	L	156	615	1.042	0.255	87.9	F	54.6	E
	LTR	850	3338	1.005	0.255	48.2	E		

Intersection Delay = 38.5 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.940

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.8
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	91	392	49	146	445	66	44	1210	109	37	920	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	392	49	146	445	66	44	1210	109	37	920	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	392	49	146	445	66	44	1210	109	37	920	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	392	49	146	445	66	44	1210	109	37	920	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	392	49	146	445	66	44	1210	109	37	920	177
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.34	1.48	0.18	0.44	1.36	0.20	1.00	1.83	0.17	1.00	1.67	0.33
Final Sat.:	616	2653	332	800	2438	362	1750	3394	306	1750	3103	597
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.03	0.36	0.36	0.02	0.30	0.30
Crit Moves:		****				****		****				
Green Time:	17.4	17.4	17.4	21.5	21.5	21.5	42.0	42.0	42.0	42.0	42.0	42.0
Volume/Cap:	0.76	0.76	0.76	0.76	0.76	0.76	0.05	0.76	0.76	0.05	0.63	0.63
Delay/Veh:	29.6	29.6	29.6	27.1	27.1	27.1	10.0	16.5	16.5	9.9	14.4	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	25.1	25.1	25.1	23.0	23.0	23.0	10.0	14.1	14.1	9.9	12.2	12.2
DesignQueue:	4	16	2	6	18	3	1	35	3	1	27	5

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #22 Alma Street/Churchill Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 28.3
Optimal Cycle: 75 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1 1	0	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	127	955	43	23	1372	183	146	109	280	106	91	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	955	43	23	1372	183	146	109	280	106	91	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	955	43	23	1372	183	146	109	280	106	91	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	955	43	23	1372	183	146	109	280	106	91	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	955	43	23	1372	183	146	109	280	106	91	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	0.57	0.43	1.00	0.50	0.42	0.08
Final Sat.:	1750	3540	159	1750	3800	1750	1031	769	1750	867	744	139
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.01	0.36	0.10	0.14	0.14	0.16	0.12	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	13.3	72.6	72.6	7.0	66.3	92.2	26.0	26.0	39.3	22.4	22.4	22.4
Volume/Cap:	0.76	0.52	0.52	0.26	0.76	0.16	0.76	0.76	0.57	0.76	0.76	0.76
Delay/Veh:	59.3	17.1	17.1	49.0	24.5	6.9	47.9	47.9	33.9	50.7	50.7	50.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	59.3	14.5	14.5	49.0	20.8	5.9	40.7	40.7	28.9	43.1	43.1	43.1
DesignQueue:	9	38	2	2	62	5	10	7	16	7	6	1

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

Cycle (sec): 180 Critical Vol./Cap. (X): 1.359
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 254.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Ovl				Include				Ovl				Include		
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1 1	1 0	1		1 0	1 1	0		1 0	2 0	1		1 0	1 1	0	
Volume Module:																
Base Vol:	319	401	116		75	564	530		232	827	117		199	2497	121	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	319	401	116		75	564	530		232	827	117		199	2497	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	319	401	116		75	564	530		232	827	117		199	2497	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	319	401	116		75	564	530		232	827	117		199	2497	121	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	319	401	116		75	564	530		232	827	117		199	2497	121	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.98	1.03	0.97		0.97	1.05	1.00		0.97	1.06	0.97		0.97	1.03	1.00	
Lanes:	1.37	1.63	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	1.90	0.10	
Final Sat.:	2413	3033	1750		1750	1906	1791		1750	3800	1750		1750	3529	171	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.07		0.04	0.30	0.30		0.13	0.22	0.07		0.11	0.71	0.71	
Crit Moves:		****					****		****					****		
Green Time:	17.5	17.5	55.7		39.2	39.2	39.2		17.6	73.1	90.6		38.2	93.7	93.7	
Volume/Cap:	1.36	1.36	0.21		0.20	1.36	1.36		1.36	0.54	0.13		0.54	1.36	1.36	
Delay/Veh:	310.5	310	35.0		43.8	300	300.1		340.5	31.1	18.1		49.1	288	287.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	0.85	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85	
AdjDel/Veh:	263.9	264	29.7		43.8	255	255.1		340.5	26.5	15.4		49.1	245	244.7	
DesignQueue:	30	37	8		6	48	45		22	52	6		16	146	7	

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 20.9
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	10
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	595	150	94	656	0	0	0	0	582	0	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	595	150	94	656	0	0	0	0	582	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	595	150	94	656	0	0	0	0	582	0	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	595	150	94	656	0	0	0	0	582	0	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	595	150	94	656	0	0	0	0	582	0	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.05	0.35	0.00	0.00	0.00	0.00	0.33	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	21.3	44.0	7.0	28.3	0.0	0.0	0.0	0.0	22.7	0.0	29.7
Volume/Cap:	0.00	0.88	0.12	0.46	0.73	0.00	0.00	0.00	0.00	0.88	0.00	0.13
Delay/Veh:	0.0	22.9	1.8	20.0	11.8	0.0	0.0	0.0	0.0	22.5	0.0	6.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	19.5	1.5	20.0	10.1	0.0	0.0	0.0	0.0	22.5	0.0	5.3
DesignQueue:	0	14	1	3	13	0	0	0	0	13	0	2

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.2
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	531	50	146	601	0	0	0	0	110	0	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	531	50	146	601	0	0	0	0	110	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	531	50	146	601	0	0	0	0	110	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	531	50	146	601	0	0	0	0	110	0	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	531	50	146	601	0	0	0	0	110	0	264
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.03	0.08	0.32	0.00	0.00	0.00	0.00	0.06	0.00	0.15
Crit Moves:		****		****								****
Green Time:	0.0	72.1	72.1	21.5	93.6	0.0	0.0	0.0	0.0	17.4	0.0	38.9
Volume/Cap:	0.00	0.47	0.05	0.47	0.41	0.00	0.00	0.00	0.00	0.43	0.00	0.47
Delay/Veh:	0.0	10.3	7.5	34.3	3.3	0.0	0.0	0.0	0.0	36.3	0.0	25.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	8.8	6.4	34.3	2.8	0.0	0.0	0.0	0.0	36.3	0.0	21.2
DesignQueue:	0	15	1	8	10	0	0	0	0	6	0	12

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 38.9
Optimal Cycle: 102 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	9	799	135	168	353	18	110	5	11	409	5	534
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	799	135	168	353	18	110	5	11	409	5	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	799	135	168	353	18	110	5	11	409	5	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	799	135	168	353	18	110	5	11	409	5	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	799	135	168	353	18	110	5	11	409	5	534
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.87	0.04	0.09	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1713	87	1528	69	153	1778	22	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.08	0.10	0.21	0.21	0.07	0.07	0.07	0.23	0.23	0.31
Crit Moves:		****		****				****		****		
Green Time:	1.0	34.4	34.4	7.8	41.2	41.2	10.0	10.0	10.0	18.8	18.8	26.6
Volume/Cap:	0.40	0.98	0.18	0.98	0.40	0.40	0.58	0.58	0.58	0.98	0.98	0.92
Delay/Veh:	35.4	36.8	10.7	74.1	9.2	9.2	27.8	27.8	27.8	51.7	51.7	33.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	35.4	31.3	9.1	74.1	7.8	7.8	23.6	23.6	23.6	44.0	44.0	28.4
DesignQueue:	0	23	3	7	8	0	4	0	0	15	0	17

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.024
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 54.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	574	0	709	0	0	0	0	600	82	452	863	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	574	0	709	0	0	0	0	600	82	452	863	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	604	0	746	0	0	0	0	632	86	476	908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	0	746	0	0	0	0	632	86	476	908	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	604	0	746	0	0	0	0	663	91	476	908	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.73	0.27	0.68	1.32	0.00
Final Sat.:	1617	0	1617	0	0	0	0	3216	441	1320	2518	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.46	0.00	0.00	0.00	0.00	0.21	0.21	0.36	0.36	0.00
Crit Moves:	****							****			****	
Green Time:	40.1	0.0	78.9	0.0	0.0	0.0	0.0	22.1	22.1	38.7	38.7	0.0
Volume/Cap:	1.02	0.00	0.64	0.00	0.00	0.00	0.00	1.02	1.02	1.02	1.02	0.00
Delay/Veh:	57.5	0.0	6.2	0.0	0.0	0.0	0.0	60.1	60.1	47.8	47.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	0.0	6.2	0.0	0.0	0.0	0.0	60.1	60.1	47.8	47.8	0.0
DesignQueue:	26	0	14	0	0	0	0	34	5	21	40	0

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-25-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27PMEX.HC9
Area Type: Other 4-21-0 PM Peak
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		600	82	452	863		574		709			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	22.0P	42.2P			Green	36.8P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	732	3659	1.030	0.200	67.2	F	67.2	F
WB	LT	1405	3663	1.034	0.384	53.1	E	53.1	E
NB	L	592	1770	1.020	0.335	61.6	F	30.8	D
	R	1180	1583	0.632	0.745	5.9	B		

Intersection Delay = 47.6 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 1.028

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.841
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 15.5
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	0	1	0	1 0	0	1	0	1 1	0	0	0	1 1	0	1
Volume Module:																
Base Vol:	0	29	316		0	157	318		49	606	0		0	1830	47	
Growth Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	29	0		0	157	318		49	606	0		0	1830	47	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	31	0		0	165	335		52	638	0		0	1926	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	31	0		0	165	335		52	638	0		0	1926	49	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.05	1.05	1.00		1.05	1.05	1.00	
Final Vol.:	0	31	0		0	165	335		54	670	0		0	2023	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
Lanes:	0.00	1.00	1.00		0.00	1.00	1.00		0.15	1.85	0.00		0.00	2.00	1.00	
Final Sat.:	0	1862	1862		0	1950	1650		1975	1975	1975		0	3724	1650	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.00		0.00	0.08	0.20		0.03	0.34	0.00		0.00	0.54	0.03	
Crit Moves:		****					****		****					****		
Green Time:	0.0	2.0	0.0		0.0	24.2	24.2		3.3	67.9	0.0		0.0	64.6	64.6	
Volume/Cap:	0.00	0.84	0.00		0.00	0.35	0.84		0.84	0.50	0.00		0.00	0.84	0.05	
Delay/Veh:	0.0	88.5	0.0		0.0	20.5	33.6		36.4	5.3	0.0		0.0	10.9	4.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	88.5	0.0		0.0	20.5	33.6		36.4	5.3	0.0		0.0	10.9	4.2	
DesignQueue:	0	2	0		0	7	15		3	13	0		0	46	1	

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-25-2000
Center For Microcomputers In Transportation

Streets: (E-W) I-280 (N-S) San Hill Cir.
Analyst: Alex File Name: 28PMEX.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	0	> 2	1	0	> 1	1	0	> 1	1
Volumes	49	606		1	1830	47	1	29	316	1	157	318
Lane W (ft)		12.0			12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vols			0			0			316			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right						Right	*			
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*				WB	Right		*		
Green		21.0A	56.0A			Green		2.0A	9.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	779	3712	0.929	0.210	35.2	D	35.2	D
WB	LT	2086	3725	0.970	0.560	21.9	C	21.4	C
	R	1029	1583	0.048	0.650	4.1	A		
NB	LT	37	1860	0.860	0.020	83.5	F	83.5	F
	R	37	1863	0.000	0.020	0.0	A		
SB	LT	168	1862	0.990	0.090	73.0	F	37.4	D
	R	523	1583	0.641	0.330	19.8	C		

Intersection Delay = 27.4 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.960

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 14.2
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	236	0	202	192	1015	0	0	1235	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	236	0	202	192	1015	0	0	1235	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	248	0	213	202	1068	0	0	1300	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	213	202	1068	0	0	1300	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	248	0	213	202	1122	0	0	1365	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	0.98	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.68	0.32
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3136	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.10	0.29	0.00	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.8	0.0	30.6	12.8	66.2	0.0	0.0	53.4	53.4
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.37	0.73	0.39	0.00	0.00	0.73	0.73
Delay/Veh:	0.0	0.0	0.0	27.3	0.0	14.7	30.4	2.9	0.0	0.0	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.3	0.0	14.7	30.4	2.9	0.0	0.0	9.4	9.4
DesignQueue:	0	0	0	10	0	7	9	16	0	0	31	6

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-01-2000

Center For Microcomputers In Transportation

Streets: (E-W) Sharon Park (N-S) Sand Hill

Analyst: Alex File Name: 29PMEX.HC9

Area Type: Other 4-21-0 PM PEAK

Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	< 0	0	0	0	1	0	1
Volumes	192	1015		1	1235	232				236		202
Lane W (ft)	12.0	12.0		12.0	12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00		3.00	3.00	3.00				3.00		3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left				
	Thru		*	*			Thru				
	Right						Right				
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru			*			Thru				
	Right			*			Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*	*	*		WB	Right				
Green		6.0A	12.0A	53.0A		Green		13.0A			
Yellow/AR		0.0	0.0	3.0		Yellow/AR		3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	295	1770	0.685	0.167	27.2	D	6.9	B
	T	2690	3725	0.417	0.722	3.3	A		
WB	L	59	1770	0.017	0.033	27.2	D	10.0	B
	TR	2142	3637	0.757	0.589	10.0	B		
SB	L	256	1770	0.970	0.144	60.3	F	32.4	D
	R	1530	1583	0.139	0.967	0.0	A		

Intersection Delay = 11.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.778

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 0.989
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 52.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0
Volume Module:												
Base Vol:	264	850	246	146	665	293	428	620	218	437	917	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	850	246	146	665	293	428	620	218	437	917	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	278	895	259	154	700	308	451	653	229	460	965	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	895	259	154	700	308	451	653	229	460	965	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.10	1.10	1.10
Final Vol.:	278	939	259	154	735	308	451	685	229	506	1062	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	3003	721
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.16	0.08	0.19	0.19	0.23	0.18	0.14	0.26	0.35	0.35
Crit Moves:	****				****		****				****	
Green Time:	18.9	33.0	79.5	10.8	25.0	25.0	30.6	30.6	30.6	46.5	46.5	46.5
Volume/Cap:	0.99	0.95	0.26	0.95	0.99	0.99	0.99	0.75	0.60	0.73	0.99	0.99
Delay/Veh:	74.0	44.6	7.6	80.3	56.6	71.0	61.6	32.3	30.5	24.2	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	44.6	7.6	80.3	56.6	71.0	61.6	32.3	30.5	24.2	40.6	40.6
DesignQueue:	18	54	8	10	45	19	27	40	13	25	54	13

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-01-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30PMEX.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	428	620	218	437	917	220	264	850	246	146	665	293
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		29.0A	45.0A			Green		15.0A	7.0A	25.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	395	1770	1.142	0.223	*	*	*	*
	T	831	3725	0.826	0.223	34.8	D		
	R	584	1583	0.392	0.369	19.7	C		
WB	L	613	1770	0.676	0.346	25.0	C	48.5	E
	LTR	1251	3615	1.043	0.346	56.0	E		
NB	L	259	1770	1.075	0.146	*	*	*	*
	T	917	3725	1.025	0.246	57.8	E		
	R	938	1583	0.276	0.592	8.4	B		
SB	L	163	1770	0.943	0.092	70.5	F	52.0	E
	T	716	3725	1.026	0.192	63.0	F		
	R	694	1583	0.444	0.438	16.7	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 14.7
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	50	0	153	0	977	0	0	1349	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	0	153	0	977	0	0	1349	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	53	0	161	0	1028	0	0	1420	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	161	0	1028	0	0	1420	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	53	0	161	0	1028	0	0	1420	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.09	0.00	0.53	0.00	0.00	0.76	0.03
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	10.3	0.0	10.3	0.0	83.7	0.0	0.0	83.7	83.7
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.91	0.00	0.63	0.00	0.00	0.91	0.04
Delay/Veh:	0.0	0.0	0.0	27.1	0.0	59.1	0.0	2.4	0.0	0.0	9.7	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.1	0.0	59.1	0.0	2.4	0.0	0.0	9.7	0.9
DesignQueue:	0	0	0	3	0	8	0	11	0	0	16	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-26-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31PMEX.HC9
Area Type: Other 4-21-0
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		977			1349	54				50		153
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	84.0P				Green	10.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1565	1863	0.657	0.840	6.1	B	6.1	B
WB	T	1565	1863	0.908	0.840	15.0	B	14.6	B
	R	1330	1583	0.043	0.840	2.6	A		
SB	L	177	1770	0.300	0.100	30.8	D	7.6	B
	R	1583	1583	0.102	1.000	0.0	A		

Intersection Delay = 10.8 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.843

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 8.6
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	0	0	10	10
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	10	0	4	5	873	0	0	1402	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	4	5	873	0	0	1402	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	4	5	873	0	0	1402	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	4	5	873	0	0	1402	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	10	0	4	5	873	0	0	1402	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.46	0.00	0.00	0.74	0.02
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	0.6	0.0	0.6	7.0	90.4	0.0	0.0	83.4	83.4
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.35	0.04	0.51	0.00	0.00	0.89	0.03
Delay/Veh:	0.0	0.0	0.0	174.8	0.0	44.4	33.0	0.9	0.0	0.0	8.6	1.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	174.8	0.0	37.7	33.0	0.7	0.0	0.0	7.3	0.9
DesignQueue:	0	0	0	1	0	0	0	5	0	0	16	0

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.0
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ovl					Include				
Min. Green:	7	0	10			0	0	0			0	10	10			7	10	0		
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	587	0	106			0	0	0			0	709	165			48	878	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	587	0	106			0	0	0			0	709	165			48	878	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	587	0	106			0	0	0			0	709	165			48	878	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	587	0	106			0	0	0			0	709	165			48	878	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	587	0	106			0	0	0			0	709	165			48	878	0		
Saturation Flow Module:																				
Sat/Lane:	1800	1800	1800			1800	1800	1800			1800	1800	1800			1800	1800	1800		
Adjustment:	0.88	1.06	0.97			0.97	1.06	0.97			0.97	1.06	0.97			0.97	1.06	0.97		
Lanes:	2.00	0.00	1.00			0.00	0.00	0.00			0.00	1.00	1.00			1.00	1.00	0.00		
Final Sat.:	3150	0	1750			0	0	0			0	1900	1750			1750	1900	0		
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.00	0.06			0.00	0.00	0.00			0.00	0.37	0.09			0.03	0.46	0.00		
Crit Moves:	****										****						****			
Green Time:	23.3	0.0	23.3			0.0	0.0	0.0			0.0	50.7	74.0			7.0	57.7	0.0		
Volume/Cap:	0.72	0.00	0.23			0.00	0.00	0.00			0.00	0.66	0.11			0.35	0.72	0.00		
Delay/Veh:	25.3	0.0	20.1			0.0	0.0	0.0			0.0	11.5	1.2			30.6	9.7	0.0		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
ProgAdjFctr:	1.00	0.85	0.85			1.00	0.85	0.85			1.00	0.85	0.85			1.00	0.85	0.85		
AdjDel/Veh:	25.3	0.0	17.1			0.0	0.0	0.0			0.0	9.8	1.0			30.6	8.2	0.0		
DesignQueue:	23	0	4			0	0	0			0	17	2			2	18	0		

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.3
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ovl					Include				
Min. Green:	7		0		10	0		0		0	0		10		10	7		10		0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	512		0		42	0		0		0	0		352		447	106		370		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	512		0		42	0		0		0	0		352		447	106		370		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	512		0		42	0		0		0	0		352		447	106		370		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	512		0		42	0		0		0	0		352		447	106		370		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	512		0		42	0		0		0	0		352		447	106		370		0
Saturation Flow Module:																				
Sat/Lane:	1800	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800	
Adjustment:	0.97	1.06		0.97		0.97	1.06		0.97		0.97	1.06		0.97		0.97	1.06		0.97	
Lanes:	1.00	0.00		1.00		0.00	0.00		0.00		0.00	1.00		1.00		1.00	1.00		0.00	
Final Sat.:	1750		0		1750	0		0		0	0		1900		1750	1750		1900		0
Capacity Analysis Module:																				
Vol/Sat:	0.29	0.00		0.02		0.00	0.00		0.00		0.00	0.19		0.26		0.06	0.19		0.00	
Crit Moves:	****											****				****				
Green Time:	44.0		0.0		44.0	0.0		0.0		0.0	0.0		27.9		71.9	9.1		37.0		0.0
Volume/Cap:	0.60	0.00		0.05		0.00	0.00		0.00		0.00	0.60		0.32		0.60	0.47		0.00	
Delay/Veh:	13.5		0.0		9.1	0.0		0.0		0.0	0.0		21.2		1.9	33.3		15.1		0.0
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
ProgAdjFctr:	1.00	0.85		0.85		1.00	0.85		0.85		1.00	0.85		0.85		1.00	0.85		0.85	
AdjDel/Veh:	13.5		0.0		7.8	0.0		0.0		0.0	0.0		18.0		1.6	33.3		12.8		0.0
DesignQueue:	14		0		1	0		0		0	0		13		5	5		11		0

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 21.8
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1 0	1	0	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	353	361	54	73	528	70	88	409	624	103	201	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	361	54	73	528	70	88	409	624	103	201	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	361	54	73	528	70	88	409	624	103	201	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	361	54	73	528	70	88	409	624	103	201	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	353	361	54	73	528	70	88	409	624	103	201	85
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97	0.97	1.00	1.00
Lanes:	1.39	1.40	0.21	1.00	1.76	0.24	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	2459	2515	376	1750	3267	433	1750	1900	1750	1750	1265	535
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.04	0.16	0.16	0.05	0.22	0.36	0.06	0.16	0.16
Crit Moves:		****			****			****		****		
Green Time:	19.3	19.3	19.3	21.8	21.8	21.8	7.0	29.0	48.3	7.9	29.9	29.9
Volume/Cap:	0.67	0.67	0.67	0.17	0.67	0.67	0.65	0.67	0.66	0.67	0.48	0.48
Delay/Veh:	25.7	25.7	25.7	20.5	24.8	24.8	37.5	22.0	12.7	37.3	18.6	18.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	21.8	21.8	21.8	20.5	21.1	21.1	37.5	18.7	10.8	37.3	15.8	15.8
DesignQueue:	14	15	2	3	21	3	4	15	16	5	7	3

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 90 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 22.8
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:		Include				Include				Include				Ovl		
Min. Green:	7	10		10	7	10		10	0	10		10	0	10		10
Lanes:	0 0	1! 0		0	1 0	0 1		0	0 0	1 1		0	0 0	1 0		1
Volume Module:																
Base Vol:	22	327		28	543	462		25	0	443		18	0	301		332
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	22	327		28	543	462		25	0	443		18	0	301		332
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	22	327		28	543	462		25	0	443		18	0	301		332
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	22	327		28	543	462		25	0	443		18	0	301		332
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	22	327		28	543	462		25	0	443		18	0	301		332
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.97	0.97		0.97	0.97	1.00		1.00	0.97	1.03		1.00	0.97	1.06		0.97
Lanes:	0.06	0.87		0.07	1.00	0.95		0.05	0.00	1.92		0.08	0.00	1.00		1.00
Final Sat.:	102	1518		130	1750	1708		92	0	3555		144	0	1900		1750
Capacity Analysis Module:																
Vol/Sat:	0.22	0.22		0.22	0.31	0.27		0.27	0.00	0.12		0.12	0.00	0.16		0.19
Crit Moves:				****	****									****		
Green Time:	25.5	25.5		25.5	36.7	36.7		36.7	0.0	18.8		18.8	0.0	18.8		55.5
Volume/Cap:	0.76	0.76		0.76	0.76	0.66		0.66	0.00	0.60		0.60	0.00	0.76		0.31
Delay/Veh:	27.0	27.0		27.0	20.7	18.0		18.0	0.0	25.4		25.4	0.0	31.2		6.3
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
ProgAdjFctr:	0.85	0.85		0.85	1.00	0.85		0.85	1.00	0.85		0.85	1.00	0.85		0.85
AdjDel/Veh:	23.0	23.0		23.0	20.7	15.3		15.3	0.0	21.6		21.6	0.0	26.5		5.3
DesignQueue:	1	12		1	17	15		1	0	18		1	0	12		7

Stanford Community Plan
Existing Conditions
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Average Crit Del (sec/veh): 615.1 Worst Case Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Ignore					Include					Ignore				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0		0		439	0		42		0	831		0		0	321		416	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00	
Initial Bse:	0	0		0		439	0		0		0	831		0		0	321		0	
User Adj:	1.04	1.04		1.04		1.04	1.04		0.00		1.04	1.04		1.04		1.04	1.04		0.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Volume:	0	0		0		457	0		0		0	864		0		0	334		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	0	0		0		457	0		0		0	864		0		0	334		0	
Adjusted Volume Module:																				
Grade:	0%					0%					0%					0%				
% Cycle/Cars:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
% Truck/Comb:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
PCE Adj:	1.10	1.10		1.10		1.10	1.10		1.10		1.10	1.00		1.00		1.10	1.00		1.00	
Cycl/Car PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Trck/Cmb PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Adj Vol.:	0	0		0		502	0		0		0	864		0		0	334		0	
Critical Gap Module:																				
MoveUp Time:	xxxxx	xxxx		xxxxx		3.4	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Critical Gp:	xxxxx	xxxx		xxxxx		6.5	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		1198	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		214	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Adj Cap:	xxxx	xxxx		xxxxx		1.00	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		214	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Level Of Service Module:																				
Stopped Del:	xxxxx	xxxx		xxxxx		2082	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		F	*		A		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Shrd StpDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	0.0					2082.5					0.0					0.0				

Stanford Community Plan
Existing Conditions
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Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.180
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.0
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	181	120	20	0	45	19	53	15	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	181	120	20	0	45	19	53	15	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	181	120	20	0	45	19	53	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	181	120	20	0	45	19	53	15	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	181	120	20	0	45	19	53	15	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.86	0.14	0.00	0.70	0.30	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1543	257	0	1266	534	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.08	0.08	0.00	0.04	0.04	0.03	0.01	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	29.3	29.3	29.3	0.0	10.1	10.1	8.6	18.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.16	0.16	0.00	0.21	0.21	0.21	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	6.7	6.5	6.5	0.0	16.4	16.4	17.3	10.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	6.7	5.5	5.5	0.0	14.0	14.0	17.3	9.3	0.0
DesignQueue:	0	0	0	3	2	0	0	1	1	2	0	0

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.3
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	12	87	25	0	0	0	68	158	0	0	56	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	87	25	0	0	0	68	158	0	0	56	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	87	25	0	0	0	68	158	0	0	56	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	87	25	0	0	0	68	158	0	0	56	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	87	25	0	0	0	68	158	0	0	56	346
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.19	1.41	0.40	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	348	2526	726	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.00	0.04	0.08	0.00	0.00	0.03	0.20
Crit Moves:		****					****					****
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	7.0	38.0	0.0	0.0	31.0	31.0
Volume/Cap:	0.21	0.21	0.21	0.00	0.00	0.00	0.33	0.13	0.00	0.00	0.06	0.38
Delay/Veh:	16.4	16.4	16.4	0.0	0.0	0.0	18.9	3.3	0.0	0.0	5.5	6.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	14.0	14.0	14.0	0.0	0.0	0.0	18.9	2.8	0.0	0.0	4.7	5.8
DesignQueue:	0	2	1	0	0	0	2	2	0	0	1	6

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec): 80 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.4
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	63	18	40	12	66	87	289	9	14	256	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	63	18	40	12	66	87	289	9	14	256	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	63	18	40	12	66	87	289	9	14	256	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	63	18	40	12	66	87	289	9	14	256	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	63	18	40	12	66	87	289	9	14	256	381
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.15	0.66	0.19	1.21	0.12	0.67	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	258	1161	332	2115	219	1205	1750	3588	112	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.05	0.05	0.05	0.08	0.08	0.01	0.13	0.22
Crit Moves:		****			****		****				****	
Green Time:	12.6	12.6	12.6	12.7	12.7	12.7	11.5	25.1	25.1	17.6	31.2	43.9
Volume/Cap:	0.35	0.35	0.35	0.12	0.35	0.35	0.35	0.26	0.26	0.04	0.35	0.40
Delay/Veh:	23.1	23.1	23.1	21.9	23.0	23.0	23.8	15.6	15.6	18.6	13.2	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	19.7	19.7	19.7	18.6	19.6	19.6	23.8	13.2	13.2	18.6	11.2	6.9
DesignQueue:	1	2	1	2	0	3	3	9	0	0	7	8

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Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 1.302
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	115	0	260	160	333	0	0	636	117								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	115	0	260	160	333	0	0	636	117								
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	118	0	268	165	343	0	0	655	121								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	118	0	268	165	343	0	0	655	121								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	0	0	0	118	0	268	165	343	0	0	655	121								
Saturation Flow Module:																				
Sat/Lane:	0	0	0	310	310	310	425	425	425	596	596	596								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	0.84	0.16								
Final Sat.:	0	0	0	310	0	310	425	850	0	0	503	93								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.86	0.39	0.40	0.00	0.00	1.30	1.30								
Crit Moves:			****			****		****				****								
ApproachV/S:	xxxxx				0.62			0.40			1.30									
Delay/Veh:	0.0	0.0	0.0	4.2	0.0	26.7	4.4	4.6	0.0	0.0	141	140.8								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	4.2	0.0	26.7	4.4	4.6	0.0	0.0	141	140.8								
LOS by Move:	*	*	*	A	*	D	A	A	*	*	F	F								
ApproachDel:	xxxxxx				10.7			4.5			140.8									
Delay Adj:	xxxxx				1.00			1.00			1.00									
ApprAdjDel:	xxxxxx				10.7			4.5			140.8									
LOS by Appr:	F				C			A			F									

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.148
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 5.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	11	82	24	132	154	26	64	17	17	50	3	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	82	24	132	154	26	64	17	17	50	3	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	82	24	132	154	26	64	17	17	50	3	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	82	24	132	154	26	64	17	17	50	3	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	82	24	132	154	26	64	17	17	50	3	326
Saturation Flow Module:												
Sat/Lane:	504	504	504	692	692	692	468	468	468	284	284	284
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.70	0.21	0.42	0.50	0.08	0.66	0.17	0.17	0.94	0.06	1.00
Final Sat.:	47	353	103	293	342	58	306	81	81	268	16	284
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.45	0.45	0.45	0.21	0.21	0.21	0.19	0.19	1.15
Crit Moves:			****			****			****			****
ApproachV/S:		0.23			0.45			0.21			0.67	
Delay/Veh:	2.4	2.4	2.4	5.5	5.5	5.5	2.2	2.2	2.2	2.0	2.0	78.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	2.4	2.4	5.5	5.5	5.5	2.2	2.2	2.2	2.0	2.0	78.4
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	F
ApproachDel:		2.4			5.5			2.2			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		2.4			5.5			2.2			12.6	
LOS by Appr:		A			B			A			C	

Stanford Community Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 9.1
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	410		0		205		0		0		0		0		425		332		114		565		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	410		0		205		0		0		0		0		425		332		114		565		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	432		0		216		0		0		0		0		447		349		120		595		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	432		0		216		0		0		0		0		447		349		120		595		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	432		0		216		0		0		0		0		447		349		120		595		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.93		0.93		0.93		0.98		0.98		0.98		0.98		0.98		0.93		0.93		0.98		0.98	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00		1.00		1.00		1.00		1.00		0.00	
Final Sat.:	1758		0		1758		0		0		0		0		1862		1764		1764		1862		0	
Capacity Analysis Module:																								
Vol/Sat:	0.25		0.00		0.12		0.00		0.00		0.00		0.00		0.24		0.20		0.07		0.32		0.00	
Crit Moves:	****												****								****			
Green Time:	23.5		0.0		23.5		0.0		0.0		0.0		0.0		23.8		23.8		6.7		30.5		0.0	
Volume/Cap:	0.63		0.00		0.31		0.00		0.00		0.00		0.00		0.61		0.50		0.61		0.63		0.00	
Delay/Veh:	10.8		0.0		8.3		0.0		0.0		0.0		0.0		10.3		9.3		20.0		7.8		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	10.8		0.0		8.3		0.0		0.0		0.0		0.0		10.3		9.3		20.0		7.8		0.0	
DesignQueue:	9		0		5		0		0		0		0		10		7		4		11		0	

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-26-2000
Center For Microcomputers In Transportation

Streets: (E-W) University (N-S) Santa Cruz
Analyst: Alex File Name: 43PMEX.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Volumes		425	332	114	565		410		205			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru	*	*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	22.0P	11.0P			Green	21.0P			
Yellow/AR	3.0	0.0			Yellow/AR	3.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	683	1863	0.654	0.367	13.6	B	13.4	B
	R	581	1583	0.601	0.367	13.0	B		
WB	L	236	1770	0.509	0.133	19.9	C	9.5	B
	T	1025	1863	0.581	0.550	7.4	B		
NB	L	619	1770	0.697	0.350	15.1	C	12.0	B
	R	844	1583	0.256	0.533	5.8	B		

Intersection Delay = 11.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.626

Stanford General Use Permit

2010 No Project Condition

AM Peak Hour

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 41.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	153	861	41	98	1964	532	260	202	126	78	179	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	861	41	98	1964	532	260	202	126	78	179	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	161	906	43	103	2067	560	274	213	133	82	188	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	906	43	103	2067	560	274	213	133	82	188	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	161	952	43	103	2171	560	287	223	133	82	188	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.13	0.87	1.00	1.00	1.00	1.00
Final Sat.:	1715	3773	1862	1715	3773	1862	1930	1500	1715	1715	1715	1715
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.02	0.06	0.58	0.30	0.15	0.15	0.08	0.05	0.11	0.02
Crit Moves:	****				****			****			****	
Green Time:	12.2	70.5	70.5	16.8	75.1	75.1	19.4	19.4	19.4	14.3	14.3	14.3
Volume/Cap:	1.00	0.47	0.04	0.47	1.00	0.52	1.00	1.00	0.52	0.43	1.00	0.17
Delay/Veh:	91.4	11.9	9.0	35.0	31.8	11.1	65.4	65.4	34.5	36.0	86.7	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.4	11.9	9.0	35.0	31.8	11.1	65.4	65.4	34.5	36.0	86.7	34.0
DesignQueue:	11	34	1	7	78	19	18	14	8	5	12	2

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-27-2000
Center For Microcomputers In Transportation

Streets: (E-W) Valpariso/Glenwood (N-S) El Camino
Analyst: Sara File Name: 1AMF.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 1	1	1	1	1	1	2	1	1	2	1
Volumes	260	202	126	78	179	31	153	861	41	80	1528	436
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		19.1P	19.0P			Green		12.0P	68.0P		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	260	1770	0.793	0.147	51.1	E	70.4	F
	LT	270	1840	1.044	0.147	98.1	F		
	R	232	1583	0.572	0.147	41.8	E		
WB	L	258	1770	0.317	0.146	38.1	D	42.3	E
	T	272	1863	0.691	0.146	45.0	E		
	R	231	1583	0.143	0.146	36.8	D		
NB	L	163	1770	0.986	0.092	94.8	F	26.2	D
	T	1947	3725	0.488	0.523	15.3	C		
	R	827	1583	0.052	0.523	11.6	B		
SB	L	163	1770	0.515	0.092	45.0	E	23.1	C
	T	1947	3725	0.867	0.523	23.8	C		
	R	827	1583	0.555	0.523	16.5	C		

Intersection Delay = 32.1 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.879

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 13.1
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	0 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	1004	67	0	1882	112	98	66	172	46	73	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1004	67	0	1882	112	98	66	172	46	73	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1004	67	0	1882	112	98	66	172	46	73	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1004	67	0	1882	112	98	66	172	46	73	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1054	67	0	1976	112	98	66	172	46	73	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	917	842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.04	0.00	0.53	0.06	0.06	0.04	0.10	0.03	0.08	0.08
Crit Moves:					****				****			****
Green Time:	0.0	90.7	90.7	0.0	90.7	90.7	16.7	16.7	16.7	13.6	13.6	13.6
Volume/Cap:	0.00	0.41	0.05	0.00	0.76	0.09	0.43	0.29	0.76	0.25	0.76	0.76
Delay/Veh:	0.0	5.4	4.0	0.0	9.1	4.1	34.6	33.3	44.8	34.7	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	4.0	0.0	9.1	4.1	34.6	33.3	44.8	34.7	47.8	47.8
DesignQueue:	0	25	1	0	50	2	6	4	11	3	5	4

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-27-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) El Camino
Analyst: Sara File Name: 2AMF.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	< 0	0	2	1	0	2	1
Volumes	98	66	172	46	73	67		1004	67		1882	112
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right		*			EB Right				
SB Right	*				WB Right				
Green	16.0P	16.0P			Green	89.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 130 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	218	1770	0.473	0.123	41.6	E	58.3	E
	T	229	1863	0.301	0.123	39.7	D		
	R	195	1583	0.929	0.123	74.8	F		
WB	L	218	1770	0.220	0.123	39.1	D	45.8	E
	TR	213	1729	0.696	0.123	47.9	E		
NB	T	2551	3725	0.435	0.685	7.1	B	6.7	B
	R	1315	1583	0.054	0.831	1.5	A		
SB	T	2551	3725	0.816	0.685	12.7	B	12.1	B
	R	1315	1583	0.090	0.831	1.5	A		

Intersection Delay = 16.3 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.815

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.136
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 100.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 1 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	159	923	350	295	2098	81	36	643	48	268	352	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	923	350	295	2098	81	36	643	48	268	352	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	923	350	295	2098	81	36	643	48	268	352	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	923	350	295	2098	81	36	643	48	268	352	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.03	1.00	1.00
Final Vol.:	159	969	350	295	2203	81	38	675	48	276	352	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.11	1.89	1.00	2.00	1.00	1.00
Final Sat.:	1862	3724	1862	1862	3724	1862	198	3526	1862	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.19	0.16	0.59	0.04	0.19	0.19	0.03	0.07	0.19	0.07
Crit Moves:	****				****			****			****	
Green Time:	9.8	48.1	48.1	29.3	67.7	67.7	21.9	21.9	21.9	21.6	21.6	21.6
Volume/Cap:	1.14	0.70	0.51	0.70	1.14	0.08	1.14	1.14	0.15	0.45	1.14	0.45
Delay/Veh:	155.3	23.6	21.0	33.5	87.8	10.1	114.0	114	29.8	31.9	127	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.3	23.6	21.0	33.5	87.8	10.1	114.0	114	29.8	31.9	127	32.2
DesignQueue:	11	47	17	17	90	3	2	43	3	17	22	8

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-27-2000
Center For Microcomputers In Transportation

Streets: (E-W) Ravenswood (N-S) El Camino
Analyst: Sara File Name: 3AMF.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	1	2	1	1	1	2	1	1	2	1
Volumes	36	643	48	268	352	138	159	923	350	295	2098	81
Lane W (ft)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru			*	
	Right	*					Right			*	
	Peds						Peds				
WB	Left		*			SB	Left	*	*		
	Thru		*				Thru		*	*	
	Right		*				Right		*	*	
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right	*	*		
Green		22.0A	22.0A			Green		10.0A	19.0A	48.0P	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	641	3790	1.171	0.169	*	*	*	*
	R	273	1615	0.187	0.169	35.2	D		
WB	L	599	3539	0.484	0.169	37.4	D	*	*
	T	315	1863	1.177	0.169	*	*		
	R	621	1583	0.233	0.392	20.1	C		
NB	L	95	1770	1.753	0.054	*	*	*	*
	T	1376	3725	0.742	0.369	17.3	C		
	R	853	1583	0.432	0.538	3.2	A		
SB	L	354	1770	0.879	0.200	40.6	E	*	*
	T	1920	3725	1.207	0.515	*	*		
	R	1121	1583	0.076	0.708	0.0	A		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 3.6
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	46	1283	42	94	2237	18	35	12	40	33	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1283	42	94	2237	18	35	12	40	33	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1283	42	94	2237	18	35	12	40	33	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1283	42	94	2237	18	35	12	40	33	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	1411	46	94	2461	20	35	12	40	33	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.91	0.09	1.00	2.98	0.02	0.40	0.14	0.46	0.85	0.15	1.00
Final Sat.:	1794	5213	170	1794	5340	43	722	247	825	1518	276	1794
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.05	0.46	0.46	0.05	0.05	0.05	0.02	0.02	0.01
Crit Moves:	****				****			****				
Green Time:	5.9	94.5	94.5	18.3	107	106.8	11.2	11.2	11.2	11.2	11.2	11.2
Volume/Cap:	0.56	0.37	0.37	0.37	0.56	0.56	0.56	0.56	0.56	0.25	0.25	0.15
Delay/Veh:	45.3	4.3	4.3	33.2	2.6	2.6	40.2	40.2	40.2	36.0	36.0	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	4.3	4.3	33.2	2.6	2.6	40.2	40.2	40.2	36.0	36.0	35.5
DesignQueue:	3	30	1	6	36	0	2	1	3	2	0	2

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-27-2000
Center For Microcomputers In Transportation

Streets: (E-W) Roble (N-S) El Camino
Analyst: Sara File Name: 4AMF.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	35	12	40	33	6	23	46	1283	42	94	2237	18
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru			*	
	Right	*					Right			*	
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	*	*		
Green		13.0A				Green		8.0A	10.0A	93.0P	
Yellow/AR		3.0				Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	142	1417	0.677	0.100	44.6	E	44.6	E
WB	LT	66	662	0.619	0.100	47.0	E	38.8	D
	R	377	1583	0.064	0.238	24.7	C		
NB	L	68	1770	0.705	0.038	57.8	E	6.3	B
	TR	3979	5562	0.386	0.715	4.7	A		
SB	L	204	1770	0.485	0.115	36.3	D	4.8	A
	TR	4423	5582	0.590	0.792	3.6	A		

Intersection Delay = 6.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.604

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 25.0
Optimal Cycle: 111 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	0 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	257	1295	17	0	2546	66	209	5	347	7	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	1295	17	0	2546	66	209	5	347	7	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1295	17	0	2546	66	209	5	347	7	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1295	17	0	2546	66	209	5	347	7	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	257	1425	19	0	2801	73	209	5	347	7	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.96	0.04	0.00	2.92	0.08	0.98	0.02	1.00	0.44	0.00	0.56
Final Sat.:	1794	5312	71	0	5246	137	1752	42	1794	785	0	1009
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.00	0.53	0.53	0.12	0.12	0.19	0.01	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	20.4	96.5	96.5	0.0	76.1	76.1	27.5	27.5	27.5	27.5	0.0	27.5
Volume/Cap:	0.91	0.36	0.36	0.00	0.91	0.91	0.56	0.56	0.91	0.04	0.00	0.04
Delay/Veh:	57.4	3.8	3.8	0.0	18.9	18.9	31.1	31.1	50.7	26.3	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	3.8	3.8	0.0	18.9	18.9	31.1	31.1	50.7	26.3	0.0	26.3
DesignQueue:	16	28	0	0	97	3	12	0	21	0	0	1

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-27-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Sara File Name: 5AMF.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	< 0
Volumes	209	5	347	7	1	9	257	1295	17		2546	66
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru	*				Thru	*	*	
Right	*				Right	*	*	
Peds					Peds			
WB Left	*				SB Left			
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right	*		
SB Right					WB Right			
Green	27.0P				Green	74.0P	20.0P	
Yellow/AR	3.0				Yellow/AR	3.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	338	1628	0.666	0.208	39.4	D	30.8	D
	R	609	1583	0.599	0.385	25.5	D		
WB	LTR	270	1300	0.063	0.208	31.4	D	31.4	D
NB	L	272	1770	0.995	0.154	82.4	F	16.2	C
	TR	4162	5577	0.365	0.746	4.4	A		
SB	TR	3169	5567	0.954	0.569	26.0	D	26.0	D

Intersection Delay = 23.3 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.897

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.5
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	1480	18	21	2419	68	43	0	167	15	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1480	18	21	2419	68	43	0	167	15	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	1480	18	21	2419	68	43	0	167	15	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1480	18	21	2419	68	43	0	167	15	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	1628	20	21	2661	75	43	0	167	15	0	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.96	0.04	1.00	2.92	0.08	0.20	0.00	0.80	0.52	0.00	0.48
Final Sat.:	1794	5318	65	1794	5236	148	367	0	1427	928	0	866
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.01	0.51	0.51	0.12	0.00	0.12	0.02	0.00	0.02
Crit Moves:	****				****		****					
Green Time:	14.5	99.7	99.7	3.8	89.0	89.0	20.5	0.0	20.5	20.5	0.0	20.5
Volume/Cap:	0.74	0.40	0.40	0.40	0.74	0.74	0.74	0.00	0.74	0.10	0.00	0.10
Delay/Veh:	45.4	3.3	3.3	42.6	9.1	9.1	40.6	0.0	40.6	30.3	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	3.3	3.3	42.6	9.1	9.1	40.6	0.0	40.6	30.3	0.0	30.3
DesignQueue:	10	30	0	1	69	2	3	0	10	1	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-27-2000
Center For Microcomputers In Transportation

Streets: (E-W) Cambridge (N-S) El Camino
Analyst: Sara File Name: 6AMF.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	43	1	167	15	1	14	149	1480	18	21	2419	68
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru			*	
	Right	*					Right			*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		21.0P				Green		5.0P	11.0P	87.0P	
Yellow/AR		3.0				Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	230	1421	0.967	0.162	78.1	F	78.1	F
WB	LTR	179	1109	0.179	0.162	35.8	D	35.8	D
NB	L	177	1770	0.887	0.100	70.1	F	9.8	B
	TR	4205	5578	0.413	0.754	4.4	A		
SB	L	27	1770	0.808	0.015	107.6	F	12.7	B
	TR	3724	5565	0.773	0.669	11.9	B		

Intersection Delay = 14.6 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.819

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.7
Optimal Cycle: 63 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ignore	
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			2 0 0 0 1			0 0 0 0 1		
Volume Module:												
Base Vol:	280	795	151	952	1805	250	275	0	125	0	0	837
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	280	795	151	952	1805	250	275	0	125	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	280	795	151	952	1805	250	275	0	125	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	795	151	952	1805	250	275	0	125	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	280	795	151	952	1805	250	275	0	125	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.09	0.54	0.32	0.14	0.09	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	33.9	20.6	20.6	80.5	67.2	80.1	12.9	0.0	46.8	0.0	0.0	0.0
Volume/Cap:	0.57	0.81	0.50	0.81	0.57	0.21	0.81	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	29.1	40.0	35.4	14.0	13.1	5.9	49.3	0.0	18.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	29.1	34.0	30.1	14.0	11.2	5.0	49.3	0.0	15.5	0.0	0.0	0.0
DesignQueue:	14	46	9	24	58	6	17	0	5	0	0	0

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Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

Average Crit Del (sec/veh): 0.6 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	31	1038	0	0	2276	46	0	0	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1038	0	0	2276	46	0	0	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1038	0	0	2276	46	0	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	1038	0	0	2276	46	0	0	14	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	34	1038	0	0	2276	46	0	0	15	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2322	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	782	xxxx	xxxx	xxxxx
Potent Cap.:	97	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	556	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	97	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	556	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	54.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.6	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1.7			0.0			6.6			0.0		

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Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #9 El Camino Real/Quarry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0	4 0	0	0 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	214	975	0	0	1974	324	126	0	175	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	975	0	0	1974	324	126	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	975	0	0	1974	324	126	0	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	975	0	0	1974	324	126	0	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	975	0	0	1974	324	126	0	175	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.88	0.97	1.06	0.97
Lanes:	2.00	4.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	5700	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.00	0.00	0.35	0.19	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	14.1	86.0	0.0	0.0	71.9	86.9	15.0	0.0	29.1	0.0	0.0	0.0
Volume/Cap:	0.53	0.16	0.00	0.00	0.53	0.23	0.53	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	35.1	2.3	0.0	0.0	7.8	2.3	35.4	0.0	24.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.1	1.9	0.0	0.0	6.6	1.9	35.4	0.0	20.4	0.0	0.0	0.0
DesignQueue:	12	13	0	0	46	4	7	0	8	0	0	0

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 51.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	229	0	26	251	1	142	38	585	107	274	1183	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	0	26	251	1	142	38	585	107	274	1183	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	0	26	251	1	142	38	585	107	274	1183	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	0	26	251	1	142	38	585	107	274	1183	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	0	26	251	1	142	38	585	107	274	1183	108
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.01	0.99	0.10	1.61	0.29	0.35	1.51	0.14
Final Sat.:	1750	0	1750	1800	13	1787	187	2885	528	630	2721	248
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.01	0.14	0.08	0.08	0.20	0.20	0.20	0.43	0.43	0.43
Crit Moves:	****			****				****			****	
Green Time:	12.7	0.0	54.8	13.5	13.5	33.2	19.7	19.7	19.7	42.1	42.1	42.1
Volume/Cap:	1.03	0.00	0.03	1.03	0.59	0.24	1.03	1.03	1.03	1.03	1.03	1.03
Delay/Veh:	89.7	0.0	7.9	77.6	31.9	18.4	65.3	65.3	65.3	48.4	48.4	48.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	89.7	0.0	6.7	65.9	27.1	15.7	55.5	55.5	55.5	41.1	41.1	41.1
DesignQueue:	11	0	1	12	0	5	2	27	5	10	43	4

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Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 4.5
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	10	10		7	10	0		0	0	0		7	0	10	
Lanes:	0 0	3	0	1	1 0	3	0	0	0 0	0	0	0	1 0	1!	0	0
Volume Module:																
Base Vol:	0	1027	124		79	1940	0		0	0	0		129	0	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1027	124		79	1940	0		0	0	0		129	0	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1027	124		79	1940	0		0	0	0		129	0	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1027	124		79	1940	0		0	0	0		129	0	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1027	124		79	1940	0		0	0	0		129	0	42	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.61	0.00	0.39	
Final Sat.:	0	5700	1750		1750	5700	0		0	0	0		2810	0	690	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.07		0.05	0.34	0.00		0.00	0.00	0.00		0.05	0.00	0.06	
Crit Moves:	****					****									****	
Green Time:	0.0	70.2	84.0		7.0	77.2	0.0		0.0	0.0	0.0		13.8	0.0	13.8	
Volume/Cap:	0.00	0.26	0.08		0.64	0.44	0.00		0.00	0.00	0.00		0.33	0.00	0.44	
Delay/Veh:	0.0	4.1	1.0		41.9	3.0	0.0		0.0	0.0	0.0		29.7	0.0	30.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	0.0	3.5	0.9		41.9	2.6	0.0		0.0	0.0	0.0		25.3	0.0	26.0	
DesignQueue:	0	18	1		4	27	0		0	0	0		6	0	2	

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 39.2
Optimal Cycle: 135 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 3 0 1			2 0 2 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	437	913	148	319	1618	164	85	179	135	252	633	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	913	148	319	1618	164	85	179	135	252	633	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	913	148	319	1618	164	85	179	135	252	633	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	913	148	319	1618	164	85	179	135	252	633	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	437	913	148	319	1618	164	85	179	135	252	633	165
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.04	1.00	0.97	1.06	0.97	0.97	1.04	1.00
Lanes:	1.00	3.00	1.00	2.00	2.71	0.29	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	5700	1750	3150	5084	515	1750	3800	1750	1750	2934	765
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.08	0.10	0.32	0.32	0.05	0.05	0.08	0.14	0.22	0.22
Crit Moves:	****				****			****			****	
Green Time:	31.2	43.5	70.5	27.5	39.8	39.8	10.0	10.0	41.2	27.0	27.0	27.0
Volume/Cap:	0.96	0.44	0.14	0.44	0.96	0.96	0.58	0.57	0.22	0.64	0.96	0.96
Delay/Veh:	56.8	22.2	8.5	30.4	39.3	39.3	44.4	42.0	21.3	34.5	51.1	51.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	56.8	18.8	7.2	30.4	33.4	33.4	44.4	35.7	18.1	34.5	43.4	43.4
DesignQueue:	23	41	4	17	79	8	5	11	6	13	35	9

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Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 25.1
Optimal Cycle: 78 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:		Ovl					Include					Include					Include			
Min. Green:	0	10		10		7	10		0		0		0		0	7		0		10
Lanes:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	1455		253		219	1815		0		0		0		0	226		0		349
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	1455		253		219	1815		0		0		0		0	226		0		349
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	1455		253		219	1815		0		0		0		0	226		0		349
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	0	1455		253		219	1815		0		0		0		0	226		0		349
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	0	1455		253		219	1815		0		0		0		0	226		0		349
Saturation Flow Module:																				
Sat/Lane:	1800	1800		1800		1800	1800		1800		1800		1800		1800	1800		1800		1800
Adjustment:	0.97	1.06		0.97		0.97	1.06		0.97		0.97		1.06		0.97	0.97		0.97		0.97
Lanes:	0.00	3.00		1.00		1.00	3.00		0.00		0.00		0.00		0.00	0.39		0.00		0.61
Final Sat.:	0	5700		1750		1750	5700		0		0		0		0	688		0		1062
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.26		0.14		0.13	0.32		0.00		0.00		0.00		0.00	0.33		0.00		0.33
Crit Moves:		****				****										****				
Green Time:	0.0	35.3		80.7		17.3	52.6		0.0		0.0		0.0		0.0	45.4		0.0		45.4
Volume/Cap:	0.00	0.80		0.20		0.80	0.67		0.00		0.00		0.00		0.00	0.80		0.00		0.80
Delay/Veh:	0.0	27.7		3.5		44.1	17.2		0.0		0.0		0.0		0.0	25.8		0.0		25.8
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
ProgAdjFctr:	1.00	0.85		0.85		1.00	0.85		0.85		1.00		0.85		0.85	0.85		0.85		0.85
AdjDel/Veh:	0.0	23.5		3.0		44.1	14.6		0.0		0.0		0.0		0.0	21.9		0.0		21.9
DesignQueue:	0	65		4		12	63		0		0		0		0	9		0		14

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.7
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1 0		1 0	2 1 0		1 0	1 0 1		0 1	0 0 1	
Volume Module:												
Base Vol:	266	1704	8	83	1900	177	77	6	146	23	5	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1704	8	83	1900	177	77	6	146	23	5	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1704	8	83	1900	177	77	6	146	23	5	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1704	8	83	1900	177	77	6	146	23	5	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	266	1704	8	83	1900	177	77	6	146	23	5	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.99	0.01	1.00	2.73	0.27	1.00	1.00	1.00	0.82	0.18	1.00
Final Sat.:	1750	5574	26	1750	5122	477	1750	1900	1750	1479	321	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.31	0.05	0.37	0.37	0.04	0.00	0.08	0.02	0.02	0.01
Crit Moves:	****				****		****			****		
Green Time:	31.6	94.0	94.0	14.6	77.1	77.1	9.1	9.1	40.7	3.2	3.2	17.8
Volume/Cap:	0.63	0.42	0.42	0.42	0.63	0.63	0.63	0.04	0.27	0.63	0.63	0.11
Delay/Veh:	35.4	5.5	5.5	41.8	13.3	13.3	51.2	42.8	25.5	63.2	63.2	37.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	35.4	4.7	4.7	41.8	11.3	11.3	51.2	36.4	21.7	53.7	53.7	31.7
DesignQueue:	15	37	0	5	62	6	5	0	7	2	0	2

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Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 0.969
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 39.1
Optimal Cycle: 168 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	391	1846	54	28	1878	294	229	9	295	18	61	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	1846	54	28	1878	294	229	9	295	18	61	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	1846	54	28	1878	294	229	9	295	18	61	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1846	54	28	1878	294	229	9	295	18	61	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	391	1846	54	28	1878	294	229	9	295	18	61	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.06	0.97	0.97	0.97	0.97	0.97	1.06	0.97
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.43	0.02	0.55	1.00	1.00	1.00
Final Sat.:	1750	5441	159	1750	5700	1750	752	30	969	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.34	0.34	0.02	0.33	0.17	0.30	0.30	0.30	0.01	0.03	0.01
Crit Moves:	****				****		****				****	
Green Time:	25.4	59.9	59.9	2.8	37.4	72.0	34.6	34.6	34.6	3.6	3.6	6.5
Volume/Cap:	0.97	0.62	0.62	0.62	0.97	0.26	0.97	0.97	0.97	0.31	0.97	0.17
Delay/Veh:	59.0	13.4	13.4	55.5	37.5	6.0	50.9	50.9	50.9	40.5	116	37.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	59.0	11.4	11.4	55.5	31.8	5.1	43.3	43.3	43.3	40.5	98.6	31.9
DesignQueue:	19	56	2	2	83	6	10	0	13	1	4	1

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.0
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	146	2089	53	177	1737	323	73	56	99	71	112	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	2089	53	177	1737	323	73	56	99	71	112	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	2089	53	177	1737	323	73	56	99	71	112	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2089	53	177	1737	323	73	56	99	71	112	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	2089	53	177	1737	323	73	56	99	71	112	124
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.92	0.08	1.00	2.51	0.49	1.00	0.36	0.64	1.00	1.00	1.00
Final Sat.:	1750	5461	139	1750	4721	878	1750	650	1150	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.38	0.10	0.37	0.37	0.04	0.09	0.09	0.04	0.06	0.07
Crit Moves:		****		****					****		****	
Green Time:	15.4	65.7	65.7	17.4	67.7	67.7	14.8	14.8	14.8	10.1	10.1	27.5
Volume/Cap:	0.65	0.70	0.70	0.70	0.65	0.65	0.34	0.70	0.70	0.48	0.70	0.31
Delay/Veh:	42.4	15.6	15.6	42.7	14.0	14.0	36.9	44.6	44.6	41.8	49.0	29.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	42.4	13.3	13.3	42.7	11.9	11.9	36.9	37.9	37.9	41.8	41.7	24.9
DesignQueue:	9	70	2	10	56	10	4	3	6	4	7	6

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Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 140 Critical Vol./Cap. (X): 1.072
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 76.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	684	1538	298	630	890	339	473	960	289	575	1370	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	1538	298	630	890	339	473	960	289	575	1370	337
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	1538	298	630	890	339	473	960	289	575	1370	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	1538	298	630	890	339	473	960	289	575	1370	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	684	1538	298	630	890	339	473	960	289	575	1370	337
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.17	0.20	0.16	0.19	0.15	0.25	0.17	0.18	0.36	0.19
Crit Moves:		****		****			****				****	
Green Time:	35.7	35.2	63.2	26.1	25.7	45.3	19.6	38.7	74.4	28.0	47.1	73.2
Volume/Cap:	0.85	1.07	0.38	1.07	0.85	0.60	1.07	0.91	0.31	0.91	1.07	0.37
Delay/Veh:	43.9	81.3	19.5	95.4	47.0	31.5	102.5	45.9	14.1	54.5	78.3	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	43.9	69.1	16.5	95.4	39.9	26.8	102.5	39.0	12.0	54.5	66.5	12.9
DesignQueue:	42	96	13	42	59	19	33	58	11	37	78	13

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 28.2
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	2 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	30	66	235	124	109	362	116	720	21	152	1512	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	66	235	124	109	362	116	720	21	152	1512	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	69	247	131	115	381	122	758	22	160	1592	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	69	247	131	115	381	122	758	22	160	1592	533
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	32	69	247	134	115	381	122	796	23	160	1671	533
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	2.00	0.23	0.77	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	602	1298	1900	3157	441	1459	1900	3693	107	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.13	0.04	0.26	0.26	0.06	0.22	0.22	0.08	0.44	0.28
Crit Moves:					****		****				****	
Green Time:	10.3	10.3	37.8	61.1	61.1	61.1	12.5	70.4	70.4	27.5	85.5	136.2
Volume/Cap:	0.85	0.85	0.57	0.11	0.71	0.71	0.85	0.50	0.50	0.50	0.85	0.34
Delay/Veh:	76.8	76.8	37.7	27.8	30.9	30.9	72.6	22.5	22.5	41.5	24.8	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.8	76.8	37.7	27.8	30.9	30.9	72.6	22.5	22.5	41.5	24.8	2.3
DesignQueue:	3	6	18	9	7	24	11	44	1	12	84	9

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 20.1
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	52	498	79	106	832	92	30	351	36	116	710	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	498	79	106	832	92	30	351	36	116	710	95
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	508	81	108	849	94	31	358	37	118	724	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	508	81	108	849	94	31	358	37	118	724	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	508	81	108	849	94	31	358	37	118	724	97
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.17	1.58	0.25	0.20	1.62	0.18	1.00	0.91	0.09	1.00	1.76	0.24
Final Sat.:	297	2849	454	370	2908	322	1750	1631	169	1750	3263	437
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.29	0.29	0.29	0.02	0.22	0.22	0.07	0.22	0.22
Crit Moves:	****				****						****	
Green Time:	20.9	20.9	20.9	34.2	34.2	34.2	26.0	26.0	26.0	26.0	26.0	26.0
Volume/Cap:	0.77	0.77	0.77	0.77	0.77	0.77	0.06	0.76	0.76	0.23	0.77	0.77
Delay/Veh:	27.6	27.6	27.6	20.5	20.5	20.5	17.6	26.7	26.7	18.6	24.7	24.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	23.5	23.5	23.5	17.4	17.4	17.4	17.6	22.7	22.7	18.6	21.0	21.0
DesignQueue:	2	20	3	4	28	3	1	13	1	4	27	4

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 31.0
Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	84	568	329	467	627	81	76	176	59	425	245	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	568	329	467	627	81	76	176	59	425	245	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	598	346	492	660	85	80	185	62	447	258	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	598	346	492	660	85	80	185	62	447	258	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.05	1.05	1.00
Final Vol.:	88	628	346	506	693	90	80	195	65	470	271	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.97	0.97	0.97	0.97	0.97	1.03	1.03	0.97	1.00	0.97
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	1.00	1.50	0.50	1.28	0.72	1.00
Final Sat.:	1850	3800	1850	3700	3275	425	1850	2925	975	2370	1366	1850
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.19	0.14	0.21	0.21	0.04	0.07	0.07	0.20	0.20	0.23
Crit Moves:			****			****		****				****
Green Time:	26.5	26.5	26.5	29.9	29.9	29.9	9.4	9.4	9.4	32.2	32.2	32.2
Volume/Cap:	0.20	0.69	0.78	0.50	0.78	0.78	0.50	0.78	0.78	0.68	0.68	0.78
Delay/Veh:	21.5	26.1	31.1	22.2	26.6	26.6	33.2	39.4	39.4	23.4	23.4	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	26.1	31.1	22.2	26.6	26.6	33.2	39.4	39.4	23.4	23.4	27.9
DesignQueue:	4	30	17	23	33	4	5	11	4	21	12	19

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Sara File Name: 20AMF.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	> 1	1	1	2	1	2	2	< 0
Volumes	30	351	36	116	710	95	52	498	79	106	832	92
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left		*			SB Left		*		
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	13.0P	44.0P			Green	10.0P	34.0P		
Yellow/AR	3.0	3.0			Yellow/AR	0.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	209	1770	0.153	0.118	33.1	D	63.7	F
	TR	434	3673	0.984	0.118	66.0	F		
WB	L	708	1770	0.138	0.400	15.9	C	51.3	E
	LT	744	1860	1.036	0.400	60.4	F		
	R	633	1583	0.158	0.400	16.1	C		
NB	L	113	1770	0.488	0.064	40.5	E	19.3	C
	T	1490	3725	0.369	0.400	17.7	C		
	R	633	1583	0.131	0.400	15.9	C		
SB	L	238	769	0.484	0.309	24.7	C	33.8	D
	TR	1134	3670	0.901	0.309	34.8	D		

Intersection Delay = 40.2 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.943

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.5
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0	1 0		0 1 0	1 0		1 0	1 1 0		1 0	1 1 0	
Volume Module:												
Base Vol:	112	450	41	145	401	78	32	841	83	46	969	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	450	41	145	401	78	32	841	83	46	969	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	450	41	145	401	78	32	841	83	46	969	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	450	41	145	401	78	32	841	83	46	969	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	450	41	145	401	78	32	841	83	46	969	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.37	1.49	0.14	0.46	1.29	0.25	1.00	1.82	0.18	1.00	1.80	0.20
Final Sat.:	669	2687	245	837	2313	450	1750	3367	332	1750	3332	368
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.25	0.25	0.03	0.29	0.29
Crit Moves:			****		****						****	
Green Time:	21.5	21.5	21.5	22.2	22.2	22.2	37.3	37.3	37.3	37.3	37.3	37.3
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.04	0.60	0.60	0.06	0.70	0.70
Delay/Veh:	25.6	25.6	25.6	25.2	25.2	25.2	11.9	16.1	16.1	12.0	17.6	17.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	21.8	21.8	21.8	21.4	21.4	21.4	11.9	13.7	13.7	12.0	14.9	14.9
DesignQueue:	4	18	2	6	16	3	1	26	3	1	31	3

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Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #22 Alma Street/Churchill Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.944
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 47.9
Optimal Cycle: 166 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1	1 0		1 0 2	0 1		0 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	372	1477	55	9	1202	209	167	186	194	87	139	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	1477	55	9	1202	209	167	186	194	87	139	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	1477	55	9	1202	209	167	186	194	87	139	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1477	55	9	1202	209	167	186	194	87	139	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	372	1477	55	9	1202	209	167	186	194	87	139	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	0.47	0.53	1.00	0.36	0.58	0.06
Final Sat.:	1750	3567	133	1750	3800	1750	852	948	1750	632	1009	109
Capacity Analysis Module:												
Vol/Sat:	0.21	0.41	0.41	0.01	0.32	0.12	0.20	0.20	0.11	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	31.5	71.5	71.5	7.0	46.9	76.0	29.1	29.1	60.6	20.4	20.4	20.4
Volume/Cap:	0.94	0.81	0.81	0.10	0.94	0.22	0.94	0.94	0.26	0.94	0.94	0.94
Delay/Veh:	63.2	23.7	23.7	48.3	44.6	12.6	65.0	65.0	19.3	74.8	74.8	74.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	63.2	20.2	20.2	48.3	37.9	10.7	55.2	55.2	16.4	63.5	63.5	63.5
DesignQueue:	24	63	2	1	68	8	11	12	9	6	10	1

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

Cycle (sec): 180 Critical Vol./Cap. (X): 1.094
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 91.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 2 0 1			1 0 2 0 1			2 0 2 0 1			2 0 2 0 1		
Volume Module:												
Base Vol:	95	786	364	324	581	239	390	2305	222	71	726	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	786	364	324	581	239	390	2305	222	71	726	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	786	364	324	581	239	390	2305	222	71	726	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	786	364	324	581	239	390	2305	222	71	726	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	786	364	324	581	239	390	2305	222	71	726	201
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.19	0.15	0.14	0.12	0.61	0.13	0.02	0.19	0.11
Crit Moves:		****		****				****		****		
Green Time:	7.0	33.3	40.3	29.9	56.2	97.4	41.2	97.8	104.8	7.0	63.6	93.4
Volume/Cap:	0.78	1.12	0.93	1.12	0.49	0.25	0.54	1.12	0.22	0.58	0.54	0.22
Delay/Veh:	82.3	125	72.1	142.6	38.5	16.7	47.1	93.5	13.7	69.4	35.7	17.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	82.3	106	61.3	142.6	32.7	14.2	47.1	79.5	11.6	69.4	30.4	15.2
DesignQueue:	9	68	30	28	42	11	31	125	10	7	49	10

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.2
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	731	434	192	683	0	0	0	0	280	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	731	434	192	683	0	0	0	0	280	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	731	434	192	683	0	0	0	0	280	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	434	192	683	0	0	0	0	280	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	731	434	192	683	0	0	0	0	280	0	56
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.25	0.11	0.36	0.00	0.00	0.00	0.00	0.16	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	30.0	42.5	8.5	38.5	0.0	0.0	0.0	0.0	12.5	0.0	21.0
Volume/Cap:	0.00	0.77	0.35	0.77	0.56	0.00	0.00	0.00	0.00	0.77	0.00	0.09
Delay/Veh:	0.0	12.0	2.7	28.0	5.0	0.0	0.0	0.0	0.0	23.7	0.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	10.2	2.3	28.0	4.3	0.0	0.0	0.0	0.0	23.7	0.0	8.5
DesignQueue:	0	14	5	6	9	0	0	0	0	8	0	1

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.5
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	625	135	323	778	0	0	0	0	14	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	135	323	778	0	0	0	0	14	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	625	135	323	778	0	0	0	0	14	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	135	323	778	0	0	0	0	14	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	625	135	323	778	0	0	0	0	14	0	79
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.08	0.18	0.41	0.00	0.00	0.00	0.00	0.01	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	70.0	71.7	39.3	109	0.0	0.0	0.0	0.0	1.7	0.0	41.0
Volume/Cap:	0.00	0.56	0.13	0.56	0.45	0.00	0.00	0.00	0.00	0.56	0.00	0.13
Delay/Veh:	0.0	12.3	8.0	26.3	0.7	0.0	0.0	0.0	0.0	61.6	0.0	20.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	10.5	6.8	26.3	0.6	0.0	0.0	0.0	0.0	61.6	0.0	17.6
DesignQueue:	0	19	4	15	5	0	0	0	0	1	0	4

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 71.4
Optimal Cycle: 130 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	67	454	326	831	1283	44	7	6	2	129	3	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	454	326	831	1283	44	7	6	2	129	3	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	454	326	831	1283	44	7	6	2	129	3	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	454	326	831	1283	44	7	6	2	129	3	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	454	326	831	1283	44	7	6	2	129	3	203
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.40	0.13	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	1750	1740	60	817	700	233	1759	41	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.19	0.47	0.74	0.74	0.01	0.01	0.01	0.07	0.07	0.12
Crit Moves:	****				****			****		****		
Green Time:	2.8	18.7	23.9	37.1	53.0	53.0	10.0	10.0	10.0	5.3	5.3	42.3
Volume/Cap:	1.11	1.02	0.62	1.02	1.11	1.11	0.07	0.07	0.07	1.11	1.11	0.22
Delay/Veh:	172.9	63.2	20.0	47.4	73.2	73.2	23.5	23.5	23.5	139.5	139	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	172.9	53.7	17.0	47.4	62.2	62.2	20.0	20.0	20.0	118.6	119	6.5
DesignQueue:	3	17	11	22	24	1	0	0	0	5	0	4

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.252
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 167.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	76	0	495	0	0	0	0	1023	800	1088	641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	495	0	0	0	0	1023	800	1088	641	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	0	495	0	0	0	0	1023	800	1088	641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	495	0	0	0	0	1023	800	1088	641	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	76	0	495	0	0	0	0	1074	840	1088	641	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.05	0.95	1.00	1.00	0.00
Final Sat.:	1936	0	1617	0	0	0	0	1959	1532	1936	1911	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.31	0.00	0.00	0.00	0.00	0.55	0.55	0.56	0.34	0.00
Crit Moves:	****								****	****		
Green Time:	3.4	0.0	52.8	0.0	0.0	0.0	0.0	48.2	48.2	49.4	49.4	0.0
Volume/Cap:	1.25	0.00	0.64	0.00	0.00	0.00	0.00	1.25	1.25	1.25	0.75	0.00
Delay/Veh:	272.8	0.0	15.1	0.0	0.0	0.0	0.0	163	163.3	163.6	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	272.8	0.0	15.1	0.0	0.0	0.0	0.0	163	163.3	163.6	17.2	0.0
DesignQueue:	5	0	17	0	0	0	0	43	33	43	24	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27AMF.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		1023	800	1088	641		76		495			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	48.0A	49.0A			Green	4.0A			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	1519	3480	1.327	0.436	*	*	*	*
WB	LT	1609	3612	1.188	0.445	*	*	*	*
NB	L	64	1770	1.243	0.036	*	*	*	*
	R	806	1583	0.646	0.509	14.0	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.083
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 79.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	1 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	180	860	0	65	52	233	2065	0	0	935	122
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	65	52	233	2065	0	0	935	122
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	180	0	0	65	52	233	2065	0	0	935	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	0	0	65	52	233	2065	0	0	935	122
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	180	0	0	65	52	245	2168	0	0	982	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	1.01	0.85	1.02	1.02	1.02	0.98	0.98	0.85
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	0.20	1.80	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1911	1617	393	3478	0	0	3724	1617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.03	0.03	0.62	0.62	0.00	0.00	0.26	0.08
Crit Moves:		****			****		****				****	
Green Time:	0.0	8.9	0.0	0.0	3.1	3.1	57.6	81.9	0.0	0.0	24.4	24.4
Volume/Cap:	0.00	1.08	0.00	0.00	1.08	1.02	1.08	0.76	0.00	0.00	1.08	0.31
Delay/Veh:	0.0	114	0.0	0.0	158	138.6	55.0	3.6	0.0	0.0	73.9	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	114	0.0	0.0	158	138.6	55.0	3.6	0.0	0.0	73.9	20.1
DesignQueue:	0	9	0	0	4	3	7	26	0	0	44	5

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) I-280 (N-S) San Hill Cir.
Analyst: Alex File Name: 28AMF.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	0	> 2	1	0	> 1	1	0	> 1	1
Volumes	233	2065		1	935	122	1	180	860	1	65	52
Lane W (ft)		12.0			12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vols			0			0			633			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right						Right	*			
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*				WB	Right		*		
Green		58.0A	22.0A			Green		8.0A	3.0A		
Yellow/AR		3.0	2.0			Yellow/AR		2.0	2.0		

Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	2150	3707	1.181	0.580	*	*	*	*
WB	LT	782	3725	1.322	0.210	*	*	*	*
	R	364	1583	0.351	0.230	21.1	C		
NB	LT	130	1862	1.458	0.070	*	*	*	*
	R	111	1583	2.156	0.070	*	*		
SB	LT	37	1861	1.853	0.020	*	*	*	*
	R	998	1583	0.055	0.630	4.6	A		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 6.0
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	150	0	192	187	2300	0	0	922	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	192	187	2300	0	0	922	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	158	0	202	197	2421	0	0	971	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	158	0	202	197	2421	0	0	971	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	158	0	202	197	2542	0	0	1019	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	1.02	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.75	0.25
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3255	469
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.12	0.10	0.66	0.00	0.00	0.31	0.31
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.3	0.0	28.4	18.1	73.7	0.0	0.0	55.6	55.6
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.37	0.51	0.80	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	39.0	0.0	15.6	21.6	3.9	0.0	0.0	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.0	0.0	15.6	21.6	3.9	0.0	0.0	6.3	6.3
DesignQueue:	0	0	0	7	0	7	8	28	0	0	21	3

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-01-2000
Center For Microcomputers In Transportation

Streets: (E-W) Sharon Park (N-S) Sand Hill
Analyst: Alex File Name: 29AMF.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	< 0	0	0	0	1	0	1
Volumes	187	2300		1	922	133				150		192
Lane W (ft)	12.0	12.0		12.0	12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00		3.00	3.00	3.00				3.00		3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left				
	Thru		*	*			Thru				
	Right						Right				
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru			*			Thru				
	Right			*			Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*	*	*		WB	Right				
Green		8.0A	10.0A	56.0A		Green		10.0A			
Yellow/AR		0.0	0.0	3.0		Yellow/AR		3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	295	1770	0.668	0.167	26.6	D	12.4	B
	T	2732	3725	0.930	0.733	11.3	B		
WB	L	98	1770	0.010	0.056	25.9	D	6.3	B
	TR	2274	3655	0.513	0.622	6.3	B		
SB	L	197	1770	0.804	0.111	39.3	D	17.3	C
	R	1531	1583	0.132	0.967	0.0	A		

Intersection Delay = 11.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.858

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.066
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 73.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0
Volume Module:												
Base Vol:	258	835	624	329	975	305	511	1388	486	390	634	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	835	624	329	975	305	511	1388	486	390	634	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	835	624	329	975	305	511	1388	486	390	634	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	835	624	329	975	305	511	1388	486	390	634	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.00	1.00
Final Vol.:	258	877	624	329	1024	305	511	1457	486	410	634	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	2890	834
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.39	0.17	0.26	0.19	0.26	0.38	0.30	0.21	0.22	0.22
Crit Moves:		****		****				****				****
Green Time:	16.2	27.6	54.4	20.7	32.2	32.2	45.9	45.9	45.9	26.8	26.8	26.8
Volume/Cap:	1.07	1.07	0.92	1.07	1.07	0.76	0.75	1.07	0.85	1.03	1.07	1.07
Delay/Veh:	105.0	77.2	36.3	96.3	75.2	35.1	27.0	65.7	33.4	60.9	73.6	73.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.0	77.2	36.3	96.3	75.2	35.1	27.0	65.7	33.4	60.9	73.6	73.6
DesignQueue:	17	53	29	21	60	17	26	76	24	25	39	11

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30AMF.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	511	1388	486	390	634	183	258	835	624	329	975	305
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		45.0A	26.0A			Green		16.0A	31.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	613	1770	0.878	0.346	35.5	D	*	*
	T	1290	3725	1.190	0.346	*	*		
	R	1194	1583	0.429	0.754	3.9	A		
WB	L	354	1770	1.045	0.200	84.2	F	*	*
	LTR	720	3598	1.315	0.200	*	*		
NB	L	218	1770	1.249	0.123	*	*	*	*
	T	888	3725	1.039	0.238	65.8	F		
	R	694	1583	0.946	0.438	38.7	D		
SB	L	218	1770	1.589	0.123	*	*	*	*
	T	888	3725	1.212	0.238	*	*		
	R	962	1583	0.334	0.608	8.2	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.356
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 245.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	165	0	280	0	2152	0	0	1070	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	280	0	2152	0	0	1070	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	280	0	2152	0	0	1070	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	280	0	2152	0	0	1070	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	165	0	280	0	2152	0	0	1070	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	0.98	1.02	0.98	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	1.11	0.00	0.00	0.57	0.02
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	12.0	0.0	12.0	0.0	82.0	0.0	0.0	82.0	82.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	1.36	0.00	1.36	0.00	0.00	0.70	0.02
Delay/Veh:	0.0	0.0	0.0	40.8	0.0	295.3	0.0	239	0.0	0.0	3.5	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.8	0.0	295.3	0.0	239	0.0	0.0	3.5	1.1
DesignQueue:	0	0	0	8	0	14	0	31	0	0	13	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31AMF.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		2152			1070	31				165		280
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	*		
Thru	*				Thru			
Right	*				Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right	*				WB Right			
Green	82.0P				Green	12.0P		
Yellow/AR	3.0				Yellow/AR	3.0		

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1527	1863	1.483	0.820	*	*	*	*
WB	T	1527	1863	0.737	0.820	4.5	A	4.4	A
	R	1298	1583	0.025	0.820	1.3	A		
SB	L	212	1770	0.819	0.120	47.3	E	17.6	C
	R	1583	1583	0.186	1.000	0.0	A		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.821
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.3
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	200	10	120	14	10	30	52	1622	330	175	784	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	10	120	14	10	30	52	1622	330	175	784	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	10	120	14	10	30	52	1622	330	175	784	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	10	120	14	10	30	52	1622	330	175	784	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	10	120	14	10	30	52	1622	330	175	784	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.08	0.92	1.00	0.25	0.75	1.00	1.65	0.35	1.00	1.96	0.04
Final Sat.:	3150	138	1662	1750	450	1350	1750	3074	625	1750	3635	65
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.01	0.02	0.02	0.03	0.53	0.53	0.10	0.22	0.22
Crit Moves:		****				****		****		****		
Green Time:	8.8	8.8	8.8	10.0	10.0	10.0	7.0	64.3	64.3	12.2	69.5	69.5
Volume/Cap:	0.72	0.82	0.82	0.08	0.22	0.22	0.42	0.82	0.82	0.82	0.31	0.31
Delay/Veh:	39.8	52.7	52.7	31.0	31.6	31.6	35.3	12.0	12.0	47.3	4.5	4.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	39.8	44.8	44.8	31.0	26.8	26.8	35.3	10.2	10.2	47.3	3.9	3.9
DesignQueue:	10	1	6	1	1	2	3	37	8	9	14	0

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.3
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0
Lanes:	2 0 0	1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	138	10	46	119	19	126	35	1050	636	102	712	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	10	46	119	19	126	35	1050	636	102	712	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	10	46	119	19	126	35	1050	636	102	712	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	10	46	119	19	126	35	1050	636	102	712	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	10	46	119	19	126	35	1050	636	102	712	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.18	0.82	0.45	0.07	0.48	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	321	1479	789	126	835	1750	3800	1750	1750	3604	96
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.15	0.15	0.15	0.02	0.28	0.36	0.06	0.20	0.20
Crit Moves:			****		****				****	****		
Green Time:	10.0	10.0	10.0	21.0	21.0	21.0	4.4	39.8	49.8	8.1	43.5	43.5
Volume/Cap:	0.39	0.28	0.28	0.65	0.65	0.65	0.41	0.62	0.66	0.65	0.41	0.41
Delay/Veh:	28.7	28.1	28.1	26.1	26.1	26.1	33.3	15.2	11.9	36.0	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	28.7	23.9	23.9	22.2	22.2	22.2	33.3	13.0	10.1	36.0	9.7	9.7
DesignQueue:	6	0	2	5	1	5	2	32	16	5	19	1

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 130 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 42.8
Optimal Cycle: 157 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	463	49	163	20	48	26	26	425	755	203	447	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	49	163	20	48	26	26	425	755	203	447	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	463	49	163	20	48	26	26	425	755	203	447	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	49	163	20	48	26	26	425	755	203	447	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	463	49	163	20	48	26	26	425	755	203	447	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	1.52	0.11	0.37	0.21	0.51	0.28	1.00	1.00	1.00	1.00	1.95	0.05
Final Sat.:	2663	193	643	372	894	484	1750	1900	1750	1750	3611	89
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.25	0.05	0.05	0.05	0.01	0.22	0.43	0.12	0.12	0.12
Crit Moves:		****			****				****	****		
Green Time:	34.2	34.2	34.2	10.0	10.0	10.0	7.0	58.2	58.2	15.6	66.8	66.8
Volume/Cap:	0.66	0.96	0.96	0.70	0.70	0.70	0.28	0.50	0.96	0.96	0.24	0.24
Delay/Veh:	33.6	54.7	54.7	54.2	54.2	54.2	45.3	19.6	39.7	81.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	28.6	46.5	46.5	46.1	46.1	46.1	45.3	16.6	33.7	81.3	11.3	11.3
DesignQueue:	26	3	9	1	3	2	2	18	34	13	16	0

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 20.1
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1 1	0 1	0		0 1	0 1	0		1 0	2 0	1		1 0	1 1	0	
Volume Module:																
Base Vol:	610	414	18		117	587	139		59	112	244		21	362	73	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	610	414	18		117	587	139		59	112	244		21	362	73	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	610	414	18		117	587	139		59	112	244		21	362	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	610	414	18		117	587	139		59	112	244		21	362	73	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	610	414	18		117	587	139		59	112	244		21	362	73	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.98	1.00	1.00		1.00	1.00	1.00		0.97	1.06	0.97		0.97	1.03	1.00	
Lanes:	1.77	1.18	0.05		0.28	1.39	0.33		1.00	2.00	1.00		1.00	1.66	0.34	
Final Sat.:	3132	2125	92		500	2507	594		1750	3800	1750		1750	3079	621	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.23	0.23	0.23		0.03	0.03	0.14		0.01	0.12	0.12	
Crit Moves:	****					****			****					****		
Green Time:	25.3	25.3	25.3		30.4	30.4	30.4		7.0	15.3	40.6		7.0	15.3	15.3	
Volume/Cap:	0.69	0.69	0.69		0.69	0.69	0.69		0.43	0.17	0.31		0.15	0.69	0.69	
Delay/Veh:	22.9	22.9	22.9		20.8	20.8	20.8		31.5	24.3	12.1		29.5	29.0	29.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	0.85	0.85	0.85		0.85	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85	
AdjDel/Veh:	19.5	19.5	19.5		17.7	17.7	17.7		31.5	20.7	10.2		29.5	24.7	24.7	
DesignQueue:	23	16	1		4	21	5		3	5	7		1	15	3	

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Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 1.026
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 59.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Ovl					
Min. Green:	7		10		10		7		10		10		0		10		10		0		10		10	
Lanes:	0	0	1!	0	0		1	0	0	1	0		0	0	1	1	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	81		503		7		522		337		20		0		104		7		0		582		661	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	81		503		7		522		337		20		0		104		7		0		582		661	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	81		503		7		522		337		20		0		104		7		0		582		661	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	81		503		7		522		337		20		0		104		7		0		582		661	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	81		503		7		522		337		20		0		104		7		0		582		661	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.97		0.97		0.97		0.97		1.00		1.00		0.97		1.03		1.00		0.97		1.06		0.97	
Lanes:	0.14		0.85		0.01		1.00		0.94		0.06		0.00		1.87		0.13		0.00		1.00		1.00	
Final Sat.:	240		1489		21		1750		1699		101		0		3466		233		0		1900		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.34		0.34		0.34		0.30		0.20		0.20		0.00		0.03		0.03		0.00		0.31		0.38	
Crit Moves:					****		****														****			
Green Time:	36.2		36.2		36.2		32.0		32.0		32.0		0.0		32.8		32.8		0.0		32.8		64.8	
Volume/Cap:	1.03		1.03		1.03		1.03		0.68		0.68		0.00		0.10		0.10		0.00		1.03		0.64	
Delay/Veh:	64.3		64.3		64.3		67.9		28.8		28.8		0.0		21.2		21.2		0.0		65.8		12.3	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
ProgAdjFctr:	0.85		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85	
AdjDel/Veh:	54.7		54.7		54.7		67.9		24.4		24.4		0.0		18.0		18.0		0.0		55.9		10.5	
DesignQueue:	4		22		0		24		15		1		0		4		0		0		27		18	

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.7
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	290	0	69	0	231	0	0	860	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	0	0	290	0	69	0	231	0	0	860	0
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	302	0	72	0	240	0	0	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	302	0	72	0	240	0	0	894	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	302	0	72	0	252	0	0	894	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1900	0	1900	0	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.04	0.00	0.07	0.00	0.00	0.47	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	38.1	0.0	0.0	38.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.18	0.00	0.10	0.00	0.00	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	19.1	0.0	12.4	0.0	2.8	0.0	0.0	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	0.0	12.4	0.0	2.8	0.0	0.0	6.6	0.0
DesignQueue:	0	0	0	8	0	2	0	3	0	0	12	0

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.273
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 7.7
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0 0 0 0			1 0 0 1 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	344	122	27	0	14	6	19	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	344	122	27	0	14	6	19	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	344	122	27	0	14	6	19	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	344	122	27	0	14	6	19	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	344	122	27	0	14	6	19	18	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.82	0.18	0.00	0.70	0.30	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1474	326	0	1260	540	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.08	0.08	0.00	0.01	0.01	0.01	0.01	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	31.0	31.0	31.0	0.0	10.0	10.0	7.0	17.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.16	0.16	0.00	0.07	0.07	0.09	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	6.8	5.8	5.8	0.0	16.0	16.0	18.0	11.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	6.8	4.9	4.9	0.0	13.6	13.6	18.0	10.0	0.0
DesignQueue:	0	0	0	6	2	0	0	0	0	1	0	0

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.218
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.8
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	15	88	53	0	0	0	33	327	0	0	19	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	88	53	0	0	0	33	327	0	0	19	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	88	53	0	0	0	33	327	0	0	19	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	88	53	0	0	0	33	327	0	0	19	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	88	53	0	0	0	33	327	0	0	19	197
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.19	1.13	0.68	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	346	2031	1223	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.02	0.17	0.00	0.00	0.01	0.11
Crit Moves:		****					****					****
Green Time:	11.4	11.4	11.4	0.0	0.0	0.0	7.0	36.6	0.0	0.0	29.6	29.6
Volume/Cap:	0.23	0.23	0.23	0.00	0.00	0.00	0.16	0.28	0.00	0.00	0.02	0.23
Delay/Veh:	15.7	15.7	15.7	0.0	0.0	0.0	18.2	4.2	0.0	0.0	5.9	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	13.3	13.3	13.3	0.0	0.0	0.0	18.2	3.6	0.0	0.0	5.0	5.6
DesignQueue:	0	2	1	0	0	0	1	4	0	0	0	3

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec): 80 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.0
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	0	0	1!	0	0		1	0	1!	0	0		1	0	1	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:	5		7		7		212		34		73		67		124		12		14		339		558	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:	5		7		7		212		34		73		67		124		12		14		339		558	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	5		7		7		212		34		73		67		124		12		14		339		558	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	5		7		7		212		34		73		67		124		12		14		339		558	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Final Vol.:	5		7		7		212		34		73		67		124		12		14		339		558	
Saturation Flow Module:																								
Sat/Lane:	1800	1800			1800		1800	1800			1800		1800	1800			1800		1800	1800			1800	
Adjustment:	0.97	0.97			0.97		0.97	0.97			0.97		0.97	1.03			1.00		0.97	1.06			0.97	
Lanes:	0.26	0.37			0.37		1.50	0.16			0.34		1.00	1.82			0.18		1.00	1.00			1.00	
Final Sat.:	461		645		645		2621		279		600		1750	3373			326		1750	1900			1750	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.01			0.01		0.08	0.12			0.12		0.04	0.04			0.04		0.01	0.18			0.32	
Crit Moves:		****						****					****										****	
Green Time:	10.0	10.0			10.0		14.1	14.1			14.1		7.0	25.8			25.8		18.1	36.9			36.9	
Volume/Cap:	0.09	0.09			0.09		0.46	0.69			0.69		0.44	0.11			0.11		0.04	0.39			0.69	
Delay/Veh:	23.5	23.5			23.5		22.8	26.5			26.5		27.6	14.5			14.5		18.4	10.9			14.7	
Delay Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
ProgAdjFctr:	0.85	0.85			0.85		0.85	0.85			0.85		1.00	0.85			0.85		1.00	0.85			0.85	
AdjDel/Veh:	20.0	20.0			20.0		19.4	22.5			22.5		27.6	12.3			12.3		18.4	9.3			12.5	
DesignQueue:	0		0		0		8		1		3		3		4		0		0		9		14	

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 6.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	69	0	87	288	635	0	0	336	111								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	69	0	87	288	635	0	0	336	111								
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	71	0	90	297	654	0	0	346	114								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	71	0	90	297	654	0	0	346	114								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	0	0	0	71	0	90	297	654	0	0	346	114								
Saturation Flow Module:																				
Sat/Lane:	0	0	0	232	232	232	465	465	465	557	557	557								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	0.75	0.25								
Final Sat.:	0	0	0	232	0	232	465	930	0	0	419	138								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.39	0.64	0.70	0.00	0.00	0.83	0.83								
Crit Moves:			****			****		****				****								
ApproachV/S:	xxxxx				0.35			0.68			0.83									
Delay/Veh:	0.0	0.0	0.0	3.2	0.0	4.4	11.3	14.5	0.0	0.0	23.1	23.1								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	3.2	0.0	4.4	11.3	14.5	0.0	0.0	23.1	23.1								
LOS by Move:	*	*	*	A	*	A	C	C	*	*	D	D								
ApproachDel:	xxxxxx				3.7			13.3			23.1									
Delay Adj:	xxxxx				1.00			1.00			1.00									
ApprAdjDel:	xxxxxx				3.7			13.3			23.1									
LOS by Appr:	F				A			C			D									

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.217
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 5.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	84	46	295	123	28	31	14	6	17	1	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	84	46	295	123	28	31	14	6	17	1	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	84	46	295	123	28	31	14	6	17	1	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	84	46	295	123	28	31	14	6	17	1	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	84	46	295	123	28	31	14	6	17	1	185
Saturation Flow Module:												
Sat/Lane:	624	624	624	951	951	951	266	266	266	152	152	152
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.58	0.32	0.66	0.28	0.06	0.61	0.27	0.12	0.94	0.06	1.00
Final Sat.:	61	364	199	629	262	60	162	73	31	144	8	152
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.47	0.47	0.47	0.19	0.19	0.19	0.12	0.12	1.22
Crit Moves:			****			****			****			****
ApproachV/S:		0.23			0.47			0.19			0.67	
Delay/Veh:	2.4	2.4	2.4	5.9	5.9	5.9	2.1	2.1	2.1	1.6	1.6	102.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	2.4	2.4	5.9	5.9	5.9	2.1	2.1	2.1	1.6	1.6	102.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	F
ApproachDel:		2.4			5.9			2.1			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		2.4			5.9			2.1			12.6	
LOS by Appr:		A			B			A			C	

Stanford Community Plan
2010 Cumulative No Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.2
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	360	0	105	0	0	0	0	617	494	87	401	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	0	105	0	0	0	0	617	494	87	401	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	0	105	0	0	0	0	617	494	87	401	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	0	105	0	0	0	0	617	494	87	401	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	360	0	105	0	0	0	0	617	494	87	401	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.93	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.98	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1758	0	1758	0	0	0	0	1862	1764	1764	1862	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.28	0.05	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	18.9	0.0	18.9	0.0	0.0	0.0	0.0	30.6	30.6	4.5	35.1	0.0
Volume/Cap:	0.65	0.00	0.19	0.00	0.00	0.00	0.00	0.65	0.55	0.65	0.37	0.00
Delay/Veh:	13.3	0.0	9.7	0.0	0.0	0.0	0.0	8.1	7.0	24.6	4.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	0.0	9.7	0.0	0.0	0.0	0.0	8.1	7.0	24.6	4.3	0.0
DesignQueue:	9	0	2	0	0	0	0	11	9	3	6	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) University (N-S) Santa Cruz
Analyst: Alex File Name: 43AMF.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Volumes		617	494	87	401		360		105			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru	*	*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	29.0P	6.0P			Green	19.0P			
Yellow/AR	3.0	0.0			Yellow/AR	3.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	900	1863	0.721	0.483	11.3	B	11.1	B
	R	765	1583	0.679	0.483	10.8	B		
WB	L	88	1770	1.040	0.050	110.5	F	24.1	C
	T	1087	1863	0.388	0.583	5.2	B		
NB	L	560	1770	0.676	0.317	15.8	C	14.1	B
	R	660	1583	0.168	0.417	8.4	B		

Intersection Delay = 14.8 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.723

Stanford General Use Permit

2010 No Project Condition

PM Peak Hour

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.091
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 69.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	290	2297	44	55	1788	319	312	117	110	117	277	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	2297	44	55	1788	319	312	117	110	117	277	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	2418	46	58	1882	336	328	123	116	123	292	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2418	46	58	1882	336	328	123	116	123	292	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	305	2539	46	58	1976	336	345	129	116	123	292	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	0.54	1.00	1.00	1.00	1.00
Final Sat.:	1715	3773	1862	1715	3773	1862	2497	934	1715	1715	1715	1715
Capacity Analysis Module:												
Vol/Sat:	0.18	0.67	0.02	0.03	0.52	0.18	0.14	0.14	0.07	0.07	0.17	0.03
Crit Moves:		****		****				****			****	
Green Time:	21.4	80.2	80.2	4.0	62.9	62.9	16.5	16.5	16.5	20.3	20.3	20.3
Volume/Cap:	1.08	1.09	0.04	1.09	1.08	0.37	1.09	1.09	0.53	0.46	1.09	0.17
Delay/Veh:	104.9	60.5	6.3	178.7	64.3	13.8	100.6	101	36.3	33.1	110	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.9	60.5	6.3	178.7	64.3	13.8	100.6	101	36.3	33.1	110	30.8
DesignQueue:	19	85	1	4	85	13	22	8	7	8	19	3

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Valpariso/Glenwood (N-S) El Camino
Analyst: Alex File Name: 1PMF.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 1	1	1	1	< 0	1	2	1	1	2	1
Volumes	312	117	110	117	277	44	290	2297	44	55	1788	319
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		20.0A	20.0A			Green		8.0A	18.0A	55.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	272	1770	0.602	0.154	35.8	D	58.1	E
	LT	279	1811	1.030	0.154	86.0	F		
	R	524	1583	0.221	0.331	20.3	C		
WB	L	272	1770	0.452	0.154	33.1	D	*	*
	TR	281	1825	1.204	0.154	*	*		
NB	L	313	1770	0.974	0.177	67.0	F	*	*
	T	2092	3725	1.214	0.562	*	*		
	R	1133	1583	0.041	0.715	3.5	A		
SB	L	68	1770	0.852	0.038	80.8	F	*	*
	T	1576	3725	1.254	0.423	*	*		
	R	950	1583	0.354	0.600	8.6	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 22.4
Optimal Cycle: 137 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	0 0 2	0	1	1 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	0	2120	99	0	1819	209	202	106	161	89	94	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2120	99	0	1819	209	202	106	161	89	94	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2232	104	0	1915	220	213	112	169	94	99	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2232	104	0	1915	220	213	112	169	94	99	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2343	104	0	2010	220	213	112	169	94	99	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	870	888
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.06	0.00	0.54	0.12	0.12	0.06	0.10	0.05	0.11	0.11
Crit Moves:		****					****				****	
Green Time:	0.0	88.1	88.1	0.0	88.1	88.1	17.0	17.0	17.0	15.9	15.9	15.9
Volume/Cap:	0.00	0.93	0.08	0.00	0.80	0.17	0.93	0.49	0.74	0.44	0.93	0.93
Delay/Veh:	0.0	16.7	4.6	0.0	10.8	5.0	64.8	35.2	43.0	35.1	66.4	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	4.6	0.0	10.8	5.0	64.8	35.2	43.0	35.1	66.4	66.4
DesignQueue:	0	65	2	0	54	5	14	7	11	6	6	7

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) El Camino
Analyst: Alex File Name: 2PMF.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	< 0	0	2	1	0	2	1
Volumes	202	106	161	89	94	96		2120	99		1819	209
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right		*			EB Right				
SB Right	*				WB Right				
Green	19.0P	16.0P			Green	86.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 130 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	259	1770	0.824	0.146	53.9	E	48.4	E
	T	272	1863	0.411	0.146	38.9	D		
	R	231	1583	0.730	0.146	47.8	E		
WB	L	218	1770	0.432	0.123	41.0	E	65.1	F
	TR	212	1722	0.944	0.123	76.4	F		
NB	T	2465	3725	0.951	0.662	22.1	C	21.2	C
	R	1279	1583	0.081	0.808	2.0	A		
SB	T	2465	3725	0.816	0.662	13.9	B	12.7	B
	R	1315	1583	0.167	0.831	1.6	A		

Intersection Delay = 22.6 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.930

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.255
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 176.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0	0		0		0	0		0		0	0		0	
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	1	0	1	2	0	1	0	1
Volume Module:																				
Base Vol:	313	2269		351		310	1957		92		45	440		75		310	311		133	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	313	2269		351		310	1957		92		45	440		75		310	311		133	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	329	2388		369		326	2060		97		47	463		79		326	327		140	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	329	2388		369		326	2060		97		47	463		79		326	327		140	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.05		1.00		1.00	1.05		1.00		1.05	1.05		1.00		1.03	1.00		1.00	
Final Vol.:	329	2508		369		326	2163		97		50	486		79		336	327		140	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.98	0.98		0.98		0.98	0.98		0.98		0.98	0.98		0.98		0.98	0.98		0.98	
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		0.19	1.81		1.00		2.00	1.00		1.00	
Final Sat.:	1862	3724		1862		1862	3724		1862		347	3377		1862		3724	1862		1862	
Capacity Analysis Module:																				
Vol/Sat:	0.18	0.67		0.20		0.18	0.58		0.05		0.14	0.14		0.04		0.09	0.18		0.08	
Crit Moves:		****				****						****					****			
Green Time:	20.5	69.8		69.8		18.1	67.4		67.4		14.9	14.9		14.9		18.2	18.2		18.2	
Volume/Cap:	1.12	1.25		0.37		1.25	1.12		0.10		1.25	1.25		0.37		0.64	1.25		0.54	
Delay/Veh:	121.2	164		11.4		208.4	79.8		10.3		197.8	198		34.9		36.1	208		35.3	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	121.2	164		11.4		208.4	79.8		10.3		197.8	198		34.9		36.1	208		35.3	
DesignQueue:	21	102		13		21	89		3		3	32		5		21	21		9	

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Ravenswood (N-S) El Camino
Analyst: Alex File Name: 3PMF.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	1	2	1	1	1	2	1	1	2	1
Volumes	45	440	75	310	311	133	313	2269	351	310	1957	92
Lane W (ft)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right	*			
Green		19.0A	19.0A			Green		18.0A	6.0A	60.0A	
Yellow/AR		2.5	2.5			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	538	3783	0.994	0.142	64.3	F	60.3	F
	R	230	1615	0.344	0.142	32.8	D		
WB	L	504	3539	0.667	0.142	36.5	D	*	*
	T	265	1863	1.234	0.142	*	*		
	R	445	1583	0.315	0.281	24.0	C		
NB	L	286	1770	1.151	0.162	*	*	*	*
	T	1891	3725	1.325	0.508	*	*		
	R	1029	1583	0.359	0.650	6.8	B		
SB	L	204	1770	1.597	0.115	*	*	*	*
	T	1719	3725	1.258	0.462	*	*		
	R	993	1583	0.098	0.627	6.2	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 7.6
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	165	2410	39	102	2113	46	51	2	48	89	42	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	2410	39	102	2113	46	51	2	48	89	42	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	2537	41	107	2224	48	54	2	51	94	44	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2537	41	107	2224	48	54	2	51	94	44	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	2791	45	107	2447	53	54	2	51	94	44	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.95	0.05	1.00	2.94	0.06	0.50	0.02	0.48	0.68	0.32	1.00
Final Sat.:	1794	5298	85	1794	5269	114	906	34	855	1222	572	1794
Capacity Analysis Module:												
Vol/Sat:	0.10	0.53	0.53	0.06	0.46	0.46	0.06	0.06	0.06	0.08	0.08	0.04
Crit Moves:		****		****							****	
Green Time:	18.9	98.5	98.5	11.1	90.7	90.7	14.4	14.4	14.4	14.4	14.4	14.4
Volume/Cap:	0.67	0.70	0.70	0.70	0.67	0.67	0.54	0.54	0.54	0.70	0.70	0.35
Delay/Veh:	38.3	5.6	5.6	45.8	7.5	7.5	37.6	37.6	37.6	42.8	42.8	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	5.6	5.6	45.8	7.5	7.5	37.6	37.6	37.6	42.8	42.8	35.0
DesignQueue:	11	56	1	7	60	1	4	0	3	6	3	4

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-01-2000
Center For Microcomputers In Transportation

Streets: (E-W) Roble (N-S) El Camino
Analyst: Sara File Name: 4PMF.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	51	2	48	89	42	66	165	2410	39	102	2113	46
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left	*	*			SB	Left	*			
	Thru	*	*				Thru			*	
	Right	*	*				Right			*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	*		*	
Green		18.0A	4.0A			Green		12.0A	4.0A	86.0A	
Yellow/AR		3.0	0.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	123	891	0.867	0.138	65.1	F	65.1	F
WB	LT	279	1648	0.495	0.169	32.8	D	21.9	C
	R	1498	1583	0.046	0.946	0.1	A		
NB	L	177	1770	0.983	0.100	84.9	F	13.0	B
	TR	3860	5575	0.735	0.692	8.6	B		
SB	L	123	1770	0.873	0.069	69.6	F	11.6	B
	TR	3685	5571	0.678	0.662	9.1	B		

Intersection Delay = 13.6 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.701

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 1.157
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 103.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			0 0 2 1 0			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	657	2368	21	0	2419	151	281	1	170	6	4	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	2368	21	0	2419	151	281	1	170	6	4	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	692	2493	22	0	2546	159	296	1	179	6	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	692	2493	22	0	2546	159	296	1	179	6	4	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	692	2742	24	0	2801	175	296	1	179	6	4	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.97	0.03	0.00	2.82	0.18	0.99	0.01	1.00	0.26	0.17	0.57
Final Sat.:	1794	5336	47	0	5067	317	1788	6	1794	468	312	1014
Capacity Analysis Module:												
Vol/Sat:	0.39	0.51	0.51	0.00	0.55	0.55	0.17	0.17	0.10	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	43.3	105	105.4	0.0	62.1	62.1	18.6	18.6	18.6	18.6	18.6	18.6
Volume/Cap:	1.16	0.63	0.63	0.00	1.16	1.16	1.16	1.16	0.70	0.09	0.09	0.09
Delay/Veh:	119.2	3.3	3.3	0.0	99.9	99.9	144.6	145	39.7	31.2	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.2	3.3	3.3	0.0	99.9	99.9	144.6	145	39.7	31.2	31.2	31.2
DesignQueue:	37	43	0	0	123	8	19	0	11	0	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Alex File Name: 5PMF.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	< 0
Volumes	281	1	170	6	4	12	657	2368	21		2419	151
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left	*				SB	Left				
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		22.0P				Green		56.0P	43.0P		
Yellow/AR		3.0				Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	260	1539	1.140	0.169	*	*	*	*
	R	268	1583	0.668	0.169	42.7	E		
WB	LTR	178	1054	0.129	0.169	34.9	D	34.9	D
NB	L	585	1770	1.182	0.331	*	*	*	*
	TR	4379	5581	0.632	0.785	4.8	A		
SB	TR	2386	5539	1.247	0.431	*	*	*	*

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 12.3
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	225	2821	2	50	2505	57	41	0	74	39	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2821	2	50	2505	57	41	0	74	39	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	2969	2	53	2637	60	43	0	78	41	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	2969	2	53	2637	60	43	0	78	41	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	3266	2	53	2901	66	43	0	78	41	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.36	0.00	0.64	0.49	0.00	0.51
Final Sat.:	1794	5380	3	1794	5263	120	638	0	1157	876	0	919
Capacity Analysis Module:												
Vol/Sat:	0.13	0.61	0.61	0.03	0.55	0.55	0.07	0.00	0.07	0.05	0.00	0.05
Crit Moves:	****				****		****					
Green Time:	21.8	108	107.6	5.2	91.0	91.0	11.1	0.0	11.1	11.1	0.0	11.1
Volume/Cap:	0.79	0.73	0.73	0.73	0.79	0.79	0.79	0.00	0.79	0.55	0.00	0.55
Delay/Veh:	42.3	3.6	3.6	60.0	9.2	9.2	53.0	0.0	53.0	39.9	0.0	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	3.6	3.6	60.0	9.2	9.2	53.0	0.0	53.0	39.9	0.0	39.9
DesignQueue:	15	48	0	4	73	2	3	0	5	3	0	3

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Cambridge (N-S) El Camino
Analyst: Alex File Name: 6PMF.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	41	1	74	39	1	41	225	2821	2	50	2505	57
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru			*	
	Right	*					Right			*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		13.0P				Green		10.0P	15.0P	86.0P	
Yellow/AR		3.0				Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	125	1251	0.975	0.100	98.4	F	98.4	F
WB	LTR	101	1014	0.838	0.100	72.4	F	72.4	F
NB	L	299	1770	0.791	0.169	48.5	E	9.3	B
	TR	4341	5588	0.753	0.777	6.5	B		
SB	L	95	1770	0.556	0.054	50.7	E	13.8	B
	TR	3684	5570	0.805	0.662	13.1	B		

Intersection Delay = 13.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.821

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.077
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 71.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ignore	
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	0 0	1	0 0	0 0	1
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	150	1749	221	746	1473	400	850	0	100	0	0	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	150	1749	221	746	1473	400	850	0	100	0	0	0
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	153	1784	225	761	1502	408	867	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1784	225	761	1502	408	867	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	153	1784	225	761	1502	408	867	0	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.13	0.43	0.26	0.23	0.28	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.8	34.9	34.9	48.5	62.6	93.2	30.7	0.0	51.4	0.0	0.0	0.0
Volume/Cap:	0.51	1.08	0.44	1.08	0.51	0.30	1.08	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	35.3	74.5	26.7	79.0	14.3	3.0	83.5	0.0	15.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.3	63.3	22.7	79.0	12.2	2.5	83.5	0.0	13.4	0.0	0.0	0.0
DesignQueue:	9	92	11	34	52	6	46	0	4	0	0	0

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

Average Crit Del (sec/veh): 34.2 Worst Case Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 1998 <<																				
Base Vol:	272	1860		0		0	1303		288		0		0		324	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	272	1860		0		0	1303		288		0		0		324	0		0		0
User Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	277	1897		0		0	1329		294		0		0		330	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	277	1897		0		0	1329		294		0		0		330	0		0		0
Adjusted Volume Module:																				
Grade:	0%					0%					0%					0%				
% Cycle/Cars:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
% Truck/Comb:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
PCE Adj:	1.10	1.00		1.00		1.10	1.00		1.00		1.10	1.10			1.10	1.10	1.10			1.10
Cycl/Car PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Trck/Cmb PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Adj Vol.:	305	1897		0		0	1329		294		0		0		364	0		0		0
Critical Gap Module:																				
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			2.6	xxxxx	xxxx	xxxxx						
Critical Gp:	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			5.5	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	1623	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			590	xxxx	xxxx	xxxxx						
Potent Cap.:	231	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			696	xxxx	xxxx	xxxxx						
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			1.00	xxxx	xxxx	xxxxx						
Move Cap.:	231	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			696	xxxx	xxxx	xxxxx						
Level Of Service Module:																				
Stopped Del:	457.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			9.8	xxxxx	xxxx	xxxxx						
LOS by Move:	F	*		*		*	*		*		B	*		*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*		*		*	*		*		*	*		*						
ApproachDel:	63.4					0.0					9.8					0.0				

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #9 El Camino Real/Quarry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 25.5
Optimal Cycle: 53 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0	4 0	0	0 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	550	1650	0	0	1147	550	480	0	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1650	0	0	1147	550	480	0	504	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1650	0	0	1147	550	480	0	504	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1650	0	0	1147	550	480	0	504	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	550	1650	0	0	1147	550	480	0	504	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.88	0.97	1.06	0.97
Lanes:	2.00	4.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	5700	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.00	0.20	0.31	0.27	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	27.1	58.4	0.0	0.0	31.3	73.9	42.6	0.0	69.7	0.0	0.0	0.0
Volume/Cap:	0.71	0.41	0.00	0.00	0.71	0.47	0.71	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	30.8	11.8	0.0	0.0	27.8	6.8	24.0	0.0	6.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	30.8	10.0	0.0	0.0	23.7	5.8	24.0	0.0	5.7	0.0	0.0	0.0
DesignQueue:	26	50	0	0	53	12	19	0	12	0	0	0

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.163
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 104.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1 0		0 1 0	1 0		0 1 0	1 0		0 1 0	1 0	
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	116	0	314	315	0	117	158	915	288	295	920	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	0	314	315	0	117	158	915	288	295	920	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	0	315	316	0	117	159	919	289	296	924	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	0	315	316	0	117	159	919	289	296	924	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	0	315	316	0	117	159	919	289	296	924	210
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.23	1.35	0.42	0.41	1.30	0.29
Final Sat.:	1750	0	1750	1750	0	1750	419	2420	761	745	2326	529
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.18	0.18	0.00	0.07	0.38	0.38	0.38	0.40	0.40	0.40
Crit Moves:	****			****					****			****
Green Time:	5.7	0.0	39.8	15.5	0.0	48.2	32.6	32.6	32.6	34.1	34.1	34.1
Volume/Cap:	1.16	0.00	0.45	1.16	0.00	0.14	1.16	1.16	1.16	1.16	1.16	1.16
Delay/Veh:	182.6	0.0	17.1	143.6	0.0	10.9	114.4	114	114.4	113.5	114	113.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	182.6	0.0	14.5	143.6	0.0	9.3	97.2	97.2	97.2	96.5	96.5	96.5
DesignQueue:	6	0	11	16	0	3	7	38	12	12	38	9

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.3
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0 3	0	1	1 0 3	0	0	0 0 0	0	0	1 0 1!	0	0
Volume Module:												
Base Vol:	0	1748	149	62	1258	0	0	0	0	579	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1748	149	62	1258	0	0	0	0	579	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1748	149	62	1258	0	0	0	0	579	0	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1748	149	62	1258	0	0	0	0	579	0	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1748	149	62	1258	0	0	0	0	579	0	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	2932	0	568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.04	0.22	0.00	0.00	0.00	0.00	0.20	0.00	0.24
Crit Moves:		****		****								****
Green Time:	0.0	46.7	84.0	7.0	53.7	0.0	0.0	0.0	0.0	37.3	0.0	37.3
Volume/Cap:	0.00	0.66	0.10	0.51	0.41	0.00	0.00	0.00	0.00	0.53	0.00	0.66
Delay/Veh:	0.0	16.0	1.1	36.9	10.5	0.0	0.0	0.0	0.0	18.9	0.0	20.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	13.6	0.9	36.9	8.9	0.0	0.0	0.0	0.0	16.1	0.0	17.7
DesignQueue:	0	56	1	3	34	0	0	0	0	21	0	5

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.910
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 40.3
Optimal Cycle: 126 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	276	1289	95	482	1403	42	300	632	207	351	390	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1289	95	482	1403	42	300	632	207	351	390	335
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	1339	99	501	1458	44	312	657	215	365	405	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1339	99	501	1458	44	312	657	215	365	405	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	287	1339	99	501	1458	44	312	657	215	365	405	348
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.04	1.00	0.97	1.06	0.97	0.97	1.05	1.00
Lanes:	1.00	3.00	1.00	2.00	2.91	0.09	1.00	2.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	5700	1750	3150	5436	164	1750	3800	1750	1750	1989	1709
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.06	0.16	0.27	0.27	0.18	0.17	0.12	0.21	0.20	0.20
Crit Moves:	****				****		****			****		
Green Time:	21.6	34.0	61.5	23.0	35.4	35.4	23.5	23.5	45.1	27.5	27.5	27.5
Volume/Cap:	0.91	0.83	0.11	0.83	0.91	0.91	0.91	0.88	0.33	0.91	0.89	0.89
Delay/Veh:	57.2	33.3	11.5	42.0	36.7	36.7	55.2	44.2	20.3	51.5	42.1	42.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	57.2	28.3	9.8	42.0	31.2	31.2	55.2	37.6	17.3	51.5	35.8	35.8
DesignQueue:	16	68	3	28	74	2	17	37	9	20	22	19

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.985
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 39.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	0	1997	260	358	2346	0	0	0	0	240	0	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1997	260	358	2346	0	0	0	0	240	0	267
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2075	270	372	2437	0	0	0	0	249	0	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2075	270	372	2437	0	0	0	0	249	0	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2075	270	372	2437	0	0	0	0	249	0	277
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	0.97	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	828	0	922
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.15	0.21	0.43	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Moves:		****		****						****		
Green Time:	0.0	40.7	74.3	23.7	64.4	0.0	0.0	0.0	0.0	33.6	0.0	33.6
Volume/Cap:	0.00	0.98	0.23	0.98	0.73	0.00	0.00	0.00	0.00	0.98	0.00	0.98
Delay/Veh:	0.0	38.3	5.2	64.4	13.1	0.0	0.0	0.0	0.0	55.2	0.0	55.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	32.5	4.5	64.4	11.2	0.0	0.0	0.0	0.0	46.9	0.0	46.9
DesignQueue:	0	88	6	19	70	0	0	0	0	11	0	13

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.2
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			1 0 1 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	263	2016	36	46	2529	97	182	29	397	26	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	2016	36	46	2529	97	182	29	397	26	25	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	2016	36	46	2529	97	182	29	397	26	25	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	2016	36	46	2529	97	182	29	397	26	25	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	263	2016	36	46	2529	97	182	29	397	26	25	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.95	0.05	1.00	2.89	0.11	1.00	1.00	1.00	0.51	0.49	1.00
Final Sat.:	1750	5502	98	1750	5393	207	1750	1900	1750	918	882	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.37	0.03	0.47	0.47	0.10	0.02	0.23	0.03	0.03	0.02
Crit Moves:	****				****		****					
Green Time:	25.1	96.7	96.7	6.9	78.5	78.5	17.4	17.4	42.5	17.4	17.4	17.4
Volume/Cap:	0.78	0.49	0.49	0.49	0.78	0.78	0.78	0.11	0.69	0.21	0.21	0.14
Delay/Veh:	45.2	5.2	5.2	48.7	15.5	15.5	51.6	37.6	31.4	38.2	38.2	37.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	45.2	4.4	4.4	48.7	13.1	13.1	51.6	32.0	26.7	32.5	32.5	32.1
DesignQueue:	16	41	1	3	82	3	12	2	20	2	2	2

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 1.019
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 41.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	245	2126	61	47	2379	254	206	0	363	21	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	2126	61	47	2379	254	206	0	363	21	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	2126	61	47	2379	254	206	0	363	21	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	2126	61	47	2379	254	206	0	363	21	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	245	2126	61	47	2379	254	206	0	363	21	0	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Lanes:	1.00	2.91	0.09	1.00	2.70	0.30	0.36	0.00	0.64	0.43	0.00	0.57
Final Sat.:	1750	5444	156	1750	5059	540	634	0	1116	750	0	1000
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.39	0.03	0.47	0.47	0.33	0.00	0.33	0.03	0.00	0.03
Crit Moves:	****				****		****					
Green Time:	15.1	61.7	61.7	4.2	50.8	50.8	35.1	0.0	35.1	35.1	0.0	35.1
Volume/Cap:	1.02	0.70	0.70	0.70	1.02	1.02	1.02	0.00	1.02	0.09	0.00	0.09
Delay/Veh:	86.4	13.7	13.7	56.8	40.9	40.9	62.9	0.0	62.9	19.9	0.0	19.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	86.4	11.7	11.7	56.8	34.8	34.8	53.5	0.0	53.5	16.9	0.0	16.9
DesignQueue:	13	64	2	3	89	9	9	0	16	1	0	1

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.5
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			1 0 0 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	92	1946	128	178	2354	144	168	96	115	96	99	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1946	128	178	2354	144	168	96	115	96	99	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1946	128	178	2354	144	168	96	115	96	99	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1946	128	178	2354	144	168	96	115	96	99	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	1946	128	178	2354	144	168	96	115	96	99	181
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.81	0.19	1.00	2.82	0.18	1.00	0.45	0.55	1.00	1.00	1.00
Final Sat.:	1750	5254	346	1750	5277	323	1750	819	981	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.10	0.45	0.45	0.10	0.12	0.12	0.05	0.05	0.10
Crit Moves:	****				****			****		****		
Green Time:	8.5	63.0	63.0	17.3	71.8	71.8	18.0	18.9	18.9	8.8	9.7	27.0
Volume/Cap:	0.75	0.71	0.71	0.71	0.75	0.75	0.64	0.75	0.75	0.75	0.64	0.46
Delay/Veh:	55.7	16.9	16.9	43.0	13.9	13.9	40.1	43.6	43.6	55.1	46.5	31.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	55.7	14.4	14.4	43.0	11.8	11.8	40.1	37.1	37.1	55.1	39.5	26.5
DesignQueue:	6	68	4	10	71	4	10	6	7	6	6	10

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Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 125 Critical Vol./Cap. (X): 0.988
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 48.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 2 0 1			2 0 2 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	1110	330	523	1632	262	557	1432	237	363	1203	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	1110	330	523	1632	262	557	1432	237	363	1203	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	358	1110	330	523	1632	262	557	1432	237	363	1203	493
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.29	0.15	0.18	0.38	0.14	0.12	0.32	0.28
Crit Moves:	****				****		****				****	
Green Time:	14.4	27.3	41.9	23.3	36.2	58.6	22.4	47.8	62.2	14.6	40.0	63.3
Volume/Cap:	0.99	0.89	0.56	0.89	0.99	0.32	0.99	0.99	0.27	0.99	0.99	0.56
Delay/Veh:	75.3	42.1	26.8	48.9	48.2	15.9	65.3	44.3	13.9	74.3	49.5	16.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	75.3	35.8	22.8	48.9	41.0	13.5	65.3	37.7	11.8	74.3	42.1	14.2
DesignQueue:	23	64	16	31	87	10	33	68	9	23	62	18

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 33.3
Optimal Cycle: 55 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	2 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	39	150	564	309	96	92	69	1129	34	170	1006	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	150	564	309	96	92	69	1129	34	170	1006	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	158	594	325	101	97	73	1188	36	179	1059	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	158	594	325	101	97	73	1188	36	179	1059	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	41	158	594	335	101	97	73	1248	38	179	1112	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	2.00	0.51	0.49	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	391	1509	1900	1093	969	931	1900	3688	112	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.31	0.31	0.10	0.10	0.04	0.34	0.34	0.09	0.29	0.20
Crit Moves:			****	****				****		****		
Green Time:	47.0	47.0	67.2	65.9	65.9	65.9	10.8	72.8	72.8	20.3	82.3	101.2
Volume/Cap:	0.37	0.37	0.77	0.77	0.26	0.26	0.59	0.77	0.77	0.77	0.59	0.32
Delay/Veh:	30.7	30.7	30.5	51.3	21.5	21.5	53.4	26.7	26.7	54.8	19.3	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	30.5	51.3	21.5	21.5	53.4	26.7	26.7	54.8	19.3	10.0
DesignQueue:	3	11	35	28	6	5	6	70	2	15	55	14

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Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 45.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0 1 0			0 1 0 1 0			1 0 0 1 0			1 0 1 1 0		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	95	516	160	232	929	90	49	571	42	84	473	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	516	160	232	929	90	49	571	42	84	473	108
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	528	164	238	951	92	50	585	43	86	484	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	528	164	238	951	92	50	585	43	86	484	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	528	164	238	951	92	50	585	43	86	484	111
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.25	1.34	0.41	0.37	1.49	0.14	1.00	0.93	0.07	1.00	1.62	0.38
Final Sat.:	443	2409	748	669	2673	259	1750	1677	123	1750	3009	690
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.36	0.36	0.36	0.03	0.35	0.35	0.05	0.16	0.16
Crit Moves:			****			****		****				
Green Time:	19.2	19.2	19.2	31.2	31.2	31.2	30.6	30.6	30.6	30.6	30.6	30.6
Volume/Cap:	1.03	1.03	1.03	1.03	1.03	1.03	0.08	1.03	1.03	0.14	0.47	0.47
Delay/Veh:	59.0	59.0	59.0	49.0	49.0	49.0	15.3	58.0	58.0	15.7	18.0	18.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	50.2	50.2	50.2	41.6	41.6	41.6	15.3	49.3	49.3	15.7	15.3	15.3
DesignQueue:	4	22	7	9	34	3	2	21	2	3	17	4

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 1.051
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 72.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			2 0 1 1 0			1 0 1 1 0			1 1 0 0 1		
Volume Module:												
Base Vol:	106	691	515	343	680	18	24	330	179	480	34	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	691	515	343	680	18	24	330	179	480	34	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	727	542	361	716	19	25	347	188	505	36	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	727	542	361	716	19	25	347	188	505	36	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.05	1.05	1.00
Final Vol.:	112	764	542	372	752	20	25	365	198	531	38	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.95	0.95	0.95	0.95	1.01	1.01	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.95	0.05	1.00	1.30	0.70	1.87	0.13	1.00
Final Sat.:	1813	3724	1813	3626	3532	94	1813	2478	1344	3384	242	1813
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.30	0.10	0.21	0.21	0.01	0.15	0.15	0.16	0.16	0.28
Crit Moves:			****			****			****			****
Green Time:	31.3	31.3	31.3	22.3	22.3	22.3	15.4	15.4	15.4	29.0	29.0	29.0
Volume/Cap:	0.22	0.72	1.05	0.51	1.05	1.05	0.10	1.05	1.05	0.59	0.59	1.05
Delay/Veh:	19.4	24.6	71.1	25.7	68.7	68.7	26.6	75.6	75.6	23.6	23.6	73.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	24.6	71.1	25.7	68.7	68.7	26.6	75.6	75.6	23.6	23.6	73.1
DesignQueue:	5	35	26	19	39	1	1	20	11	25	2	24

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-01-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Alex File Name: 20PMF.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	> 1	1	1	2	1	2	2	< 0
Volumes	49	571	42	84	473	108	95	516	160	232	929	90
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A	29.0A			Green		16.0A	33.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	322	1770	0.162	0.182	24.5	C	55.8	E
	TR	670	3687	1.010	0.182	58.2	E		
WB	L	467	1770	0.189	0.264	20.3	C	46.3	E
	LT	491	1863	1.014	0.264	56.8	E		
	R	417	1583	0.273	0.264	20.8	C		
NB	L	257	1770	0.389	0.145	27.9	D	13.5	B
	T	1761	3725	0.324	0.473	11.7	B		
	R	748	1583	0.224	0.473	11.1	B		
SB	L	239	796	1.051	0.300	79.5	F	54.0	E
	TR	1103	3676	1.022	0.300	48.3	E		

Intersection Delay = 43.6 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.923

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.927
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.5
Optimal Cycle: 113 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0	1 0		0 1 0	1 0		1 0	1 1 0		1 0	1 1 0	
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	103	443	55	197	601	89	50	1367	123	42	1049	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	443	55	197	601	89	50	1367	123	42	1049	202
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	453	56	202	615	91	51	1398	126	43	1073	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	453	56	202	615	91	51	1398	126	43	1073	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	453	56	202	615	91	51	1398	126	43	1073	207
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.34	1.48	0.18	0.44	1.36	0.20	1.00	1.83	0.17	1.00	1.67	0.33
Final Sat.:	616	2656	328	801	2438	361	1750	3394	306	1750	3101	598
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.03	0.41	0.41	0.02	0.35	0.35
Crit Moves:	****				****			****				
Green Time:	16.6	16.6	16.6	24.5	24.5	24.5	40.0	40.0	40.0	40.0	40.0	40.0
Volume/Cap:	0.93	0.93	0.93	0.93	0.93	0.93	0.07	0.93	0.93	0.06	0.78	0.78
Delay/Veh:	41.4	41.4	41.4	34.7	34.7	34.7	10.9	25.0	25.0	10.8	17.9	17.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.2	35.2	35.2	29.5	29.5	29.5	10.9	21.2	21.2	10.8	15.2	15.2
DesignQueue:	4	19	2	8	24	4	1	43	4	1	33	6

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

****

Intersection #22 Alma Street/Churchill Avenue

****

Cycle (sec): 140 Critical Vol./Cap. (X): 1.024
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 53.1
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Ovl			Ovl			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1 1	0	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 15 May 1997 <<												
Base Vol:	144	1079	49	31	1852	247	165	123	316	121	104	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1079	49	31	1852	247	165	123	316	121	104	19
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1163	53	33	1996	266	178	133	341	130	112	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1163	53	33	1996	266	178	133	341	130	112	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	1163	53	33	1996	266	178	133	341	130	112	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	0.57	0.43	1.00	0.49	0.43	0.08
Final Sat.:	1750	3539	161	1750	3800	1750	1030	770	1750	868	748	134
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.02	0.53	0.15	0.17	0.17	0.19	0.15	0.15	0.15
Crit Moves:	****				****		****					****
Green Time:	12.1	76.9	76.9	7.0	71.8	95.4	23.6	23.6	35.7	20.5	20.5	20.5
Volume/Cap:	1.02	0.60	0.60	0.38	1.02	0.22	1.02	1.02	0.76	1.02	1.02	1.02
Delay/Veh:	112.9	16.5	16.5	50.2	48.2	6.4	91.2	91.2	41.9	96.1	96.1	96.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	112.9	14.0	14.0	50.2	40.9	5.4	77.5	77.5	35.6	81.7	81.7	81.7
DesignQueue:	11	45	2	2	88	7	12	9	21	9	8	1

****

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

Cycle (sec): 180 Critical Vol./Cap. (X): 1.276
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 190.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 2 0 1			1 0 2 0 1			2 0 2 0 1			2 0 2 0 1		
Volume Module: >> Count Date: 22 Oct 1998 <<												
Base Vol:	367	561	133	88	760	620	248	885	125	217	2722	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	561	133	88	760	620	248	885	125	217	2722	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	563	133	88	762	622	249	888	125	218	2730	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	563	133	88	762	622	249	888	125	218	2730	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	368	563	133	88	762	622	249	888	125	218	2730	132
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.08	0.05	0.20	0.36	0.08	0.23	0.07	0.07	0.72	0.08
Crit Moves:	****					****	****				****	
Green Time:	16.5	41.4	67.1	14.1	39.0	50.1	11.2	86.8	103.3	25.7	101	115.4
Volume/Cap:	1.28	0.64	0.20	0.64	0.93	1.28	1.28	0.48	0.12	0.48	1.28	0.12
Delay/Veh:	249.4	48.8	29.1	67.9	64.2	229.5	262.6	24.1	13.4	54.7	206	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	249.4	41.4	24.8	67.9	54.6	195.1	262.6	20.5	11.4	54.7	175	8.1
DesignQueue:	34	45	8	8	63	49	24	49	5	19	147	5

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.992
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 49.5
Optimal Cycle: 119 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:			Ovl						Include						Include						Ovl			
Min. Green:	0		0		0		7		10		0		0		0		0		7		0		0	
Lanes:	0	0	1	0	1		1	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module: >> Count Date: 22 Oct 1998 <<																								
Base Vol:	0		772		170		127		986		0		0		0		0		634		0		125	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		772		170		127		986		0		0		0		0		634		0		125	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		774		171		127		989		0		0		0		0		636		0		125	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		774		171		127		989		0		0		0		0		636		0		125	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	0		774		171		127		989		0		0		0		0		636		0		125	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.97		1.06		0.97		0.97		1.06		0.97		0.97		1.06		0.97		0.97		1.06		0.97	
Lanes:	0.00		1.00		1.00		1.00		1.00		0.00		0.00		0.00		0.00		1.00		0.00		1.00	
Final Sat.:	0		1900		1750		1750		1900		0		0		0		0		1750		0		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.41		0.10		0.07		0.52		0.00		0.00		0.00		0.00		0.36		0.00		0.07	
Crit Moves:			****				****												****					
Green Time:	0.0		23.3		44.0		7.0		30.3		0.0		0.0		0.0		0.0		20.7		0.0		27.7	
Volume/Cap:	0.00		1.05		0.13		0.62		1.03		0.00		0.00		0.00		0.00		1.05		0.00		0.15	
Delay/Veh:	0.0		54.7		1.8		23.2		42.6		0.0		0.0		0.0		0.0		58.4		0.0		7.1	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
ProgAdjFctr:	1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85	
AdjDel/Veh:	0.0		46.5		1.5		23.2		36.2		0.0		0.0		0.0		0.0		58.4		0.0		6.0	
DesignQueue:	0		18		2		4		19		0		0		0		0		15		0		2	

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.0
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	700	57	197	911	0	0	0	0	120	0	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	700	57	197	911	0	0	0	0	120	0	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	700	57	197	911	0	0	0	0	120	0	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	57	197	911	0	0	0	0	120	0	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	700	57	197	911	0	0	0	0	120	0	288
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.03	0.11	0.48	0.00	0.00	0.00	0.00	0.07	0.00	0.16
Crit Moves:		****		****								****
Green Time:	0.0	63.3	63.3	19.4	82.7	0.0	0.0	0.0	0.0	28.3	0.0	28.3
Volume/Cap:	0.00	0.70	0.06	0.70	0.70	0.00	0.00	0.00	0.00	0.29	0.00	0.70
Delay/Veh:	0.0	17.6	10.5	41.2	9.6	0.0	0.0	0.0	0.0	28.7	0.0	35.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	15.0	8.9	41.2	8.2	0.0	0.0	0.0	0.0	28.7	0.0	30.1
DesignQueue:	0	24	2	11	22	0	0	0	0	6	0	15

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 1.218
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 187.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 28 Oct 1998 <<												
Base Vol:	10	1003	153	227	577	24	118	5	12	446	5	782
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1003	153	227	577	24	118	5	12	446	5	782
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1031	157	233	593	25	121	5	12	458	5	804
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1031	157	233	593	25	121	5	12	458	5	804
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	1031	157	233	593	25	121	5	12	458	5	804
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.88	0.03	0.09	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1727	73	1534	63	152	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.09	0.13	0.34	0.34	0.08	0.08	0.08	0.26	0.26	0.46
Crit Moves:		****		****				****				****
Green Time:	0.7	33.0	52.9	8.1	40.5	40.5	10.0	10.0	10.0	19.9	19.9	28.0
Volume/Cap:	0.68	1.31	0.14	1.31	0.68	0.68	0.63	0.63	0.63	1.04	1.04	1.31
Delay/Veh:	77.5	223	3.8	261.5	12.7	12.7	29.3	29.3	29.3	66.2	66.2	226.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	77.5	189	3.3	261.5	10.8	10.8	24.9	24.9	24.9	56.3	56.3	192.7
DesignQueue:	0	31	2	10	14	1	5	0	0	16	0	26

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.150
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 106.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Ovl					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0
Volume Module:																				
Base Vol:	724		0		1026	0		0		0	0		667		88	593		991		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	724		0		1026	0		0		0	0		667		88	593		991		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	762		0		1080	0		0		0	0		702		93	624		1043		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	762		0		1080	0		0		0	0		702		93	624		1043		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.05		1.05	1.00		1.00		1.00
Final Vol.:	762		0		1080	0		0		0	0		737		97	624		1043		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	1.02		0.98		0.85	0.98		0.98		0.98	0.98		0.98		0.85	1.02		1.01		0.98
Lanes:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		1.74		0.26	0.74		1.26		0.00
Final Sat.:	1936		0		1617	0		0		0	0		3234		426	1437		2403		0
Capacity Analysis Module:																				
Vol/Sat:	0.39		0.00		0.67	0.00		0.00		0.00	0.00		0.23		0.23	0.43		0.43		0.00
Crit Moves:	****												****					****		
Green Time:	37.7		0.0		79.2	0.0		0.0		0.0	0.0		21.8		21.8	41.5		41.5		0.0
Volume/Cap:	1.15		0.00		0.93	0.00		0.00		0.00	0.00		1.15		1.15	1.15		1.15		0.00
Delay/Veh:	108.8		0.0		17.6	0.0		0.0		0.0	0.0		113		112.7	99.2		99.2		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	108.8		0.0		17.6	0.0		0.0		0.0	0.0		113		112.7	99.2		99.2		0.0
DesignQueue:	34		0		22	0		0		0	0		38		5	27		45		0

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27PMF.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		667	88	593	991		724		1026			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	22.0P	42.2P			Green	36.8P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	732	3660	1.141	0.200	*	*	*	*
WB	LT	1403	3657	1.247	0.384	*	*	*	*
NB	L	592	1770	1.287	0.335	*	*	*	*
	R	1180	1583	0.915	0.745	16.5	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.159
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 101.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	1 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	31	413	0	168	340	52	683	0	0	2157	50
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	31	0	0	168	340	52	683	0	0	2157	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	33	0	0	177	358	55	719	0	0	2271	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	0	0	177	358	55	719	0	0	2271	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	33	0	0	177	358	57	755	0	0	2384	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	1.01	0.85	1.02	1.02	1.02	0.98	0.98	0.85
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	0.14	1.86	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1911	1617	272	3599	0	0	3724	1617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.09	0.22	0.21	0.21	0.00	0.00	0.64	0.03
Crit Moves:		****				****	****				****	
Green Time:	0.0	1.5	0.0	0.0	19.1	19.1	18.1	73.4	0.0	0.0	55.3	55.3
Volume/Cap:	0.00	1.16	0.00	0.00	0.48	1.16	1.16	0.29	0.00	0.00	1.16	0.06
Delay/Veh:	0.0	260	0.0	0.0	24.1	130.7	116.0	2.9	0.0	0.0	94.2	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	260	0.0	0.0	24.1	130.7	116.0	2.9	0.0	0.0	94.2	6.7
DesignQueue:	0	2	0	0	8	17	3	12	0	0	71	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) I-280 (N-S) Sand Hill Cir.
Analyst: Alex File Name: 28PMF.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	0	> 2	1	0	> 1	1	0	> 1	1
Volumes	52	683		1	2157	50	1	31	413	1	168	340
Lane W (ft)		12.0			12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vols			0			0			316			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right						Right	*			
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right	*	*			EB	Right				
SB	Right	*				WB	Right		*		
Green		21.0A	56.0A			Green		2.0A	9.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	780	3712	1.043	0.210	58.7	E	58.7	E
WB	LT	2086	3725	1.144	0.560	*	*	*	*
	R	1029	1583	0.051	0.650	4.1	A		
NB	LT	37	1860	0.914	0.020	98.6	F	25.2	D
	R	1346	1583	0.076	0.850	0.8	A		
SB	LT	168	1862	1.062	0.090	*	*	*	*
	R	523	1583	0.685	0.330	20.7	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 19.1
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	283	0	242	205	1196	0	0	1546	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	0	242	205	1196	0	0	1546	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	298	0	255	216	1259	0	0	1627	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	255	216	1259	0	0	1627	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	298	0	255	216	1322	0	0	1709	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	0.98	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.72	0.28
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3200	524
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.15	0.11	0.34	0.00	0.00	0.53	0.53
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.8	0.0	29.3	11.4	66.2	0.0	0.0	54.7	54.7
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.46	0.88	0.46	0.00	0.00	0.88	0.88
Delay/Veh:	0.0	0.0	0.0	38.0	0.0	16.0	44.4	3.2	0.0	0.0	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.0	0.0	16.0	44.4	3.2	0.0	0.0	12.7	12.7
DesignQueue:	0	0	0	12	0	9	10	19	0	0	39	6

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Sharon Park (N-S) Sand Hill
Analyst: Alex File Name: 29PMF.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	< 0	0	0	0	1	0	1
Volumes	205	1196		1	1546	253				283		242
Lane W (ft)	12.0	12.0		12.0	12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00		3.00	3.00	3.00				3.00		3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left				
	Thru		*	*			Thru				
	Right						Right				
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru			*			Thru				
	Right			*			Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*	*	*		WB	Right				
Green		5.0A	10.0A	53.0A		Green		16.0A			
Yellow/AR		0.0	0.0	3.0		Yellow/AR		3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	236	1770	0.915	0.133	50.8	E	10.7	B
	T	2608	3725	0.507	0.700	4.2	A		
WB	L	39	1770	0.025	0.022	27.8	D	16.3	C
	TR	2148	3647	0.926	0.589	16.3	C		
SB	L	315	1770	0.947	0.178	50.5	E	27.2	D
	R	1531	1583	0.167	0.967	0.0	A		

Intersection Delay = 15.7 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.928

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.206
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 154.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0
Volume Module:												
Base Vol:	364	1087	418	225	798	352	458	773	233	626	1150	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1087	418	225	798	352	458	773	233	626	1150	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	383	1144	440	237	840	371	482	814	245	659	1211	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1144	440	237	840	371	482	814	245	659	1211	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.10	1.10	1.10
Final Vol.:	383	1201	440	237	882	371	482	854	245	725	1332	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	2974	750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.27	0.12	0.23	0.23	0.25	0.22	0.15	0.37	0.45	0.45
Crit Moves:	****				****		****					****
Green Time:	21.3	32.9	81.2	13.0	24.6	24.6	26.8	26.8	26.8	48.3	48.3	48.3
Volume/Cap:	1.21	1.23	0.44	1.23	1.21	1.21	1.21	1.07	0.73	1.01	1.21	1.21
Delay/Veh:	167.9	159	8.3	198.1	152	173.4	161.0	78.8	36.7	42.5	136	135.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.9	159	8.3	198.1	152	173.4	161.0	78.8	36.7	42.5	136	135.8
DesignQueue:	24	71	13	16	55	23	30	52	15	37	68	17

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30PMF.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	458	773	233	626	1150	290	364	1087	418	225	798	352
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		27.0A	48.0A			Green		13.0A	8.0A	25.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	368	1770	1.311	0.208	*	*	*	*
	T	774	3725	1.105	0.208	*	*		
	R	548	1583	0.447	0.346	21.5	C		
WB	L	653	1770	0.908	0.369	34.6	D	*	*
	LTR	1333	3610	1.246	0.369	*	*		
NB	L	245	1770	1.563	0.138	*	*	*	*
	T	946	3725	1.270	0.254	*	*		
	R	987	1583	0.446	0.623	8.4	B		
SB	L	136	1770	1.741	0.077	*	*	*	*
	T	716	3725	1.231	0.192	*	*		
	R	670	1583	0.554	0.423	18.8	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.337
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 224.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	60	0	184	0	1428	0	0	2023	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	184	0	1428	0	0	2023	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	63	0	194	0	1503	0	0	2129	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	194	0	1503	0	0	2129	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	63	0	194	0	1503	0	0	2129	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.11	0.00	0.78	0.00	0.00	1.14	0.04
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	8.5	0.0	8.5	0.0	85.5	0.0	0.0	85.5	85.5
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	1.34	0.00	0.91	0.00	0.00	1.34	0.05
Delay/Veh:	0.0	0.0	0.0	29.4	0.0	291.5	0.0	8.6	0.0	0.0	219	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.4	0.0	291.5	0.0	8.6	0.0	0.0	219	0.7
DesignQueue:	0	0	0	3	0	10	0	15	0	0	24	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31PMF.HC9
Area Type: Other 4-21-0
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		1428			2023	67				60		184
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	90.0A				Green	4.0A			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1676	1863	0.897	0.900	5.5	B	5.5	B
WB	T	1676	1863	1.270	0.900	*	*	*	*
	R	1425	1583	0.050	0.900	0.3	A		
SB	L	71	1770	0.890	0.040	71.1	F	17.4	C
	R	1583	1583	0.123	1.000	0.0	A		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	10	7	10	10
Lanes:	2 0 0	1 0		1 0 0	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	175	10	100	12	10	30	31	1156	125	90	1888	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	10	100	12	10	30	31	1156	125	90	1888	48
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	11	106	13	11	32	33	1221	132	95	1994	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	11	106	13	11	32	33	1221	132	95	1994	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	185	11	106	13	11	32	33	1221	132	95	1994	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.09	0.91	1.00	0.26	0.74	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	3150	169	1631	1750	460	1340	1750	3339	361	1750	3608	92
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.01	0.02	0.02	0.02	0.37	0.37	0.05	0.55	0.55
Crit Moves:			****		****		****				****	
Green Time:	8.2	8.2	8.2	3.0	3.0	3.0	7.0	69.8	69.8	7.0	69.8	69.8
Volume/Cap:	0.72	0.79	0.79	0.25	0.79	0.79	0.27	0.52	0.52	0.78	0.79	0.79
Delay/Veh:	40.2	50.7	50.7	36.5	71.1	71.1	33.8	5.6	5.6	51.9	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	40.2	43.1	43.1	36.5	60.5	60.5	33.8	4.8	4.8	51.9	7.7	7.7
DesignQueue:	10	1	5	1	1	2	2	23	2	5	39	1

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.0
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	699	25	156	15	5	10	10	1055	193	85	1314	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	25	156	15	5	10	10	1055	193	85	1314	25
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	741	27	165	16	5	11	11	1118	205	90	1393	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	27	165	16	5	11	11	1118	205	90	1393	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	741	27	165	16	5	11	11	1118	205	90	1393	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.14	0.86	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	253	1547	875	273	602	1750	3800	1750	1750	3630	70
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.02	0.02	0.02	0.01	0.29	0.12	0.05	0.38	0.38
Crit Moves:	****				****		****				****	
Green Time:	23.2	23.2	23.2	10.0	10.0	10.0	7.0	37.8	61.0	7.0	37.8	37.8
Volume/Cap:	0.91	0.41	0.41	0.16	0.16	0.16	0.08	0.70	0.17	0.66	0.91	0.91
Delay/Veh:	35.2	21.5	21.5	27.6	27.6	27.6	29.3	17.3	4.0	38.2	24.9	24.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.2	18.2	18.2	23.4	23.4	23.4	29.3	14.7	3.4	38.2	21.2	21.2
DesignQueue:	29	1	6	1	0	0	1	35	3	4	45	1

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 130 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 65.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	609	25	250	15	25	15	15	662	523	281	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	609	25	250	15	25	15	15	662	523	281	709	15
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	659	27	271	16	27	16	16	716	566	304	767	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	659	27	271	16	27	16	16	716	566	304	767	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	659	27	271	16	27	16	16	716	566	304	767	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.05	1.00	0.97	1.03	1.00
Lanes:	1.53	0.04	0.43	0.27	0.46	0.27	1.00	1.09	0.91	1.00	1.96	0.04
Final Sat.:	2669	75	756	475	801	475	1750	2065	1633	1750	3624	76
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.36	0.03	0.03	0.03	0.01	0.35	0.35	0.17	0.21	0.21
Crit Moves:			****		****			****		****		
Green Time:	44.1	44.1	44.1	10.0	10.0	10.0	7.0	42.6	42.6	21.3	56.9	56.9
Volume/Cap:	0.73	1.06	1.06	0.44	0.44	0.44	0.17	1.06	1.06	1.06	0.48	0.48
Delay/Veh:	30.1	73.7	73.7	45.0	45.0	45.0	44.7	70.9	70.9	101.3	20.0	20.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	25.6	62.6	62.6	38.3	38.3	38.3	44.7	60.3	60.3	101.3	17.0	17.0
DesignQueue:	33	1	14	1	2	1	1	38	30	19	33	1

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 39.6
Optimal Cycle: 148 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Ovl					Include				
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Lanes:	1	1	0	1	0	0	1	0	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module: >> Count Date: 20 Oct 1998 <<																				
Base Vol:	399		533		61	107		672		154	174		712		455	315		227		121
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	399		533		61	107		672		154	174		712		455	315		227		121
User Adj:	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	415		555		64	111		700		160	181		741		474	328		236		126
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	415		555		64	111		700		160	181		741		474	328		236		126
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	415		555		64	111		700		160	181		741		474	328		236		126
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.98		1.00		1.00	1.00		1.00		1.00	0.97		1.06		0.97	0.97		1.04		1.00
Lanes:	1.22		1.60		0.18	0.23		1.44		0.33	1.00		2.00		1.00	1.00		1.28		0.72
Final Sat.:	2147		2871		331	412		2595		593	1750		3800		1750	1750		2411		1287
Capacity Analysis Module:																				
Vol/Sat:	0.19		0.19		0.19	0.27		0.27		0.27	0.10		0.19		0.27	0.19		0.10		0.10
Crit Moves:			****							****			****			****				
Green Time:	17.8		17.8		17.8	24.9		24.9		24.9	25.3		18.0		35.8	17.3		10.0		10.0
Volume/Cap:	0.98		0.98		0.98	0.98		0.98		0.98	0.37		0.98		0.68	0.98		0.88		0.88
Delay/Veh:	43.6		43.6		43.6	41.5		41.5		41.5	19.9		47.1		18.9	59.1		43.5		43.5
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
ProgAdjFctr:	0.85		0.85		0.85	0.85		0.85		0.85	1.00		0.85		0.85	1.00		0.85		0.85
AdjDel/Veh:	37.1		37.1		37.1	35.3		35.3		35.3	19.9		40.0		16.1	59.1		37.0		37.0
DesignQueue:	17		23		3	4		27		6	7		31		15	14		11		6

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 37.0
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	7	10	10		7	10	10		0	10	10		0	10	10	
Lanes:	0 0	1! 0	0		1 0	0 1	0		0 0	1 1	0		0 0	1 0	1	
Volume Module: >> Count Date: 8 May 1997 <<																
Base Vol:	25	370	32		614	522	28		0	501	20		0	340	375	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	370	32		614	522	28		0	501	20		0	340	375	
User Adj:	1.08	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	27	400	35		664	565	30		0	542	22		0	368	406	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	400	35		664	565	30		0	542	22		0	368	406	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	27	400	35		664	565	30		0	542	22		0	368	406	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	0.97	0.97		0.97	1.00	1.00		0.97	1.03	1.00		0.97	1.06	0.97	
Lanes:	0.06	0.87	0.07		1.00	0.95	0.05		0.00	1.92	0.08		0.00	1.00	1.00	
Final Sat.:	102	1515	133		1750	1709	91		0	3556	144		0	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.26	0.26		0.38	0.33	0.33		0.00	0.15	0.15		0.00	0.19	0.23	
Crit Moves:		****			****									****		
Green Time:	31.9	31.9	31.9		45.8	45.8	45.8		0.0	23.4	23.4		0.0	23.4	69.1	
Volume/Cap:	0.91	0.91	0.91		0.91	0.79	0.79		0.00	0.72	0.72		0.00	0.91	0.37	
Delay/Veh:	43.5	43.5	43.5		34.2	25.4	25.4		0.0	32.8	32.8		0.0	49.6	7.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	0.85	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85	
AdjDel/Veh:	37.0	37.0	37.0		34.2	21.6	21.6		0.0	27.9	27.9		0.0	42.2	6.5	
DesignQueue:	1	19	2		26	22	1		0	27	1		0	19	10	

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.6
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 2 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	0	0	0	496	0	47	0	939	0	0	363	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	0	0	0	496	0	47	0	939	0	0	363	0
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	515	0	49	0	976	0	0	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	515	0	49	0	976	0	0	377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	515	0	49	0	1024	0	0	377	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1900	0	1900	0	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.03	0.00	0.27	0.00	0.00	0.20	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.6	0.0	25.6	0.0	25.4	0.0	0.0	25.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.06	0.00	0.64	0.00	0.00	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	6.5	0.0	9.4	0.0	0.0	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	6.5	0.0	9.4	0.0	0.0	8.4	0.0
DesignQueue:	0	0	0	11	0	1	0	21	0	0	8	0

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.1
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	205	186	23	0	126	21	150	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	205	186	23	0	126	21	150	417	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	205	186	23	0	126	21	150	417	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	186	23	0	126	21	150	417	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	205	186	23	0	126	21	150	417	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1602	198	0	1543	257	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.08	0.08	0.09	0.22	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.8	19.8	19.8	0.0	13.8	13.8	14.5	28.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.35	0.35	0.00	0.36	0.36	0.36	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	11.8	11.8	11.8	0.0	15.0	15.0	14.6	8.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	11.8	10.0	10.0	0.0	12.7	12.7	14.6	7.2	0.0
DesignQueue:	0	0	0	5	4	1	0	3	1	4	8	0

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.4
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	114	98	328	0	0	0	77	254	0	0	438	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	98	328	0	0	0	77	254	0	0	438	116
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	104	348	0	0	0	82	269	0	0	464	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	104	348	0	0	0	82	269	0	0	464	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	104	348	0	0	0	82	269	0	0	464	123
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.54	0.46	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	968	832	1800	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.19	0.00	0.00	0.00	0.05	0.14	0.00	0.00	0.24	0.07
Crit Moves:			****				****				****	
Green Time:	18.1	18.1	18.1	0.0	0.0	0.0	7.0	29.9	0.0	0.0	22.9	22.9
Volume/Cap:	0.41	0.41	0.64	0.00	0.00	0.00	0.40	0.28	0.00	0.00	0.64	0.18
Delay/Veh:	12.8	12.8	14.9	0.0	0.0	0.0	19.4	6.7	0.0	0.0	12.9	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	10.9	10.9	12.6	0.0	0.0	0.0	19.4	5.7	0.0	0.0	11.0	8.0
DesignQueue:	3	2	9	0	0	0	2	5	0	0	10	3

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Base Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec): 80 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.5
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 1! 0 0			1 0 1! 0 0			1 0 1 1 0			1 0 1 0 1		
Volume Module: >> Count Date: 7 May 1997 <<												
Base Vol:	66	71	20	45	14	100	98	327	10	16	489	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	71	20	45	14	100	98	327	10	16	489	431
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	77	22	49	15	108	106	354	11	17	529	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	77	22	49	15	108	106	354	11	17	529	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	77	22	49	15	108	106	354	11	17	529	466
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.42	0.45	0.13	1.17	0.10	0.73	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	731	793	226	2048	182	1312	1750	3588	112	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.08	0.08	0.06	0.10	0.10	0.01	0.28	0.27
Crit Moves:		****			****		****				****	
Green Time:	12.7	12.7	12.7	10.8	10.8	10.8	7.9	26.2	26.2	18.3	36.5	47.3
Volume/Cap:	0.61	0.61	0.61	0.18	0.61	0.61	0.61	0.30	0.30	0.04	0.61	0.45
Delay/Veh:	26.5	26.5	26.5	23.3	27.5	27.5	30.5	15.3	15.3	18.3	13.4	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	22.6	22.6	22.6	19.8	23.4	23.4	30.5	13.0	13.0	18.3	11.4	6.1
DesignQueue:	3	3	1	2	1	4	4	11	0	1	14	9

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 1.989
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 636.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	1	0
Volume Module: >> Count Date: 27 Oct 1998 <<																				
Base Vol:	0	0	0	130		0	344		231	426		0		0	1119		132			
Growth Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
Initial Bse:	0	0	0	130		0	344		231	426		0		0	1119		132			
User Adj:	1.03	1.03	1.03	1.03		1.03	1.03		1.03	1.03		1.03		1.03	1.03		1.03			
PHF Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
PHF Volume:	0	0	0	134		0	354		238	439		0		0	1153		136			
Reduct Vol:	0	0	0	0		0	0		0	0		0		0	0		0			
Reduced Vol:	0	0	0	134		0	354		238	439		0		0	1153		136			
PCE Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
MLF Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
Final Vol.:	0	0	0	134		0	354		238	439		0		0	1153		136			
Saturation Flow Module:																				
Sat/Lane:	0	0	0	292		292	292		433	433		433		648	648		648			
Adjustment:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
Lanes:	0.00	0.00	0.00	1.00		0.00	1.00		1.00	2.00		0.00		0.00	0.89		0.11			
Final Sat.:	0	0	0	292		0	292		433	866		0		0	580		68			
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.46		0.00	1.21		0.55	0.51		0.00		0.00	1.99		1.99			
Crit Moves:			****				****		****						****					
ApproachV/S:	xxxxx					0.84				0.52					1.99					
Delay/Veh:	0.0	0.0	0.0	5.7		0.0	100.2		8.1	6.9		0.0		0.0	1918		1918			
Delay Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
AdjDel/Veh:	0.0	0.0	0.0	5.7		0.0	100.2		8.1	6.9		0.0		0.0	1918		1918			
LOS by Move:	*	*	*	B		*	F		B	B		*		*	F		F			
ApproachDel:	xxxxxx					23.9				7.2					1917.8					
Delay Adj:	xxxxx					1.00				1.00					1.00					
ApprAdjDel:	xxxxxx					23.9				7.2					1917.8					
LOS by Appr:	F					D				B					F					

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.335
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 7.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	1
Volume Module: >> Count Date: 28 Oct 1998 <<																				
Base Vol:	12	93	27			149	174	29			72	19	19			57	3	368		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	12	93	27			149	174	29			72	19	19			57	3	368		
User Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	12	96	28			153	179	30			74	20	20			59	3	379		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	12	96	28			153	179	30			74	20	20			59	3	379		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	12	96	28			153	179	30			74	20	20			59	3	379		
Saturation Flow Module:																				
Sat/Lane:	504	504	504			692	692	692			468	468	468			284	284	284		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.09	0.71	0.20			0.42	0.50	0.08			0.65	0.18	0.17			0.95	0.05	1.00		
Final Sat.:	44	356	104			292	342	57			304	82	82			270	14	284		
Capacity Analysis Module:																				
Vol/Sat:	0.27	0.27	0.27			0.52	0.52	0.52			0.24	0.24	0.24			0.22	0.22	1.33		
Crit Moves:			****			****							****					****		
ApproachV/S:		0.27					0.52					0.24					0.78			
Delay/Veh:	2.8	2.8	2.8			7.3	7.3	7.3			2.5	2.5	2.5			2.3	2.3	159.4		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	2.8	2.8	2.8			7.3	7.3	7.3			2.5	2.5	2.5			2.3	2.3	159.4		
LOS by Move:	A	A	A			B	B	B			A	A	A			A	A	F		
ApproachDel:		2.8					7.3					2.5					19.1			
Delay Adj:		1.00					1.00					1.00					1.00			
ApprAdjDel:		2.8					7.3					2.5					19.1			
LOS by Appr:		A					B					A					C			

Stanford Community Plan
2010 Cumulative No Project
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 10.8
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	476	0	238	0	0	0	0	463	362	132	655	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	0	238	0	0	0	0	463	362	132	655	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	501	0	251	0	0	0	0	487	381	139	689	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	0	251	0	0	0	0	487	381	139	689	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	501	0	251	0	0	0	0	487	381	139	689	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.98	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1758	0	1758	0	0	0	0	1862	1764	1764	1862	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.14	0.00	0.00	0.00	0.00	0.26	0.22	0.08	0.37	0.00
Crit Moves:	****						****				****	
Green Time:	23.5	0.0	23.5	0.0	0.0	0.0	0.0	23.4	23.4	7.1	30.5	0.0
Volume/Cap:	0.73	0.00	0.36	0.00	0.00	0.00	0.00	0.67	0.55	0.67	0.73	0.00
Delay/Veh:	12.7	0.0	8.5	0.0	0.0	0.0	0.0	11.4	9.9	21.8	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	0.0	8.5	0.0	0.0	0.0	0.0	11.4	9.9	21.8	9.4	0.0
DesignQueue:	11	0	5	0	0	0	0	11	8	4	12	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) University (N-S) Santa Cruz
Analyst: Alex File Name: 43PMF.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Volumes		463	362	132	655		476		238			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left	*			
	Thru	*					Thru				
	Right	*					Right	*			
	Peds						Peds				
WB	Left		*			SB	Left				
	Thru	*	*				Thru				
	Right						Right				
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right					WB	Right				
Green		22.0P	11.0P			Green		21.0P			
Yellow/AR		3.0	0.0			Yellow/AR		3.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	683	1863	0.713	0.367	14.8	B	14.4	B
	R	581	1583	0.656	0.367	13.9	B		
WB	L	236	1770	0.589	0.133	21.3	C	10.7	B
	T	1025	1863	0.673	0.550	8.6	B		
NB	L	619	1770	0.809	0.350	18.9	C	14.6	B
	R	844	1583	0.297	0.533	6.0	B		

Intersection Delay = 13.2 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.726

Stanford General Use Permit

2010 With Project Condition

AM Peak Hour

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 42.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	153	861	41	98	1964	532	260	202	126	78	179	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	861	41	98	1964	532	260	202	126	78	179	31
Added Vol:	0	22	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	883	41	98	1979	532	260	202	126	78	179	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	161	929	43	103	2083	560	274	213	133	82	188	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	929	43	103	2083	560	274	213	133	82	188	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	161	976	43	103	2187	560	287	223	133	82	188	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.13	0.87	1.00	1.00	1.00	1.00
Final Sat.:	1715	3773	1862	1715	3773	1862	1930	1500	1715	1715	1715	1715
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.02	0.06	0.58	0.30	0.15	0.15	0.08	0.05	0.11	0.02
Crit Moves:	****				****			****			****	
Green Time:	12.2	71.0	71.0	16.5	75.3	75.3	19.3	19.3	19.3	14.2	14.2	14.2
Volume/Cap:	1.00	0.47	0.04	0.47	1.00	0.52	1.00	1.00	0.52	0.44	1.00	0.18
Delay/Veh:	93.0	11.8	8.9	35.3	32.7	11.0	66.7	66.7	34.6	36.0	88.2	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.0	11.8	8.9	35.3	32.7	11.0	66.7	66.7	34.6	36.0	88.2	34.0
DesignQueue:	11	34	1	7	78	18	18	14	8	5	12	2

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Valparaiso/Glenwood (N-S) El Camino
Analyst: Sara File Name: 1AMFP.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative with Project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 1	1	1	1	1	1	2	1	1	2	1
Volumes	260	202	126	78	179	31	153	883	41	98	1979	532
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*				WB	Right				
Green		19.0P	14.0P			Green		12.0P	73.0P		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	259	1770	0.796	0.146	51.5	E	71.4	F
	LT	269	1840	1.049	0.146	99.8	F		
	R	231	1583	0.575	0.146	41.9	E		
WB	L	191	1770	0.430	0.108	42.2	E	63.5	F
	T	201	1863	0.937	0.108	76.8	F		
	R	170	1583	0.194	0.108	40.2	E		
NB	L	163	1770	0.985	0.092	94.6	F	24.0	C
	T	2092	3725	0.466	0.562	13.0	B		
	R	889	1583	0.048	0.562	9.8	B		
SB	L	163	1770	0.630	0.092	48.4	E	40.7	E
	T	2092	3725	1.046	0.562	49.3	E		
	R	1157	1583	0.484	0.731	5.8	B		

Intersection Delay = 42.0 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 1.027

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 13.1
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	0 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	1004	67	0	1882	112	98	66	172	46	73	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1004	67	0	1882	112	98	66	172	46	73	67
Added Vol:	0	18	0	0	13	2	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1022	67	0	1895	114	102	66	172	46	73	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1022	67	0	1895	114	102	66	172	46	73	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1022	67	0	1895	114	102	66	172	46	73	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1073	67	0	1990	114	102	66	172	46	73	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	917	842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.04	0.00	0.53	0.06	0.06	0.04	0.10	0.03	0.08	0.08
Crit Moves:					****				****			****
Green Time:	0.0	90.8	90.8	0.0	90.8	90.8	16.6	16.6	16.6	13.5	13.5	13.5
Volume/Cap:	0.00	0.41	0.05	0.00	0.76	0.09	0.45	0.29	0.76	0.25	0.76	0.76
Delay/Veh:	0.0	5.4	4.0	0.0	9.2	4.1	34.9	33.4	45.1	34.8	48.2	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	4.0	0.0	9.2	4.1	34.9	33.4	45.1	34.8	48.2	48.2
DesignQueue:	0	25	1	0	50	3	7	4	11	3	5	4

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) El Camino
Analyst: Sara File Name: 2AMFP.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	< 0	0	2	1	0	2	1
Volumes	102	66	172	46	73	67		1022	67		1895	114
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru	*			
Right		*			Right	*			
Peds					Peds				
NB Right		*			EB Right				
SB Right	*				WB Right				
Green	16.0P	16.0P			Green	89.0P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 130 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	218	1770	0.491	0.123	41.9	E	58.2	E
	T	229	1863	0.301	0.123	39.7	D		
	R	195	1583	0.929	0.123	74.8	F		
WB	L	218	1770	0.220	0.123	39.1	D	45.8	E
	TR	213	1729	0.696	0.123	47.9	E		
NB	T	2551	3725	0.443	0.685	7.1	B	6.8	B
	R	1315	1583	0.054	0.831	1.5	A		
SB	T	2551	3725	0.821	0.685	12.8	B	12.2	B
	R	1315	1583	0.091	0.831	1.5	A		

Intersection Delay = 16.4 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.819

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.140
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 102.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 1 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	159	923	350	295	2098	81	36	643	48	268	352	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	923	350	295	2098	81	36	643	48	268	352	138
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	941	350	295	2111	81	36	643	48	268	352	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	941	350	295	2111	81	36	643	48	268	352	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	941	350	295	2111	81	36	643	48	268	352	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.03	1.00	1.00
Final Vol.:	159	988	350	295	2217	81	38	675	48	276	352	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.11	1.89	1.00	2.00	1.00	1.00
Final Sat.:	1862	3724	1862	1862	3724	1862	198	3526	1862	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.19	0.16	0.60	0.04	0.19	0.19	0.03	0.07	0.19	0.07
Crit Moves:	****				****			****			****	
Green Time:	9.7	48.6	48.6	29.0	67.9	67.9	21.8	21.8	21.8	21.6	21.6	21.6
Volume/Cap:	1.14	0.71	0.50	0.71	1.14	0.08	1.14	1.14	0.15	0.45	1.14	0.45
Delay/Veh:	157.6	23.6	20.8	33.9	89.9	10.0	116.1	116	29.9	31.9	130	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.6	23.6	20.8	33.9	89.9	10.0	116.1	116	29.9	31.9	130	32.3
DesignQueue:	11	48	17	17	90	3	2	43	3	17	22	8

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Ravenswood (N-S) El Camino
Analyst: Sara File Name: 3AMFP.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	1	2	1	1	1	2	1	1	2	1
Volumes	36	643	48	268	352	138	159	941	350	295	2111	81
Lane W (ft)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru			*	
	Right	*					Right			*	
	Peds						Peds				
WB	Left		*			SB	Left	*	*		
	Thru		*				Thru		*	*	
	Right		*				Right		*	*	
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right	*	*		
Green		22.0A	22.0A			Green		10.0A	19.0A	48.0P	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	641	3790	1.171	0.169	*	*	*	*
	R	273	1615	0.187	0.169	35.2	D		
WB	L	599	3539	0.484	0.169	37.4	D	*	*
	T	315	1863	1.177	0.169	*	*		
	R	621	1583	0.233	0.392	20.1	C		
NB	L	95	1770	1.753	0.054	*	*	*	*
	T	1376	3725	0.757	0.369	17.5	C		
	R	853	1583	0.432	0.538	3.2	A		
SB	L	354	1770	0.879	0.200	40.6	E	*	*
	T	1920	3725	1.215	0.515	*	*		
	R	1121	1583	0.076	0.708	0.0	A		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 3.6
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	46	1283	42	94	2237	18	35	12	40	33	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1283	42	94	2237	18	35	12	40	33	6	23
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1301	42	94	2250	18	35	12	40	33	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1301	42	94	2250	18	35	12	40	33	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1301	42	94	2250	18	35	12	40	33	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	1431	46	94	2475	20	35	12	40	33	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.91	0.09	1.00	2.98	0.02	0.40	0.14	0.46	0.85	0.15	1.00
Final Sat.:	1794	5215	168	1794	5340	43	722	247	825	1518	276	1794
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.05	0.46	0.46	0.05	0.05	0.05	0.02	0.02	0.01
Crit Moves:	****				****			****				
Green Time:	5.9	94.7	94.7	18.1	107	106.9	11.2	11.2	11.2	11.2	11.2	11.2
Volume/Cap:	0.56	0.38	0.38	0.38	0.56	0.56	0.56	0.56	0.56	0.25	0.25	0.15
Delay/Veh:	45.4	4.3	4.3	33.3	2.6	2.6	40.3	40.3	40.3	36.0	36.0	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	4.3	4.3	33.3	2.6	2.6	40.3	40.3	40.3	36.0	36.0	35.6
DesignQueue:	3	30	1	6	36	0	2	1	3	2	0	2

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Roble (N-S) El Camino
Analyst: Sara File Name: 4AMFP.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	35	12	40	33	6	23	46	1301	42	94	2250	18
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru			*	
	Right	*					Right			*	
	Peds						Peds				
WB	Left	*				SB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	*	*		
Green		13.0A				Green		8.0A	10.0A	93.0P	
Yellow/AR		3.0				Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	142	1417	0.677	0.100	44.6	E	44.6	E
WB	LT	66	662	0.619	0.100	47.0	E	38.8	D
	R	378	1583	0.064	0.238	24.7	C		
NB	L	68	1770	0.705	0.038	57.8	E	6.3	B
	TR	3979	5562	0.391	0.715	4.8	A		
SB	L	204	1770	0.485	0.115	36.3	D	4.8	A
	TR	4422	5582	0.594	0.792	3.6	A		

Intersection Delay = 6.7 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.607

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 25.2
Optimal Cycle: 113 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	0 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	257	1295	17	0	2546	66	209	5	347	7	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	1295	17	0	2546	66	209	5	347	7	0	9
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	1313	17	0	2559	66	209	5	347	7	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1313	17	0	2559	66	209	5	347	7	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1313	17	0	2559	66	209	5	347	7	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	257	1444	19	0	2815	73	209	5	347	7	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.96	0.04	0.00	2.92	0.08	0.98	0.02	1.00	0.44	0.00	0.56
Final Sat.:	1794	5313	70	0	5247	136	1752	42	1794	785	0	1009
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.00	0.54	0.54	0.12	0.12	0.19	0.01	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	20.3	96.5	96.5	0.0	76.2	76.2	27.5	27.5	27.5	27.5	0.0	27.5
Volume/Cap:	0.92	0.37	0.37	0.00	0.92	0.92	0.56	0.56	0.92	0.04	0.00	0.04
Delay/Veh:	57.9	3.8	3.8	0.0	19.0	19.0	31.1	31.1	51.1	26.4	0.0	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	3.8	3.8	0.0	19.0	19.0	31.1	31.1	51.1	26.4	0.0	26.4
DesignQueue:	16	29	0	0	97	2	12	0	21	0	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-30-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Sara File Name: 5AMFP.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	1
Volumes	209	5	347	7	1	9	257	1313	17		2559	66
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left		*		
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left	*				SB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right		*		
SB Right					WB Right				
Green	27.0P				Green	74.0P	20.0P		
Yellow/AR	3.0				Yellow/AR	3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	338	1628	0.666	0.208	39.4	D	30.8	D
	R	609	1583	0.599	0.385	25.5	D		
WB	LTR	270	1300	0.063	0.208	31.4	D	31.4	D
NB	L	272	1770	0.995	0.154	82.4	F	16.1	C
	TR	4162	5577	0.370	0.746	4.4	A		
SB	T	3181	5588	0.931	0.569	23.8	C	23.4	C
	R	901	1583	0.077	0.569	9.6	B		

Intersection Delay = 21.8 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.883

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.5
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	149	1480	18	21	2419	68	43	0	167	15	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1480	18	21	2419	68	43	0	167	15	0	14
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1498	18	21	2432	68	43	0	167	15	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	1498	18	21	2432	68	43	0	167	15	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1498	18	21	2432	68	43	0	167	15	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	1648	20	21	2675	75	43	0	167	15	0	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.96	0.04	1.00	2.92	0.08	0.20	0.00	0.80	0.52	0.00	0.48
Final Sat.:	1794	5319	65	1794	5236	147	367	0	1427	928	0	866
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.01	0.51	0.51	0.12	0.00	0.12	0.02	0.00	0.02
Crit Moves:	****				****		****					
Green Time:	14.5	99.8	99.8	3.8	89.1	89.1	20.4	0.0	20.4	20.4	0.0	20.4
Volume/Cap:	0.75	0.40	0.40	0.40	0.75	0.75	0.75	0.00	0.75	0.10	0.00	0.10
Delay/Veh:	45.6	3.3	3.3	42.8	9.1	9.1	40.8	0.0	40.8	30.3	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	3.3	3.3	42.8	9.1	9.1	40.8	0.0	40.8	30.3	0.0	30.3
DesignQueue:	10	30	0	1	70	2	3	0	10	1	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Cambridge (N-S) El Camino
Analyst: Sara File Name: 6AMFP.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	43	1	167	15	1	14	149	1498	18	21	2432	68
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*	*	
Right	*				Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru			*	
Right	*				Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	21.0P				Green	5.0P	11.0P	87.0P	
Yellow/AR	3.0				Yellow/AR	0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	230	1421	0.967	0.162	78.1	F	78.1	F
WB	LTR	179	1109	0.179	0.162	35.8	D	35.8	D
NB	L	177	1770	0.887	0.100	70.1	F	9.8	B
	TR	4205	5578	0.418	0.754	4.4	A		
SB	L	27	1770	0.808	0.015	107.6	F	12.8	B
	TR	3724	5565	0.777	0.669	12.0	B		

Intersection Delay = 14.6 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.822

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.9
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ignore	
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			2 0 0 0 1			0 0 0 0 1		
Volume Module:												
Base Vol:	280	795	151	952	1805	250	275	0	125	0	0	837
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	280	795	151	952	1805	250	275	0	125	0	0	0
Added Vol:	0	15	0	0	12	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	810	151	952	1817	251	277	0	125	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	280	810	151	952	1817	251	277	0	125	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	810	151	952	1817	251	277	0	125	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	280	810	151	952	1817	251	277	0	125	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.09	0.54	0.32	0.14	0.09	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	33.8	20.9	20.9	80.1	67.3	80.2	13.0	0.0	46.7	0.0	0.0	0.0
Volume/Cap:	0.57	0.81	0.49	0.81	0.57	0.21	0.81	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	29.2	40.0	35.1	14.3	13.1	5.9	49.5	0.0	18.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	29.2	34.0	29.8	14.3	11.1	5.0	49.5	0.0	15.6	0.0	0.0	0.0
DesignQueue:	14	46	8	24	58	6	17	0	5	0	0	0

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

Average Crit Del (sec/veh): 0.6 Worst Case Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	31	1038		0		0	2276		46		0		0		14	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	31	1038		0		0	2276		46		0		0		14	0		0		0
Added Vol:	0	15		0		0	12		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	31	1053		0		0	2288		46		0		0		14	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	31	1053		0		0	2288		46		0		0		14	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	31	1053		0		0	2288		46		0		0		14	0		0		0
Adjusted Volume Module:																				
Grade:	0%					0%					0%					0%				
% Cycle/Cars:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
% Truck/Comb:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
PCE Adj:	1.10	1.00		1.00		1.10	1.00		1.00		1.10	1.10		1.10		1.10	1.10		1.10	
Cycl/Car PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Trck/Cmb PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Adj Vol.:	34	1053		0		0	2288		46		0		0		15	0		0		0
Critical Gap Module:																				
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			2.6	xxxxx	xxxx	xxxxx						
Critical Gp:	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			5.5	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	2334	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			786	xxxx	xxxx	xxxxx						
Potent Cap.:	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			554	xxxx	xxxx	xxxxx						
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			1.00	xxxx	xxxx	xxxxx						
Move Cap.:	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx			554	xxxx	xxxx	xxxxx						
Level Of Service Module:																				
Stopped Del:	55.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx			6.7	xxxxx	xxxx	xxxxx						
LOS by Move:	F	*	*	*	*	*	*	*			B	*	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	1.7					0.0					6.7					0.0				

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #9 El Camino Real/Quarry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0 4 0 0			0 0 3 0 1			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	214	975	0	0	1974	324	126	0	175	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	975	0	0	1974	324	126	0	175	0	0	0
Added Vol:	0	15	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	990	0	0	1986	324	126	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	990	0	0	1986	324	126	0	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	990	0	0	1986	324	126	0	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	990	0	0	1986	324	126	0	175	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.88	0.97	1.06	0.97
Lanes:	2.00	4.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	5700	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.00	0.00	0.35	0.19	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	14.1	86.1	0.0	0.0	72.1	86.9	14.9	0.0	28.9	0.0	0.0	0.0
Volume/Cap:	0.53	0.17	0.00	0.00	0.53	0.23	0.53	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	35.2	2.3	0.0	0.0	7.8	2.3	35.5	0.0	24.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.2	1.9	0.0	0.0	6.6	1.9	35.5	0.0	20.4	0.0	0.0	0.0
DesignQueue:	12	14	0	0	46	4	7	0	8	0	0	0

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 54.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1 0		0 1 0	1 0		0 1 0	1 0		0 1 0	1 0	
Volume Module:												
Base Vol:	229	0	26	251	1	142	38	585	107	274	1183	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	0	26	251	1	142	38	585	107	274	1183	108
Added Vol:	1	6	0	0	8	4	9	28	4	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	6	26	251	9	146	47	613	111	274	1199	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	6	26	251	9	146	47	613	111	274	1199	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	6	26	251	9	146	47	613	111	274	1199	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	230	6	26	251	9	146	47	613	111	274	1199	108
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	0.81	1.00	0.06	0.94	0.12	1.59	0.29	0.34	1.52	0.14
Final Sat.:	1800	338	1463	1800	105	1695	219	2862	518	624	2730	246
Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.02	0.14	0.09	0.09	0.21	0.21	0.21	0.44	0.44	0.44
Crit Moves:	****			****					****			****
Green Time:	12.2	12.2	54.2	13.3	13.3	33.8	20.5	20.5	20.5	42.0	42.0	42.0
Volume/Cap:	1.05	0.15	0.03	1.05	0.65	0.25	1.05	1.05	1.05	1.05	1.05	1.05
Delay/Veh:	92.0	29.8	8.1	82.2	32.9	18.2	69.1	69.1	69.1	53.3	53.3	53.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	78.2	25.3	6.9	69.8	27.9	15.5	58.8	58.8	58.8	45.3	45.3	45.3
DesignQueue:	12	0	1	13	0	5	2	29	5	10	43	4

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 4.5
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	10	10		7	10	0		0	0	0		7	0	10	
Lanes:	0 0	3 0	1		1 0	3 0	0		0 0	0 0	0		1 0	1! 0	0	
Volume Module:																
Base Vol:	0	1027	124		79	1940	0		0	0	0		129	0	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1027	124		79	1940	0		0	0	0		129	0	42	
Added Vol:	0	7	0		0	12	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1034	124		79	1952	0		0	0	0		129	0	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1034	124		79	1952	0		0	0	0		129	0	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1034	124		79	1952	0		0	0	0		129	0	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1034	124		79	1952	0		0	0	0		129	0	42	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.61	0.00	0.39	
Final Sat.:	0	5700	1750		1750	5700	0		0	0	0		2810	0	690	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.07		0.05	0.34	0.00		0.00	0.00	0.00		0.05	0.00	0.06	
Crit Moves:	****					****									****	
Green Time:	0.0	70.3	84.0		7.0	77.3	0.0		0.0	0.0	0.0		13.7	0.0	13.7	
Volume/Cap:	0.00	0.26	0.08		0.64	0.44	0.00		0.00	0.00	0.00		0.33	0.00	0.44	
Delay/Veh:	0.0	4.1	1.0		41.9	3.0	0.0		0.0	0.0	0.0		29.8	0.0	30.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	0.0	3.5	0.9		41.9	2.6	0.0		0.0	0.0	0.0		25.3	0.0	26.1	
DesignQueue:	0	18	1		4	27	0		0	0	0		6	0	2	

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 39.7
Optimal Cycle: 138 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	437	913	148	319	1618	164	85	179	135	252	633	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	913	148	319	1618	164	85	179	135	252	633	165
Added Vol:	1	7	0	0	12	0	0	3	4	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	920	148	319	1630	164	85	182	139	252	635	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	920	148	319	1630	164	85	182	139	252	635	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	920	148	319	1630	164	85	182	139	252	635	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	438	920	148	319	1630	164	85	182	139	252	635	165
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.04	1.00	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	1.00	3.00	1.00	2.00	2.72	0.28	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	5700	1750	3150	5087	512	1750	3800	1750	1750	2936	763
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.08	0.10	0.32	0.32	0.05	0.05	0.08	0.14	0.22	0.22
Crit Moves:	****				****			****			****	
Green Time:	31.2	43.7	70.6	27.4	39.9	39.9	10.0	10.0	41.2	26.9	26.9	26.9
Volume/Cap:	0.96	0.44	0.14	0.44	0.96	0.96	0.58	0.57	0.23	0.64	0.96	0.96
Delay/Veh:	57.6	22.1	8.4	30.5	39.8	39.8	44.4	42.1	21.4	34.5	51.8	51.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	57.6	18.8	7.2	30.5	33.8	33.8	44.4	35.8	18.2	34.5	44.0	44.0
DesignQueue:	23	41	4	17	79	8	5	11	6	14	35	9

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 25.1
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0 3	0 1		1 0 3	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	1455	253	219	1815	0	0	0	0	226	0	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1455	253	219	1815	0	0	0	0	226	0	349
Added Vol:	0	9	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1464	253	219	1832	0	0	0	0	226	0	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1464	253	219	1832	0	0	0	0	226	0	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1464	253	219	1832	0	0	0	0	226	0	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1464	253	219	1832	0	0	0	0	226	0	349
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	0.97	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	688	0	1062
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.14	0.13	0.32	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Crit Moves:		****		****						****		
Green Time:	0.0	35.4	80.7	17.3	52.7	0.0	0.0	0.0	0.0	45.3	0.0	45.3
Volume/Cap:	0.00	0.80	0.20	0.80	0.67	0.00	0.00	0.00	0.00	0.80	0.00	0.80
Delay/Veh:	0.0	27.7	3.5	44.2	17.2	0.0	0.0	0.0	0.0	25.9	0.0	25.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	23.5	2.9	44.2	14.6	0.0	0.0	0.0	0.0	22.0	0.0	22.0
DesignQueue:	0	65	4	12	64	0	0	0	0	9	0	14

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.0
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			1 0 1 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	266	1704	8	83	1900	177	77	6	146	23	5	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1704	8	83	1900	177	77	6	146	23	5	26
Added Vol:	7	7	0	0	14	3	2	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	1711	8	83	1914	180	79	6	154	23	5	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1711	8	83	1914	180	79	6	154	23	5	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1711	8	83	1914	180	79	6	154	23	5	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	273	1711	8	83	1914	180	79	6	154	23	5	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.99	0.01	1.00	2.73	0.27	1.00	1.00	1.00	0.82	0.18	1.00
Final Sat.:	1750	5574	26	1750	5118	481	1750	1900	1750	1479	321	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.31	0.05	0.37	0.37	0.05	0.00	0.09	0.02	0.02	0.01
Crit Moves:	****				****		****			****		
Green Time:	32.0	94.0	94.0	14.5	76.6	76.6	9.2	9.2	41.2	3.2	3.2	17.7
Volume/Cap:	0.63	0.42	0.42	0.42	0.63	0.63	0.63	0.04	0.28	0.63	0.63	0.11
Delay/Veh:	35.5	5.5	5.5	41.8	13.6	13.6	51.5	42.8	25.3	64.3	64.3	37.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	35.5	4.7	4.7	41.8	11.6	11.6	51.5	36.3	21.5	54.7	54.7	31.8
DesignQueue:	15	37	0	5	63	6	5	0	8	2	0	2

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Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 0.984
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 41.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	1 0	1 0	1
Volume Module:												
Base Vol:	391	1846	54	28	1878	294	229	9	295	18	61	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	1846	54	28	1878	294	229	9	295	18	61	18
Added Vol:	7	11	0	0	18	3	2	1	8	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	1857	54	28	1896	297	231	10	303	18	62	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	1857	54	28	1896	297	231	10	303	18	62	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	1857	54	28	1896	297	231	10	303	18	62	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	398	1857	54	28	1896	297	231	10	303	18	62	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.06	0.97	0.97	0.97	0.97	0.97	1.06	0.97
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.42	0.02	0.56	1.00	1.00	1.00
Final Sat.:	1750	5442	158	1750	5700	1750	743	32	975	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.34	0.34	0.02	0.33	0.17	0.31	0.31	0.31	0.01	0.03	0.01
Crit Moves:	****				****				****		****	
Green Time:	25.4	59.8	59.8	2.8	37.2	71.9	34.7	34.7	34.7	3.6	3.6	6.5
Volume/Cap:	0.98	0.63	0.63	0.63	0.98	0.26	0.98	0.98	0.98	0.31	0.98	0.18
Delay/Veh:	62.5	13.5	13.5	56.1	40.2	6.1	54.1	54.1	54.1	40.5	122	37.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	62.5	11.5	11.5	56.1	34.1	5.1	46.0	46.0	46.0	40.5	103	31.9
DesignQueue:	20	57	2	2	84	7	10	0	14	1	4	1

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Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.1
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	146	2089	53	177	1737	323	73	56	99	71	112	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	2089	53	177	1737	323	73	56	99	71	112	124
Added Vol:	5	17	0	0	24	3	2	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	2106	53	177	1761	326	75	56	102	71	112	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	2106	53	177	1761	326	75	56	102	71	112	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	2106	53	177	1761	326	75	56	102	71	112	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	151	2106	53	177	1761	326	75	56	102	71	112	124
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.92	0.08	1.00	2.51	0.49	1.00	0.35	0.65	1.00	1.00	1.00
Final Sat.:	1750	5462	137	1750	4724	875	1750	638	1162	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.39	0.10	0.37	0.37	0.04	0.09	0.09	0.04	0.06	0.07
Crit Moves:		****		****					****		****	
Green Time:	15.6	65.7	65.7	17.2	67.4	67.4	15.0	15.0	15.0	10.1	10.1	27.3
Volume/Cap:	0.66	0.70	0.70	0.70	0.66	0.66	0.34	0.70	0.70	0.48	0.70	0.31
Delay/Veh:	42.6	15.7	15.7	43.0	14.4	14.4	36.9	44.7	44.7	41.9	49.4	29.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	42.6	13.3	13.3	43.0	12.2	12.2	36.9	38.0	38.0	41.9	42.0	25.0
DesignQueue:	9	71	2	10	57	10	4	3	6	4	7	6

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #17 El Camino Real/Page Mill Expressway

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Cycle (sec): 140 Critical Vol./Cap. (X): 1.078
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 78.4
Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 2 0 1			2 0 2 0 1		
Volume Module:												
Base Vol:	684	1538	298	630	890	339	473	960	289	575	1370	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	1538	298	630	890	339	473	960	289	575	1370	337
Added Vol:	0	19	0	2	25	1	1	4	0	0	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	684	1557	298	632	915	340	474	964	289	575	1374	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	1557	298	632	915	340	474	964	289	575	1374	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	1557	298	632	915	340	474	964	289	575	1374	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	684	1557	298	632	915	340	474	964	289	575	1374	339
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.17	0.20	0.16	0.19	0.15	0.25	0.17	0.18	0.36	0.19
Crit Moves:		****		****			****				****	
Green Time:	35.4	35.5	63.3	26.0	26.1	45.7	19.5	38.7	74.0	27.8	46.9	73.0
Volume/Cap:	0.86	1.08	0.38	1.08	0.86	0.60	1.08	0.92	0.31	0.92	1.08	0.37
Delay/Veh:	44.6	83.6	19.4	97.8	47.1	31.2	105.0	46.4	14.2	55.2	80.8	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	44.6	71.1	16.5	97.8	40.0	26.5	105.0	39.5	12.1	55.2	68.6	13.0
DesignQueue:	42	97	13	42	60	19	33	58	11	37	79	13

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Stanford Community Plan
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AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 28.3
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	2 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	30	66	235	124	109	362	116	720	21	152	1512	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	66	235	124	109	362	116	720	21	152	1512	506
Added Vol:	0	0	0	0	0	0	0	22	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	235	124	109	362	116	742	21	152	1526	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	69	247	131	115	381	122	781	22	160	1606	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	69	247	131	115	381	122	781	22	160	1606	533
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	32	69	247	134	115	381	122	820	23	160	1687	533
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	2.00	0.23	0.77	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	602	1298	1900	3157	441	1459	1900	3696	104	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.13	0.04	0.26	0.26	0.06	0.22	0.22	0.08	0.44	0.28
Crit Moves:					****		****				****	
Green Time:	10.3	10.3	37.3	60.8	60.8	60.8	12.4	71.2	71.2	27.0	85.8	136.3
Volume/Cap:	0.85	0.85	0.57	0.12	0.71	0.71	0.85	0.51	0.51	0.51	0.85	0.34
Delay/Veh:	77.6	77.6	38.1	28.1	31.1	31.1	73.3	22.4	22.4	41.9	24.8	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.6	77.6	38.1	28.1	31.1	31.1	73.3	22.4	22.4	41.9	24.8	2.3
DesignQueue:	3	6	18	9	7	24	11	45	1	13	84	9

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 20.7
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	52	498	79	106	832	92	30	351	36	116	710	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	498	79	106	832	92	30	351	36	116	710	95
Added Vol:	0	1	0	0	1	1	2	22	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	499	79	106	833	93	32	373	36	116	724	95
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	509	81	108	850	95	33	380	37	118	738	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	509	81	108	850	95	33	380	37	118	738	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	509	81	108	850	95	33	380	37	118	738	97
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.16	1.59	0.25	0.21	1.61	0.18	1.00	0.91	0.09	1.00	1.76	0.24
Final Sat.:	297	2850	453	369	2906	325	1750	1640	160	1750	3270	430
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.29	0.29	0.29	0.02	0.23	0.23	0.07	0.23	0.23
Crit Moves:			****			****		****				
Green Time:	20.6	20.6	20.6	33.7	33.7	33.7	26.7	26.7	26.7	26.7	26.7	26.7
Volume/Cap:	0.78	0.78	0.78	0.78	0.78	0.78	0.06	0.78	0.78	0.23	0.76	0.76
Delay/Veh:	28.2	28.2	28.2	21.0	21.0	21.0	17.2	27.1	27.1	18.2	24.1	24.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	23.9	23.9	23.9	17.9	17.9	17.9	17.2	23.0	23.0	18.2	20.5	20.5
DesignQueue:	2	21	3	4	29	3	1	14	1	4	28	4

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Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 31.0
Optimal Cycle: 75 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			2 0 1 1 0			1 0 1 1 0			1 1 0 0 1		
Volume Module:												
Base Vol:	84	568	329	467	627	81	76	176	59	425	245	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	568	329	467	627	81	76	176	59	425	245	400
Added Vol:	0	0	3	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	568	332	467	627	81	76	176	59	427	245	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	598	349	492	660	85	80	185	62	449	258	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	598	349	492	660	85	80	185	62	449	258	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.05	1.05	1.00
Final Vol.:	88	628	349	506	693	90	80	195	65	472	271	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.97	0.97	0.97	0.97	0.97	1.03	1.03	0.97	1.00	0.97
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	1.00	1.50	0.50	1.28	0.72	1.00
Final Sat.:	1850	3800	1850	3700	3275	425	1850	2925	975	2373	1363	1850
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.19	0.14	0.21	0.21	0.04	0.07	0.07	0.20	0.20	0.23
Crit Moves:			****			****		****				****
Green Time:	26.6	26.6	26.6	29.9	29.9	29.9	9.4	9.4	9.4	32.1	32.1	32.1
Volume/Cap:	0.20	0.68	0.78	0.50	0.78	0.78	0.51	0.78	0.78	0.68	0.68	0.78
Delay/Veh:	21.5	25.9	31.1	22.2	26.7	26.7	33.2	39.5	39.5	23.5	23.5	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	25.9	31.1	22.2	26.7	26.7	33.2	39.5	39.5	23.5	23.5	28.0
DesignQueue:	4	30	17	23	33	4	5	11	4	22	12	19

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Sara File Name: 20AMFP.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	> 1	1	1	2	1	2	2	< 0
Volumes	30	351	36	118	710	95	52	498	82	106	832	92
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		13.0P	44.0P			Green		10.0P	34.0P		
Yellow/AR		3.0	3.0			Yellow/AR		0.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	209	1770	0.153	0.118	33.1	D	63.7	F
	TR	434	3673	0.984	0.118	66.0	F		
WB	L	708	1770	0.131	0.400	15.9	C	54.1	E
	LT	744	1859	1.046	0.400	63.6	F		
	R	633	1583	0.158	0.400	16.1	C		
NB	L	113	1770	0.488	0.064	40.5	E	19.3	C
	T	1490	3725	0.369	0.400	17.7	C		
	R	633	1583	0.136	0.400	15.9	C		
SB	L	238	769	0.484	0.309	24.7	C	33.8	D
	TR	1134	3670	0.901	0.309	34.8	D		

Intersection Delay = 41.0 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.948

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.5
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	112	450	41	145	401	78	32	841	83	46	969	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	450	41	145	401	78	32	841	83	46	969	107
Added Vol:	0	1	0	0	1	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	451	41	145	402	78	32	844	83	46	971	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	451	41	145	402	78	32	844	83	46	971	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	451	41	145	402	78	32	844	83	46	971	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	451	41	145	402	78	32	844	83	46	971	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.37	1.49	0.14	0.46	1.29	0.25	1.00	1.82	0.18	1.00	1.80	0.20
Final Sat.:	668	2688	244	835	2316	449	1750	3368	331	1750	3332	367
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.25	0.25	0.03	0.29	0.29
Crit Moves:		****		****							****	
Green Time:	21.5	21.5	21.5	22.2	22.2	22.2	37.3	37.3	37.3	37.3	37.3	37.3
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.04	0.60	0.60	0.06	0.70	0.70
Delay/Veh:	25.6	25.6	25.6	25.2	25.2	25.2	11.9	16.1	16.1	12.0	17.6	17.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	21.8	21.8	21.8	21.4	21.4	21.4	11.9	13.7	13.7	12.0	14.9	14.9
DesignQueue:	4	18	2	6	16	3	1	26	3	1	31	3

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #22 Alma Street/Churchill Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 48.1
Optimal Cycle: 167 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1 1 0			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	372	1477	55	9	1202	209	167	186	194	87	139	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	1477	55	9	1202	209	167	186	194	87	139	15
Added Vol:	0	2	0	0	2	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	1479	55	9	1204	210	168	186	194	87	139	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	1479	55	9	1204	210	168	186	194	87	139	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1479	55	9	1204	210	168	186	194	87	139	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	372	1479	55	9	1204	210	168	186	194	87	139	15
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	0.47	0.53	1.00	0.36	0.58	0.06
Final Sat.:	1750	3567	133	1750	3800	1750	854	946	1750	632	1009	109
Capacity Analysis Module:												
Vol/Sat:	0.21	0.41	0.41	0.01	0.32	0.12	0.20	0.20	0.11	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	31.5	71.5	71.5	7.0	47.0	76.1	29.1	29.1	60.6	20.4	20.4	20.4
Volume/Cap:	0.94	0.81	0.81	0.10	0.94	0.22	0.94	0.94	0.26	0.94	0.94	0.94
Delay/Veh:	63.5	23.8	23.8	48.3	44.7	12.6	65.2	65.2	19.3	75.0	75.0	75.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	63.5	20.2	20.2	48.3	38.0	10.7	55.4	55.4	16.4	63.8	63.8	63.8
DesignQueue:	24	63	2	1	68	8	11	12	9	6	10	1

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Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

Cycle (sec): 180 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 92.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	1 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	95	786	364	324	581	239	390	2305	222	71	726	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	786	364	324	581	239	390	2305	222	71	726	201
Added Vol:	0	3	2	0	6	16	11	4	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	789	366	324	587	255	401	2309	222	72	730	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	789	366	324	587	255	401	2309	222	72	730	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	789	366	324	587	255	401	2309	222	72	730	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	789	366	324	587	255	401	2309	222	72	730	201
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.19	0.15	0.15	0.13	0.61	0.13	0.02	0.19	0.11
Crit Moves:		****		****				****		****		
Green Time:	7.0	33.4	40.4	29.8	56.2	98.0	41.8	97.8	104.8	7.0	63.0	92.8
Volume/Cap:	0.78	1.12	0.93	1.12	0.49	0.27	0.55	1.12	0.22	0.59	0.55	0.22
Delay/Veh:	82.3	126	72.7	143.7	38.5	16.7	46.9	94.6	13.7	69.7	36.1	18.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	82.3	107	61.8	143.7	32.8	14.2	46.9	80.4	11.6	69.7	30.7	15.4
DesignQueue:	9	68	30	28	42	12	32	126	10	7	50	10

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.7
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	731	434	192	683	0	0	0	0	280	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	731	434	192	683	0	0	0	0	280	0	56
Added Vol:	0	7	7	1	12	0	0	0	0	10	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	738	441	193	695	0	0	0	0	290	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	738	441	193	695	0	0	0	0	290	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	738	441	193	695	0	0	0	0	290	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	738	441	193	695	0	0	0	0	290	0	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.25	0.11	0.37	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	29.8	42.5	8.5	38.3	0.0	0.0	0.0	0.0	12.7	0.0	21.2
Volume/Cap:	0.00	0.78	0.36	0.78	0.57	0.00	0.00	0.00	0.00	0.78	0.00	0.09
Delay/Veh:	0.0	12.4	2.7	29.0	5.2	0.0	0.0	0.0	0.0	24.0	0.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	10.6	2.3	29.0	4.4	0.0	0.0	0.0	0.0	24.0	0.0	8.4
DesignQueue:	0	14	5	6	9	0	0	0	0	8	0	1

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Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.0
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	625	135	323	778	0	0	0	0	14	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	625	135	323	778	0	0	0	0	14	0	79
Added Vol:	0	5	3	5	8	0	0	0	0	6	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	630	138	328	786	0	0	0	0	20	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	630	138	328	786	0	0	0	0	20	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	630	138	328	786	0	0	0	0	20	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	630	138	328	786	0	0	0	0	20	0	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.08	0.19	0.41	0.00	0.00	0.00	0.00	0.01	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	69.4	71.8	39.2	109	0.0	0.0	0.0	0.0	2.4	0.0	41.6
Volume/Cap:	0.00	0.57	0.13	0.57	0.46	0.00	0.00	0.00	0.00	0.57	0.00	0.14
Delay/Veh:	0.0	12.7	8.0	26.5	0.8	0.0	0.0	0.0	0.0	58.0	0.0	20.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	10.8	6.8	26.5	0.7	0.0	0.0	0.0	0.0	58.0	0.0	17.4
DesignQueue:	0	19	4	15	6	0	0	0	0	1	0	4

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 75.4
Optimal Cycle: 137 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	67	454	326	831	1283	44	7	6	2	129	3	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	454	326	831	1283	44	7	6	2	129	3	203
Added Vol:	0	8	3	10	6	0	0	0	0	6	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	462	329	841	1289	44	7	6	2	135	3	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	462	329	841	1289	44	7	6	2	135	3	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	462	329	841	1289	44	7	6	2	135	3	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	462	329	841	1289	44	7	6	2	135	3	222
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.40	0.13	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	1750	1741	59	817	700	233	1761	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.19	0.48	0.74	0.74	0.01	0.01	0.01	0.08	0.08	0.13
Crit Moves:	****				****			****		****		
Green Time:	2.7	18.7	24.1	36.9	52.8	52.8	10.0	10.0	10.0	5.5	5.5	42.3
Volume/Cap:	1.12	1.04	0.62	1.04	1.12	1.12	0.07	0.07	0.07	1.12	1.12	0.24
Delay/Veh:	178.4	69.0	19.9	53.2	77.8	77.8	23.5	23.5	23.5	142.5	142	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	178.4	58.6	16.9	53.2	66.1	66.1	20.0	20.0	20.0	121.1	121	6.6
DesignQueue:	3	17	11	23	24	1	0	0	0	6	0	5

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.264
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 176.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 1	1	0	0	1 1	0	0
Volume Module:																
Base Vol:	76	0	495		0	0	0		0	1023	800		1088	641	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	0	495		0	0	0		0	1023	800		1088	641	0	
Added Vol:	6	0	21		0	0	0		0	0	3		13	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	82	0	516		0	0	0		0	1023	803		1101	641	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	82	0	516		0	0	0		0	1023	803		1101	641	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	0	516		0	0	0		0	1023	803		1101	641	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.05	1.05		1.00	1.00	1.00	
Final Vol.:	82	0	516		0	0	0		0	1074	843		1101	641	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.02	0.98	0.85		0.98	0.98	0.98		0.98	0.98	0.85		1.02	1.01	0.98	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.05	0.95		1.00	1.00	0.00	
Final Sat.:	1936	0	1617		0	0	0		0	1956	1535		1936	1911	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.32		0.00	0.00	0.00		0.00	0.55	0.55		0.57	0.34	0.00	
Crit Moves:	****										****		****			
Green Time:	3.7	0.0	53.2		0.0	0.0	0.0		0.0	47.8	47.8		49.5	49.5	0.0	
Volume/Cap:	1.26	0.00	0.66		0.00	0.00	0.00		0.00	1.26	1.26		1.26	0.75	0.00	
Delay/Veh:	277.7	0.0	15.4		0.0	0.0	0.0		0.0	172	172.4		172.5	17.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	277.7	0.0	15.4		0.0	0.0	0.0		0.0	172	172.4		172.5	17.1	0.0	
DesignQueue:	5	0	18		0	0	0		0	43	33		44	24	0	

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27AMFP.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative w/Project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		1023	803	1101	641		82		516			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	48.0A	46.0A			Green	7.0A			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	1518	3480	1.329	0.436	*	*	*	*
WB	LT	1510	3611	1.275	0.418	*	*	*	*
NB	L	113	1770	0.764	0.064	49.8	E	19.4	C
	R	806	1583	0.674	0.509	14.6	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.090
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 82.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	1 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	180	860	0	65	52	233	2065	0	0	935	122
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	65	52	233	2065	0	0	935	122
Added Vol:	0	0	0	0	0	0	0	9	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	180	0	0	65	52	233	2074	0	0	950	122
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	180	0	0	65	52	233	2074	0	0	950	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	0	0	65	52	233	2074	0	0	950	122
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	180	0	0	65	52	245	2178	0	0	998	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	1.01	0.85	1.02	1.02	1.02	0.98	0.98	0.85
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	0.20	1.80	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1911	1617	391	3480	0	0	3724	1617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.03	0.03	0.63	0.63	0.00	0.00	0.27	0.08
Crit Moves:		****			****		****				****	
Green Time:	0.0	8.9	0.0	0.0	3.1	3.1	57.4	82.0	0.0	0.0	24.6	24.6
Volume/Cap:	0.00	1.09	0.00	0.00	1.09	1.03	1.09	0.76	0.00	0.00	1.09	0.31
Delay/Veh:	0.0	117	0.0	0.0	162	142.1	58.2	3.6	0.0	0.0	76.7	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	117	0.0	0.0	162	142.1	58.2	3.6	0.0	0.0	76.7	20.0
DesignQueue:	0	9	0	0	4	3	7	26	0	0	45	5

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) I-280 (N-S) San Hill Cir.
Analyst: Alex File Name: 28AMFP.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	0	> 2	1	0	> 1	1	0	> 1	1
Volumes	233	2007		4	950	122	1	180	860	1	65	52
Lane W (ft)		12.0			12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vols			0			0			860			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right						Right	*			
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*				WB	Right		*		
Green		58.0A	25.0A			Green		9.0A	3.0A		
Yellow/AR		1.0	1.0			Yellow/AR		0.0	3.0		

Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	2075	3706	1.193	0.560	*	*	*	*
WB	LT	857	3725	1.230	0.230	*	*	*	*
	R	412	1583	0.311	0.260	19.4	C		
NB	LT	112	1862	1.700	0.060	*	*	*	*
	R	112	1863	0.000	0.060	0.0	A		
SB	LT	56	1861	1.236	0.030	*	*	*	*
	R	982	1583	0.056	0.620	4.8	A		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 6.0
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			1 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	150	0	192	187	2300	0	0	922	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	192	187	2300	0	0	922	133
Added Vol:	0	0	0	0	0	0	0	9	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	192	187	2309	0	0	937	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	158	0	202	197	2431	0	0	986	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	158	0	202	197	2431	0	0	986	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	158	0	202	197	2552	0	0	1036	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	1.02	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.75	0.25
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3261	463
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.12	0.10	0.66	0.00	0.00	0.32	0.32
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.3	0.0	28.2	17.9	73.7	0.0	0.0	55.8	55.8
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.38	0.51	0.81	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	39.3	0.0	15.8	21.8	3.9	0.0	0.0	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.3	0.0	15.8	21.8	3.9	0.0	0.0	6.3	6.3
DesignQueue:	0	0	0	7	0	7	8	28	0	0	21	3

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Sharon Park (N-S) Sand Hill
Analyst: Alex File Name: 29AMFP.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	< 0	0	0	0	1	0	1
Volumes	187	2309		1	937	133				150		192
Lane W (ft)	12.0	12.0		12.0	12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00		3.00	3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*	*			NB Left				
Thru		*	*		Thru				
Right					Right				
Peds					Peds				
WB Left	*				SB Left	*			
Thru			*		Thru				
Right			*		Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*	*	*		WB Right				
Green	8.0A	10.0A	56.0A		Green	10.0A			
Yellow/AR	0.0	0.0	3.0		Yellow/AR	3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	295	1770	0.668	0.167	26.6	D	12.7	B
	T	2732	3725	0.934	0.733	11.6	B		
WB	L	98	1770	0.010	0.056	25.9	D	6.3	B
	TR	2275	3656	0.520	0.622	6.3	B		
SB	L	197	1770	0.804	0.111	39.3	D	17.3	C
	R	1531	1583	0.132	0.967	0.0	A		

Intersection Delay = 11.3 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.861

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.077
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 76.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 1 0 1 0		
Volume Module:												
Base Vol:	258	835	624	329	975	305	511	1388	486	390	634	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	835	624	329	975	305	511	1388	486	390	634	183
Added Vol:	13	8	0	0	5	0	0	1	9	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	843	624	329	980	305	511	1389	495	390	635	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	843	624	329	980	305	511	1389	495	390	635	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	843	624	329	980	305	511	1389	495	390	635	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.00	1.00
Final Vol.:	271	885	624	329	1029	305	511	1458	495	410	635	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	2891	833
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.39	0.17	0.27	0.19	0.26	0.38	0.31	0.21	0.22	0.22
Crit Moves:	****				****			****				****
Green Time:	16.9	28.1	54.6	20.9	32.1	32.1	45.5	45.5	45.5	26.5	26.5	26.5
Volume/Cap:	1.08	1.06	0.92	1.06	1.08	0.76	0.75	1.08	0.88	1.04	1.08	1.08
Delay/Veh:	106.6	73.7	35.6	92.8	78.0	35.2	27.5	70.0	35.6	63.8	77.8	77.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.6	73.7	35.6	92.8	78.0	35.2	27.5	70.0	35.6	63.8	77.8	77.8
DesignQueue:	18	53	29	21	60	17	26	76	25	25	39	11

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30AMFP.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	511	1389	495	390	635	183	271	843	624	329	980	305
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		45.0A	23.0A			Green		17.0A	33.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	613	1770	0.878	0.346	35.5	D	*	*
	T	1290	3725	1.190	0.346	*	*		
	R	1230	1583	0.424	0.777	3.3	A		
WB	L	313	1770	1.115	0.177	*	*	*	*
	LTR	636	3597	1.523	0.177	*	*		
NB	L	231	1770	1.232	0.131	*	*	*	*
	T	946	3725	0.984	0.254	50.4	E		
	R	682	1583	0.963	0.431	42.2	E		
SB	L	231	1770	1.495	0.131	*	*	*	*
	T	946	3725	1.146	0.254	*	*		
	R	987	1583	0.325	0.623	7.6	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.357
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 245.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	165	0	280	0	2152	0	0	1070	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	280	0	2152	0	0	1070	31
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	165	0	280	0	2153	0	0	1072	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	280	0	2153	0	0	1072	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	280	0	2153	0	0	1072	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	165	0	280	0	2153	0	0	1072	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	0.98	1.02	0.98	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	1.11	0.00	0.00	0.58	0.02
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	12.0	0.0	12.0	0.0	82.0	0.0	0.0	82.0	82.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	1.36	0.00	1.36	0.00	0.00	0.70	0.02
Delay/Veh:	0.0	0.0	0.0	40.9	0.0	295.8	0.0	239	0.0	0.0	3.5	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.9	0.0	295.8	0.0	239	0.0	0.0	3.5	1.1
DesignQueue:	0	0	0	8	0	14	0	31	0	0	13	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31AMFP.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		2153			1072	31				165		280
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	86.0P				Green	8.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1602	1863	1.415	0.860	*	*	*	*
WB	T	1602	1863	0.704	0.860	2.9	A	2.8	A
	R	1362	1583	0.024	0.860	0.8	A		
SB	L	142	1770	1.229	0.080	*	*	*	*
	R	1583	1583	0.186	1.000	0.0	A		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.821
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.3
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	200	10	120	14	10	30	52	1622	330	175	784	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	10	120	14	10	30	52	1622	330	175	784	14
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	10	120	14	10	30	52	1623	330	175	786	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	10	120	14	10	30	52	1623	330	175	786	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	10	120	14	10	30	52	1623	330	175	786	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	10	120	14	10	30	52	1623	330	175	786	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.08	0.92	1.00	0.25	0.75	1.00	1.65	0.35	1.00	1.96	0.04
Final Sat.:	3150	138	1662	1750	450	1350	1750	3074	625	1750	3635	65
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.01	0.02	0.02	0.03	0.53	0.53	0.10	0.22	0.22
Crit Moves:		****				****		****		****		
Green Time:	8.8	8.8	8.8	10.0	10.0	10.0	7.0	64.3	64.3	12.2	69.5	69.5
Volume/Cap:	0.72	0.82	0.82	0.08	0.22	0.22	0.42	0.82	0.82	0.82	0.31	0.31
Delay/Veh:	39.8	52.7	52.7	31.0	31.6	31.6	35.3	12.0	12.0	47.4	4.5	4.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	39.8	44.8	44.8	31.0	26.8	26.8	35.3	10.2	10.2	47.4	3.9	3.9
DesignQueue:	10	1	6	1	1	2	3	37	8	9	14	0

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.4
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0
Lanes:	2 0 0 1 0			0 0 1! 0 0			1 0 2 0 1			1 0 1 1 0		
Volume Module:												
Base Vol:	138	10	46	119	19	126	35	1050	636	102	712	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	10	46	119	19	126	35	1050	636	102	712	19
Added Vol:	0	0	1	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	10	47	119	19	126	35	1051	636	102	714	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	10	47	119	19	126	35	1051	636	102	714	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	10	47	119	19	126	35	1051	636	102	714	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	10	47	119	19	126	35	1051	636	102	714	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.18	0.82	0.45	0.07	0.48	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	316	1484	789	126	835	1750	3800	1750	1750	3604	96
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.15	0.15	0.15	0.02	0.28	0.36	0.06	0.20	0.20
Crit Moves:			****		****				****	****		
Green Time:	10.0	10.0	10.0	21.0	21.0	21.0	4.4	39.8	49.8	8.1	43.5	43.5
Volume/Cap:	0.39	0.28	0.28	0.65	0.65	0.65	0.41	0.63	0.66	0.65	0.41	0.41
Delay/Veh:	28.7	28.1	28.1	26.2	26.2	26.2	33.4	15.3	11.9	36.1	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	28.7	23.9	23.9	22.2	22.2	22.2	33.4	13.0	10.1	36.1	9.8	9.8
DesignQueue:	6	0	2	5	1	5	2	32	16	5	19	1

Traffix 7.1.0607 (c) 1999 Dowling Assoc. Licensed to KORVE, SACRAMENTO, CA

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 130 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 43.3
Optimal Cycle: 160 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	463	49	163	20	48	26	26	425	755	203	447	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	49	163	20	48	26	26	425	755	203	447	11
Added Vol:	2	0	2	0	0	0	0	1	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	49	165	20	48	26	26	426	756	204	447	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	49	165	20	48	26	26	426	756	204	447	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	49	165	20	48	26	26	426	756	204	447	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	465	49	165	20	48	26	26	426	756	204	447	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	1.52	0.11	0.37	0.21	0.51	0.28	1.00	1.00	1.00	1.00	1.95	0.05
Final Sat.:	2661	192	647	372	894	484	1750	1900	1750	1750	3611	89
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.05	0.05	0.05	0.01	0.22	0.43	0.12	0.12	0.12
Crit Moves:		****			****				****	****		
Green Time:	34.3	34.3	34.3	10.0	10.0	10.0	7.0	58.1	58.1	15.7	66.7	66.7
Volume/Cap:	0.66	0.97	0.97	0.70	0.70	0.70	0.28	0.50	0.97	0.97	0.24	0.24
Delay/Veh:	33.6	55.3	55.3	54.2	54.2	54.2	45.3	19.7	40.3	82.2	13.4	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	28.5	47.0	47.0	46.1	46.1	46.1	45.3	16.7	34.3	82.2	11.4	11.4
DesignQueue:	26	3	9	1	3	2	2	18	34	13	16	0

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42)
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 20.3
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Ovl					Include				
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Lanes:	1	1	0	1	0	0	1	0	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	610		414		18	117		587		139	59		112		244	21		362		73
Growth Adj:	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	622		422		18	119		599		142	60		114		249	21		369		74
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	622		422		18	119		599		142	60		114		249	21		369		74
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	622		422		18	119		599		142	60		114		249	21		369		74
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	622		422		18	119		599		142	60		114		249	21		369		74
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	622		422		18	119		599		142	60		114		249	21		369		74
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.98		1.00		1.00	1.00		1.00		1.00	0.97		1.06		0.97	0.97		1.03		1.00
Lanes:	1.77		1.18		0.05	0.28		1.39		0.33	1.00		2.00		1.00	1.00		1.66		0.34
Final Sat.:	3133		2126		91	498		2507		594	1750		3800		1750	1750		3081		618
Capacity Analysis Module:																				
Vol/Sat:	0.20		0.20		0.20	0.24		0.24		0.24	0.03		0.03		0.14	0.01		0.12		0.12
Crit Moves:					****			****			****							****		
Green Time:	25.3		25.3		25.3	30.4		30.4		30.4	7.0		15.3		40.6	7.0		15.3		15.3
Volume/Cap:	0.71		0.71		0.71	0.71		0.71		0.71	0.44		0.18		0.32	0.15		0.71		0.71
Delay/Veh:	23.1		23.1		23.1	21.0		21.0		21.0	31.6		24.3		12.1	29.5		29.3		29.3
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
ProgAdjFctr:	0.85		0.85		0.85	0.85		0.85		0.85	1.00		0.85		0.85	1.00		0.85		0.85
AdjDel/Veh:	19.7		19.7		19.7	17.9		17.9		17.9	31.6		20.7		10.3	29.5		24.9		24.9
DesignQueue:	24		16		1	4		21		5	3		5		7	1		16		3

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42)
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 1.047
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 65.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	0	10	10	0	10	10
Lanes:	0 0 1! 0 0			1 0 0 1 0			0 0 1 1 0			0 0 1 0 1		
Volume Module:												
Base Vol:	81	503	7	522	337	20	0	104	7	0	582	661
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	513	7	532	344	20	0	106	7	0	594	674
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	513	7	532	344	20	0	106	7	0	594	674
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	513	7	532	344	20	0	106	7	0	594	674
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	513	7	532	344	20	0	106	7	0	594	674
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	513	7	532	344	20	0	106	7	0	594	674
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.14	0.85	0.01	1.00	0.95	0.05	0.00	1.87	0.13	0.00	1.00	1.00
Final Sat.:	241	1489	20	1750	1701	99	0	3471	229	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.30	0.20	0.20	0.00	0.03	0.03	0.00	0.31	0.39
Crit Moves:			****	****							****	
Green Time:	36.2	36.2	36.2	31.9	31.9	31.9	0.0	32.9	32.9	0.0	32.9	64.8
Volume/Cap:	1.05	1.05	1.05	1.05	0.70	0.70	0.00	0.10	0.10	0.00	1.05	0.65
Delay/Veh:	71.1	71.1	71.1	74.7	29.2	29.2	0.0	21.2	21.2	0.0	72.6	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	60.4	60.4	60.4	74.7	24.8	24.8	0.0	18.0	18.0	0.0	61.7	10.7
DesignQueue:	4	23	0	25	16	1	0	5	0	0	28	19

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42)
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	290	0	69	0	231	0	0	860	638
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	0.00
Initial Bse:	0	0	0	296	0	70	0	236	0	0	877	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	296	0	70	0	236	0	0	877	0
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	308	0	73	0	245	0	0	912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	73	0	245	0	0	912	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	308	0	73	0	257	0	0	912	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1900	0	1900	0	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.04	0.00	0.07	0.00	0.00	0.48	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	38.1	0.0	0.0	38.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.18	0.00	0.11	0.00	0.00	0.76	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	0.0	12.5	0.0	2.8	0.0	0.0	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	0.0	12.5	0.0	2.8	0.0	0.0	6.9	0.0
DesignQueue:	0	0	0	8	0	2	0	3	0	0	13	0

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42)
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #38 Pasteur Drive/Welch Road (SB)

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 7.7
Optimal Cycle: 39 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	344	122	27	0	14	6	19	18	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	351	124	28	0	14	6	19	18	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	351	124	28	0	14	6	19	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	351	124	28	0	14	6	19	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	351	124	28	0	14	6	19	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	351	124	28	0	14	6	19	18	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.82	0.18	0.00	0.70	0.30	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1468	332	0	1260	540	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.08	0.08	0.00	0.01	0.01	0.01	0.01	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	31.0	31.0	31.0	0.0	10.0	10.0	7.0	17.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.16	0.16	0.00	0.07	0.07	0.09	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	6.8	5.8	5.8	0.0	16.0	16.0	18.0	11.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	6.8	5.0	5.0	0.0	13.6	13.6	18.0	10.0	0.0
DesignQueue:	0	0	0	6	2	0	0	0	0	1	0	0

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Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42)
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.223
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.8
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	15	88	53	0	0	0	33	327	0	0	19	197
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	15	90	54	0	0	0	34	334	0	0	19	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	90	54	0	0	0	34	334	0	0	19	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	90	54	0	0	0	34	334	0	0	19	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	90	54	0	0	0	34	334	0	0	19	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	90	54	0	0	0	34	334	0	0	19	201
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.19	1.13	0.68	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	340	2038	1223	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.02	0.18	0.00	0.00	0.01	0.11
Crit Moves:		****					****					****
Green Time:	11.4	11.4	11.4	0.0	0.0	0.0	7.0	36.6	0.0	0.0	29.6	29.6
Volume/Cap:	0.23	0.23	0.23	0.00	0.00	0.00	0.17	0.29	0.00	0.00	0.02	0.23
Delay/Veh:	15.7	15.7	15.7	0.0	0.0	0.0	18.2	4.2	0.0	0.0	5.9	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	13.3	13.3	13.3	0.0	0.0	0.0	18.2	3.6	0.0	0.0	5.0	5.6
DesignQueue:	0	2	1	0	0	0	1	5	0	0	0	3

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42)
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec): 80 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.3
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	5	7	7	212	34	73	67	124	12	14	339	558
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	7	7	216	35	74	68	126	12	14	346	569
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	7	7	216	35	74	68	126	12	14	346	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	7	7	216	35	74	68	126	12	14	346	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	7	7	216	35	74	68	126	12	14	346	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	7	7	216	35	74	68	126	12	14	346	569
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.26	0.37	0.37	1.50	0.16	0.34	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	461	645	645	2621	282	597	1750	3378	322	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.12	0.12	0.04	0.04	0.04	0.01	0.18	0.33
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	14.1	14.1	14.1	7.0	25.8	25.8	18.1	36.9	36.9
Volume/Cap:	0.09	0.09	0.09	0.47	0.70	0.70	0.44	0.12	0.12	0.04	0.39	0.70
Delay/Veh:	23.5	23.5	23.5	22.9	26.9	26.9	27.7	14.5	14.5	18.4	10.9	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	20.0	20.0	20.0	19.4	22.9	22.9	27.7	12.3	12.3	18.4	9.3	12.8
DesignQueue:	0	0	0	8	1	3	3	4	0	0	9	15

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Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42)
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 7.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0		0		0	69		0		87	288		635		0	0		336		111
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	0		0		0	70		0		89	294		648		0	0		343		113
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	70		0		89	294		648		0	0		343		113
User Adj:	1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0		0		0	72		0		91	303		667		0	0		353		117
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	72		0		91	303		667		0	0		353		117
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	0		0		0	72		0		91	303		667		0	0		353		117
Saturation Flow Module:																				
Sat/Lane:	0		0		0	232		232		232	465		465		465	557		557		557
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	0.00		0.00		1.00	0.00		1.00		1.00	2.00		0.00		0.00	0.75		0.25	
Final Sat.:	0		0		0	232		0		232	465		930		0	0		418		139
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.31	0.00		0.39		0.65	0.72		0.00		0.00	0.84		0.84	
Crit Moves:				****					****			****							****	
ApproachV/S:		xxxxx						0.35				0.70						0.84		
Delay/Veh:	0.0	0.0		0.0		3.3	0.0		4.4		11.9	15.3		0.0		0.0	24.7		24.7	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	0.0	0.0		0.0		3.3	0.0		4.4		11.9	15.3		0.0		0.0	24.7		24.7	
LOS by Move:	*	*		*		A	*		A		C	C		*		*	D		D	
ApproachDel:		xxxxxx						3.8				14.0						24.7		
Delay Adj:		xxxxx						1.00				1.00						1.00		
ApprAdjDel:		xxxxxx						3.8				14.0						24.7		
LOS by Appr:		F						A				C						D		

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42)
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.243
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 5.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	14	84		46		295	123		28		31	14		6		17	1		185	
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	14	86		47		301	125		29		32	14		6		17	1		189	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	14	86		47		301	125		29		32	14		6		17	1		189	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	14	86		47		301	125		29		32	14		6		17	1		189	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	14	86		47		301	125		29		32	14		6		17	1		189	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	14	86		47		301	125		29		32	14		6		17	1		189	
Saturation Flow Module:																				
Sat/Lane:	624	624		624		951	951		951		266	266		266		152	152		152	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.10	0.58		0.32		0.67	0.27		0.06		0.61	0.27		0.12		0.94	0.06		1.00	
Final Sat.:	59	365		200		629	261		61		164	72		31		144	8		152	
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.24		0.24		0.48	0.48		0.48		0.20	0.20		0.20		0.12	0.12		1.24	
Crit Moves:	****								****			****							****	
ApproachV/S:		0.24					0.48					0.20					0.68			
Delay/Veh:	2.4	2.4		2.4		6.2	6.2		6.2		2.1	2.1		2.1		1.6	1.6		112.7	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	2.4	2.4		2.4		6.2	6.2		6.2		2.1	2.1		2.1		1.6	1.6		112.7	
LOS by Move:	A	A		A		B	B		B		A	A		A		A	A		F	
ApproachDel:		2.4					6.2					2.1					13.3			
Delay Adj:		1.00					1.00					1.00					1.00			
ApprAdjDel:		2.4					6.2					2.1					13.3			
LOS by Appr:		A					B					A					C			

Stanford Community Plan
2010 Cumulative Plus Project
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.2
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	360	0	105	0	0	0	0	617	494	87	401	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	0	105	0	0	0	0	617	494	87	401	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	0	105	0	0	0	0	621	494	87	403	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	0	105	0	0	0	0	621	494	87	403	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	0	105	0	0	0	0	621	494	87	403	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	360	0	105	0	0	0	0	621	494	87	403	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.93	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.98	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1758	0	1758	0	0	0	0	1862	1764	1764	1862	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.28	0.05	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	30.7	30.7	4.5	35.2	0.0
Volume/Cap:	0.65	0.00	0.19	0.00	0.00	0.00	0.00	0.65	0.55	0.65	0.37	0.00
Delay/Veh:	13.4	0.0	9.7	0.0	0.0	0.0	0.0	8.1	7.0	24.7	4.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	0.0	9.7	0.0	0.0	0.0	0.0	8.1	7.0	24.7	4.3	0.0
DesignQueue:	9	0	2	0	0	0	0	11	9	3	6	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) University (N-S) Santa Cruz
Analyst: Alex File Name: 43AMFP.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative w/Project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Volumes		621	494	87	403		360		105			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru	*	*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	29.0P	6.0P			Green	19.0P			
Yellow/AR	3.0	0.0			Yellow/AR	3.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	900	1863	0.726	0.483	11.4	B	11.1	B
	R	765	1583	0.679	0.483	10.8	B		
WB	L	88	1770	1.040	0.050	110.5	F	24.0	C
	T	1087	1863	0.390	0.583	5.2	B		
NB	L	560	1770	0.676	0.317	15.8	C	14.1	B
	R	660	1583	0.168	0.417	8.4	B		

Intersection Delay = 14.9 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.726

Stanford General Use Permit

2010 With Project No Arena and Theater Condition

PM Peak Hour

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.109
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 77.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 1 0 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	290	2297	44	55	1788	319	312	117	110	117	277	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	2297	44	55	1788	319	312	117	110	117	277	44
Added Vol:	0	57	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	2354	44	55	1805	319	312	117	110	117	277	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	2478	46	58	1900	336	328	123	116	123	292	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2478	46	58	1900	336	328	123	116	123	292	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	305	2602	46	58	1995	336	345	129	116	123	292	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	0.54	1.00	1.00	1.00	1.00
Final Sat.:	1715	3773	1862	1715	3773	1862	2497	934	1715	1715	1715	1715
Capacity Analysis Module:												
Vol/Sat:	0.18	0.69	0.02	0.03	0.53	0.18	0.14	0.14	0.07	0.07	0.17	0.03
Crit Moves:		****		****				****			****	
Green Time:	21.4	80.9	80.9	4.0	63.5	63.5	16.2	16.2	16.2	20.0	20.0	20.0
Volume/Cap:	1.08	1.11	0.04	1.11	1.08	0.37	1.11	1.11	0.54	0.47	1.11	0.17
Delay/Veh:	104.9	68.5	6.2	189.7	64.1	13.5	108.9	109	36.7	33.4	118	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.9	68.5	6.2	189.7	64.1	13.5	108.9	109	36.7	33.4	118	30.9
DesignQueue:	19	87	1	4	86	13	23	8	7	8	19	3

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) Valpariso/Glenwood (N-S) El Camino
Analyst: Alex File Name: 1PMFPNA.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/o arena w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 1	1	1	1	< 0	1	2	1	1	2	1
Volumes	312	117	110	117	277	44	290	2354	44	55	1805	319
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		17.0A	20.0A			Green		8.0A	18.0A	58.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	231	1770	0.964	0.131	72.3	F	61.2	F
	LT	238	1821	0.958	0.131	70.3	F		
	R	487	1583	0.238	0.308	21.8	C		
WB	L	272	1770	0.452	0.154	33.1	D	*	*
	TR	281	1825	1.204	0.154	*	*		
NB	L	313	1770	0.974	0.177	67.0	F	*	*
	T	2178	3725	1.195	0.585	*	*		
	R	1169	1583	0.039	0.738	3.0	A		
SB	L	68	1770	0.852	0.038	80.8	F	*	*
	T	1662	3725	1.200	0.446	*	*		
	R	950	1583	0.354	0.600	8.6	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 25.0
Optimal Cycle: 161 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	0 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	2120	99	0	1819	209	202	106	161	89	94	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2120	99	0	1819	209	202	106	161	89	94	96
Added Vol:	0	45	0	0	14	3	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2165	99	0	1833	212	214	106	161	89	94	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2279	104	0	1929	223	225	112	169	94	99	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2279	104	0	1929	223	225	112	169	94	99	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2393	104	0	2026	223	225	112	169	94	99	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	870	888
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.06	0.00	0.54	0.12	0.13	0.06	0.10	0.05	0.11	0.11
Crit Moves:		****					****				****	
Green Time:	0.0	87.9	87.9	0.0	87.9	87.9	17.5	17.5	17.5	15.6	15.6	15.6
Volume/Cap:	0.00	0.95	0.08	0.00	0.80	0.18	0.95	0.47	0.71	0.45	0.95	0.95
Delay/Veh:	0.0	18.9	4.7	0.0	11.1	5.0	68.6	34.7	41.3	35.4	71.6	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	4.7	0.0	11.1	5.0	68.6	34.7	41.3	35.4	71.6	71.6
DesignQueue:	0	67	2	0	55	5	15	7	11	6	6	7

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-20-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) El Camino
Analyst: Alex File Name: 2PMFPNA.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/o arena w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	< 0	0	2	1	0	2	1
Volumes	214	106	161	89	94	96		2165	99		1833	212
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left				
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
WB	Left		*			SB	Left				
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right				
Green		19.0P	16.0P			Green		86.0P			
Yellow/AR		3.0	3.0			Yellow/AR		3.0			

Cycle Length: 130 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	259	1770	0.870	0.146	59.0	E	50.8	E
	T	272	1863	0.411	0.146	38.9	D		
	R	231	1583	0.730	0.146	47.8	E		
WB	L	218	1770	0.431	0.123	41.0	E	65.0	F
	TR	212	1722	0.944	0.123	76.3	F		
NB	T	2464	3725	0.971	0.662	24.9	C	23.9	C
	R	1279	1583	0.081	0.808	2.0	A		
SB	T	2464	3725	0.822	0.662	14.1	B	12.8	B
	R	1315	1583	0.170	0.831	1.7	A		

Intersection Delay = 24.1 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.952

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 187.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 1 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	313	2269	351	310	1957	92	45	440	75	310	311	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	2269	351	310	1957	92	45	440	75	310	311	133
Added Vol:	0	45	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	2314	351	310	1971	92	45	440	75	310	311	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	329	2436	369	326	2075	97	47	463	79	326	327	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2436	369	326	2075	97	47	463	79	326	327	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.03	1.00	1.00
Final Vol.:	329	2558	369	326	2178	97	50	486	79	336	327	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.19	1.81	1.00	2.00	1.00	1.00
Final Sat.:	1862	3724	1862	1862	3724	1862	347	3377	1862	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.18	0.69	0.20	0.18	0.58	0.05	0.14	0.14	0.04	0.09	0.18	0.08
Crit Moves:		****		****				****			****	
Green Time:	20.5	70.3	70.3	17.9	67.8	67.8	14.7	14.7	14.7	18.0	18.0	18.0
Volume/Cap:	1.12	1.27	0.37	1.27	1.12	0.10	1.27	1.27	0.37	0.65	1.27	0.54
Delay/Veh:	121.8	175	11.1	219.9	80.2	10.1	209.2	209	35.0	36.3	220	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.8	175	11.1	219.9	80.2	10.1	209.2	209	35.0	36.3	220	35.5
DesignQueue:	21	103	13	21	89	3	3	32	5	21	21	9

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) Ravenswood (N-S) El Camino
Analyst: Alex File Name: 3PMFPNA.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/o arena w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	1	2	1	1	1	2	1	1	2	1
Volumes	45	440	75	310	311	133	313	2314	351	310	1971	92
Lane W (ft)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right	*			
Green		19.0A	19.0A			Green		18.0A	6.0A	60.0A	
Yellow/AR		2.5	2.5			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	538	3783	0.994	0.142	64.3	F	60.3	F
	R	230	1615	0.344	0.142	32.8	D		
WB	L	504	3539	0.667	0.142	36.5	D	*	*
	T	265	1863	1.234	0.142	*	*		
	R	445	1583	0.315	0.281	24.0	C		
NB	L	286	1770	1.151	0.162	*	*	*	*
	T	1891	3725	1.352	0.508	*	*		
	R	1029	1583	0.359	0.650	6.8	B		
SB	L	204	1770	1.597	0.115	*	*	*	*
	T	1719	3725	1.267	0.462	*	*		
	R	993	1583	0.098	0.627	6.2	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 7.6
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	165	2410	39	102	2113	46	51	2	48	89	42	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	2410	39	102	2113	46	51	2	48	89	42	66
Added Vol:	0	45	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	2455	39	102	2127	46	51	2	48	89	42	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	2584	41	107	2239	48	54	2	51	94	44	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2584	41	107	2239	48	54	2	51	94	44	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	2843	45	107	2463	53	54	2	51	94	44	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.95	0.05	1.00	2.94	0.06	0.50	0.02	0.48	0.68	0.32	1.00
Final Sat.:	1794	5299	84	1794	5270	113	906	34	855	1222	572	1794
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.54	0.06	0.47	0.47	0.06	0.06	0.06	0.08	0.08	0.04
Crit Moves:		****		****							****	
Green Time:	18.9	98.8	98.8	11.0	91.0	91.0	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.67	0.71	0.71	0.71	0.67	0.67	0.55	0.55	0.55	0.71	0.71	0.35
Delay/Veh:	38.4	5.6	5.6	46.6	7.4	7.4	37.9	37.9	37.9	43.5	43.5	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	5.6	5.6	46.6	7.4	7.4	37.9	37.9	37.9	43.5	43.5	35.1
DesignQueue:	11	57	1	7	60	1	4	0	3	6	3	4

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-20-2000
Center For Microcomputers In Transportation

Streets: (E-W) Roble (N-S) El Camino
Analyst: Sara File Name: 4PMFPNA.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative w/project w/0 Arena

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	51	2	48	89	42	66	165	2455	39	102	2127	46
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*	*	
Right	*				Right		*	*	
Peds					Peds				
WB Left	*	*			SB Left	*			
Thru	*	*			Thru			*	
Right	*	*			Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right	*	*		
Green	18.0A	4.0A			Green	12.0A	4.0A	86.0A	
Yellow/AR	3.0	0.0			Yellow/AR	0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	123	891	0.867	0.138	65.1	F	65.1	F
WB	LT	279	1648	0.495	0.169	32.8	D	29.2	D
	R	463	1583	0.149	0.292	22.0	C		
NB	L	177	1770	0.983	0.100	84.8	F	13.2	B
	TR	3860	5575	0.748	0.692	8.8	B		
SB	L	123	1770	0.873	0.069	69.6	F	11.6	B
	TR	3685	5571	0.683	0.662	9.1	B		

Intersection Delay = 14.0 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.711

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec):	130	Critical Vol./Cap. (X):	1.161
Loss Time (sec):	6 (Y+R = 3 sec)	Average Crit Del (sec/veh):	105.4
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	0 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	657	2368	21	0	2419	151	281	1	170	6	4	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	2368	21	0	2419	151	281	1	170	6	4	12
Added Vol:	0	45	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	2413	21	0	2433	151	281	1	170	6	4	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	692	2540	22	0	2561	159	296	1	179	6	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	692	2540	22	0	2561	159	296	1	179	6	4	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	692	2794	24	0	2817	175	296	1	179	6	4	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.97	0.03	0.00	2.82	0.18	0.99	0.01	1.00	0.26	0.17	0.57
Final Sat.:	1794	5337	46	0	5068	315	1788	6	1794	468	312	1014
Capacity Analysis Module:												
Vol/Sat:	0.39	0.52	0.52	0.00	0.56	0.56	0.17	0.17	0.10	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	43.2	105	105.5	0.0	62.3	62.3	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	1.16	0.65	0.65	0.00	1.16	1.16	1.16	1.16	0.70	0.09	0.09	0.09
Delay/Veh:	121.0	3.4	3.4	0.0	102	101.6	146.5	146	39.8	31.3	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.0	3.4	3.4	0.0	102	101.6	146.5	146	39.8	31.3	31.3	31.3
DesignQueue:	37	44	0	0	123	8	19	0	11	0	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Alex File Name: 5PMFPNA.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/o arena w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	< 0
Volumes	281	1	170	6	4	12	657	2413	21		2433	151
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left	*				SB	Left				
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		19.0P				Green		62.0P	40.0P		
Yellow/AR		3.0				Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	223	1524	1.333	0.146	*	*	*	*
	R	231	1583	0.774	0.146	50.7	E		
WB	LTR	127	866	0.182	0.146	37.1	D	37.1	D
NB	L	544	1770	1.271	0.308	*	*	*	*
	TR	4508	5581	0.625	0.808	3.9	A		
SB	TR	2642	5539	1.133	0.477	*	*	*	*

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 12.3
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0			0		0	0			0		0	0			0		0	0			0	
Lanes:	1	0	2	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	225	2821			2		50	2505			57		41		0		74		39		0		41	
Growth Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	225	2821			2		50	2505			57		41		0		74		39		0		41	
Added Vol:	0	45			0		0	14			0		0		0		0		0		0		0	
PasserByVol:	0	0			0		0	0			0		0		0		0		0		0		0	
Initial Fut:	225	2866			2		50	2519			57		41		0		74		39		0		41	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95	0.95			0.95		0.95	0.95			0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	237	3017			2		53	2652			60		43		0		78		41		0		43	
Reduct Vol:	0	0			0		0	0			0		0		0		0		0		0		0	
Reduced Vol:	237	3017			2		53	2652			60		43		0		78		41		0		43	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.10			1.10		1.00	1.10			1.10		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	237	3319			2		53	2917			66		43		0		78		41		0		43	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.94	0.94			0.94		0.94	0.94			0.94		0.94		0.94		0.94		0.94		0.94		0.94	
Lanes:	1.00	2.99			0.01		1.00	2.93			0.07		0.36		0.00		0.64		0.49		0.00		0.51	
Final Sat.:	1794	5380			3		1794	5264			119		638		0		1157		876		0		919	
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.62			0.62		0.03	0.55			0.55		0.07		0.00		0.07		0.05		0.00		0.05	
Crit Moves:	****							****					****											
Green Time:	21.7	108			107.7		5.2	91.2			91.2		11.1		0.0		11.1		11.1		0.0		11.1	
Volume/Cap:	0.79	0.74			0.74		0.74	0.79			0.79		0.79		0.00		0.79		0.55		0.00		0.55	
Delay/Veh:	42.6	3.7			3.7		61.6	9.2			9.2		53.4		0.0		53.4		40.0		0.0		40.0	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	42.6	3.7			3.7		61.6	9.2			9.2		53.4		0.0		53.4		40.0		0.0		40.0	
DesignQueue:	15	49			0		4	73			2		3		0		5		3		0		3	

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-20-2000
Center For Microcomputers In Transportation

Streets: (E-W) Cambridge (N-S) El Camino
Analyst: Alex File Name: 6PMFPNA.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative w/project w/o Arena

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	41	1	74	39	1	41	225	2866	2	50	2519	57
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru	*					Thru			*	
	Right	*					Right			*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		13.0P				Green		10.0P	15.0P	86.0P	
Yellow/AR		3.0				Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	125	1251	0.975	0.100	98.5	F	98.5	F
WB	LTR	101	1014	0.838	0.100	72.4	F	72.4	F
NB	L	300	1770	0.791	0.169	48.5	E	9.4	B
	TR	4341	5588	0.765	0.777	6.7	B		
SB	L	95	1770	0.556	0.054	50.7	E	13.9	B
	TR	3685	5570	0.810	0.662	13.2	B		

Intersection Delay = 13.8 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.824

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 75.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ignore	
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	0 0	1	0 0	0 0	1
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	150	1749	221	746	1473	400	850	0	100	0	0	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	150	1749	221	746	1473	400	850	0	100	0	0	0
Added Vol:	0	39	0	0	12	2	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1788	221	746	1485	402	856	0	100	0	0	0
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	153	1824	225	761	1515	410	873	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1824	225	761	1515	410	873	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	153	1824	225	761	1515	410	873	0	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.13	0.43	0.27	0.23	0.28	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.6	35.3	35.3	48.0	62.7	93.4	30.6	0.0	51.3	0.0	0.0	0.0
Volume/Cap:	0.51	1.09	0.44	1.09	0.51	0.30	1.09	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	35.5	78.2	26.4	83.3	14.3	3.0	87.4	0.0	15.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.5	66.5	22.5	83.3	12.1	2.5	87.4	0.0	13.5	0.0	0.0	0.0
DesignQueue:	9	94	11	34	52	6	46	0	4	0	0	0

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

Average Crit Del (sec/veh): 36.0 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 0 0 1			0 0 0 0 0		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	272	1860	0	0	1303	288	0	0	324	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	1860	0	0	1303	288	0	0	324	0	0	0
Added Vol:	0	39	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	1899	0	0	1315	288	0	0	324	0	0	0
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	1937	0	0	1341	294	0	0	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	277	1937	0	0	1341	294	0	0	330	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	305	1937	0	0	1341	294	0	0	364	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1635	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	594	xxxx	xxxx	xxxxx
Potent Cap.:	227	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	692	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	227	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	692	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	488.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	66.4			0.0			9.9			0.0		

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Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #9 El Camino Real/Quarry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 25.6
Optimal Cycle: 53 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		7	0	10		0	0	0	
Lanes:	2 0	4 0	0		0 0	3 0	1		1 0	0 0	2		0 0	0 0	0	
Volume Module:																
Base Vol:	550	1650	0		0	1147	550		480	0	504		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	550	1650	0		0	1147	550		480	0	504		0	0	0	
Added Vol:	0	39	0		0	12	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	550	1689	0		0	1159	550		480	0	504		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	550	1689	0		0	1159	550		480	0	504		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	550	1689	0		0	1159	550		480	0	504		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	550	1689	0		0	1159	550		480	0	504		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.88	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.88		0.97	1.06	0.97	
Lanes:	2.00	4.00	0.00		0.00	3.00	1.00		1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	3150	7600	0		0	5700	1750		1750	0	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.22	0.00		0.00	0.20	0.31		0.27	0.00	0.16		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	27.0	58.5	0.0		0.0	31.5	74.0		42.5	0.0	69.5		0.0	0.0	0.0	
Volume/Cap:	0.71	0.42	0.00		0.00	0.71	0.47		0.71	0.00	0.25		0.00	0.00	0.00	
Delay/Veh:	30.9	11.8	0.0		0.0	27.8	6.8		24.1	0.0	6.8		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85	
AdjDel/Veh:	30.9	10.0	0.0		0.0	23.6	5.8		24.1	0.0	5.7		0.0	0.0	0.0	
DesignQueue:	26	51	0		0	53	12		19	0	12		0	0	0	

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.210
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 126.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	116	0	314	315	0	117	158	915	288	295	920	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	0	314	315	0	117	158	915	288	295	920	209
Added Vol:	3	13	0	0	5	7	26	81	11	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	13	314	315	5	124	184	996	299	295	943	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	13	315	316	5	124	185	1000	300	296	947	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	13	315	316	5	124	185	1000	300	296	947	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	119	13	315	316	5	124	185	1000	300	296	947	210
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	1.00	0.04	0.96	0.25	1.35	0.40	0.41	1.30	0.29
Final Sat.:	1623	177	1800	1800	70	1730	448	2424	727	733	2346	520
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.17	0.18	0.07	0.07	0.41	0.41	0.41	0.40	0.40	0.40
Crit Moves:		****		****					****			****
Green Time:	6.1	6.1	39.4	14.5	14.5	48.6	34.1	34.1	34.1	33.4	33.4	33.4
Volume/Cap:	1.21	1.21	0.44	1.21	0.49	0.15	1.21	1.21	1.21	1.21	1.21	1.21
Delay/Veh:	168.2	168	17.1	165.8	30.3	10.8	143.4	143	143.4	143.8	144	143.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	143.0	143	14.6	140.9	25.7	9.2	121.9	122	121.9	122.2	122	122.2
DesignQueue:	6	1	11	16	0	4	8	41	12	12	39	9

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.3
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0		10	10	7		10	0	0		0	0	7		0	10
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	1748		149	62	1258		0	0		0	0	579		0	139
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1748		149	62	1258		0	0		0	0	579		0	139
Added Vol:	0	16		0	0	16		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1764		149	62	1274		0	0		0	0	579		0	139
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1764		149	62	1274		0	0		0	0	579		0	139
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1764		149	62	1274		0	0		0	0	579		0	139
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	0	1764		149	62	1274		0	0		0	0	579		0	139
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.97	1.06		0.97	0.97	1.06		0.97	0.97		1.06	0.97	0.97		1.06	0.97
Lanes:	0.00	3.00		1.00	1.00	3.00		0.00	0.00		0.00	0.00	1.68		0.00	0.32
Final Sat.:	0	5700		1750	1750	5700		0	0		0	0	2932		0	568
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31		0.09	0.04	0.22		0.00	0.00		0.00	0.00	0.20		0.00	0.24
Crit Moves:		****			****											****
Green Time:	0.0	46.9		84.0	7.0	53.9		0.0	0.0		0.0	0.0	37.1		0.0	37.1
Volume/Cap:	0.00	0.66		0.10	0.51	0.41		0.00	0.00		0.00	0.00	0.53		0.00	0.66
Delay/Veh:	0.0	16.0		1.1	36.9	10.5		0.0	0.0		0.0	0.0	19.1		0.0	21.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
ProgAdjFctr:	1.00	0.85		0.85	1.00	0.85		0.85	1.00		0.85	0.85	0.85		0.85	0.85
AdjDel/Veh:	0.0	13.6		0.9	36.9	8.9		0.0	0.0		0.0	0.0	16.2		0.0	17.8
DesignQueue:	0	57		1	3	35		0	0		0	0	21		0	5

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 40.7
Optimal Cycle: 129 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 3 0 1			2 0 2 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	276	1289	95	482	1403	42	300	632	207	351	390	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1289	95	482	1403	42	300	632	207	351	390	335
Added Vol:	3	16	0	0	16	0	0	8	11	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1305	95	482	1419	42	300	640	218	351	392	335
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1356	99	501	1474	44	312	665	227	365	407	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1356	99	501	1474	44	312	665	227	365	407	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	290	1356	99	501	1474	44	312	665	227	365	407	348
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.04	1.00	0.97	1.06	0.97	0.97	1.05	1.00
Lanes:	1.00	3.00	1.00	2.00	2.91	0.09	1.00	2.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	5700	1750	3150	5437	162	1750	3800	1750	1750	1993	1704
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.06	0.16	0.27	0.27	0.18	0.17	0.13	0.21	0.20	0.20
Crit Moves:	****				****		****			****		
Green Time:	21.7	34.3	61.7	22.9	35.5	35.5	23.4	23.4	45.1	27.3	27.3	27.3
Volume/Cap:	0.92	0.83	0.11	0.83	0.92	0.92	0.92	0.90	0.35	0.92	0.90	0.90
Delay/Veh:	57.8	33.2	11.4	42.2	37.0	37.0	56.1	45.7	20.5	52.4	42.9	42.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	57.8	28.2	9.7	42.2	31.5	31.5	56.1	38.9	17.5	52.4	36.4	36.4
DesignQueue:	16	69	3	28	74	2	18	37	10	20	22	19

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.989
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 39.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	10	10		7	10	0		0	0	0		7	0	10	
Lanes:	0 0	3 0	1		1 0	3 0	0		0 0	0 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 21 Oct 1998 <<																
Base Vol:	0	1997	260		358	2346	0		0	0	0		240	0	267	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1997	260		358	2346	0		0	0	0		240	0	267	
Added Vol:	0	19	0		0	28	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	2016	260		358	2374	0		0	0	0		240	0	267	
User Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2095	270		372	2467	0		0	0	0		249	0	277	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2095	270		372	2467	0		0	0	0		249	0	277	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2095	270		372	2467	0		0	0	0		249	0	277	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97		0.97	0.97	0.97	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		0.47	0.00	0.53	
Final Sat.:	0	5700	1750		1750	5700	0		0	0	0		828	0	922	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37	0.15		0.21	0.43	0.00		0.00	0.00	0.00		0.30	0.00	0.30	
Crit Moves:		****			****								****			
Green Time:	0.0	40.9	74.3		23.7	64.6	0.0		0.0	0.0	0.0		33.4	0.0	33.4	
Volume/Cap:	0.00	0.99	0.23		0.99	0.74	0.00		0.00	0.00	0.00		0.99	0.00	0.99	
Delay/Veh:	0.0	38.9	5.2		65.5	13.2	0.0		0.0	0.0	0.0		56.2	0.0	56.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	0.0	33.0	4.4		65.5	11.2	0.0		0.0	0.0	0.0		47.8	0.0	47.8	
DesignQueue:	0	89	6		19	70	0		0	0	0		11	0	13	

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.6
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 1	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	263	2016	36	46	2529	97	182	29	397	26	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	2016	36	46	2529	97	182	29	397	26	25	33
Added Vol:	6	15	0	0	26	1	3	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	2031	36	46	2555	98	185	29	415	26	25	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	2031	36	46	2555	98	185	29	415	26	25	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	2031	36	46	2555	98	185	29	415	26	25	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	269	2031	36	46	2555	98	185	29	415	26	25	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.95	0.05	1.00	2.89	0.11	1.00	1.00	1.00	0.51	0.49	1.00
Final Sat.:	1750	5502	98	1750	5393	207	1750	1900	1750	918	882	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.37	0.03	0.47	0.47	0.11	0.02	0.24	0.03	0.03	0.02
Crit Moves:	****				****		****					
Green Time:	25.4	96.7	96.7	6.9	78.2	78.2	17.4	17.4	42.8	17.4	17.4	17.4
Volume/Cap:	0.79	0.50	0.50	0.50	0.79	0.79	0.79	0.11	0.72	0.21	0.21	0.14
Delay/Veh:	45.8	5.2	5.2	48.9	15.8	15.8	52.4	37.6	32.1	38.2	38.2	37.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	45.8	4.4	4.4	48.9	13.5	13.5	52.4	32.0	27.3	32.5	32.5	32.1
DesignQueue:	16	42	1	3	84	3	12	2	21	2	2	2

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Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 1.048
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 50.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	245	2126	61	47	2379	254	206	0	363	21	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	2126	61	47	2379	254	206	0	363	21	0	28
Added Vol:	6	16	0	0	42	2	5	3	20	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	2142	61	47	2421	256	211	3	383	21	1	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	2142	61	47	2421	256	211	3	383	21	1	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	2142	61	47	2421	256	211	3	383	21	1	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	2142	61	47	2421	256	211	3	383	21	1	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Lanes:	1.00	2.91	0.09	1.00	2.70	0.30	0.35	0.01	0.64	0.42	0.02	0.56
Final Sat.:	1750	5445	155	1750	5064	535	619	9	1123	735	35	980
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.39	0.03	0.48	0.48	0.34	0.34	0.34	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green Time:	15.0	61.0	61.0	4.2	50.2	50.2	35.8	35.8	35.8	35.8	35.8	35.8
Volume/Cap:	1.05	0.71	0.71	0.71	1.05	1.05	1.05	1.05	1.05	0.09	0.09	0.09
Delay/Veh:	96.8	14.2	14.2	58.4	50.9	50.9	72.0	72.0	72.0	19.6	19.6	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	96.8	12.1	12.1	58.4	43.2	43.2	61.2	61.2	61.2	16.6	16.6	16.6
DesignQueue:	14	65	2	3	92	10	9	0	17	1	0	1

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.0
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	0	1	0		1	0	1	0	1	
Volume Module:																								
Base Vol:		92	1946		128		178	2354		144			168		96		115		96		99		181	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:		92	1946		128		178	2354		144			168		96		115		96		99		181	
Added Vol:		3	19		0		0	60		1			3		0		7		0		0		0	
PasserByVol:		0	0		0		0	0		0			0		0		0		0		0		0	
Initial Fut:		95	1965		128		178	2414		145			171		96		122		96		99		181	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:		95	1965		128		178	2414		145			171		96		122		96		99		181	
Reduct Vol:		0	0		0		0	0		0			0		0		0		0		0		0	
Reduced Vol:		95	1965		128		178	2414		145			171		96		122		96		99		181	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		1.00	1.00			1.00	
Final Vol.:		95	1965		128		178	2414		145			171		96		122		96		99		181	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800			1800		1800	1800			1800	
Adjustment:	0.97	1.04		1.00			0.97	1.04		1.00			0.97	1.00			1.00		0.97	1.06			0.97	
Lanes:	1.00	2.81		0.19			1.00	2.82		0.18			1.00	0.44			0.56		1.00	1.00			1.00	
Final Sat.:	1750	5257		342			1750	5282		317			1750	793			1007		1750	1900			1750	
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.37		0.37			0.10	0.46		0.46			0.10	0.12			0.12		0.05	0.05			0.10	
Crit Moves:	****							****						****					****					
Green Time:	8.5	63.2		63.2			17.2	71.8		71.8			18.0	19.0			19.0		8.6	9.6			26.8	
Volume/Cap:	0.76	0.71		0.71			0.71	0.76		0.76			0.65	0.76			0.76		0.76	0.65			0.46	
Delay/Veh:	57.4	16.9		16.9			43.4	14.3		14.3			40.3	44.6			44.6		57.2	47.1			31.3	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		1.00	1.00			1.00	
ProgAdjFctr:	1.00	0.85		0.85			1.00	0.85		0.85			1.00	0.85			0.85		1.00	0.85			0.85	
AdjDel/Veh:	57.4	14.4		14.4			43.4	12.2		12.2			40.3	37.9			37.9		57.2	40.0			26.6	
DesignQueue:		6	69		4		10	73		4			10		6		7		6		6		10	

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 125 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 50.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Added Vol:	1	19	0	4	62	1	1	8	2	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	1106	323	516	1660	258	547	1411	234	356	1181	485
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	1129	330	527	1695	263	558	1441	239	363	1206	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1129	330	527	1695	263	558	1441	239	363	1206	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	359	1129	330	527	1695	263	558	1441	239	363	1206	495
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.19	0.17	0.30	0.15	0.18	0.38	0.14	0.12	0.32	0.28
Crit Moves:	****				****		****				****	
Green Time:	14.2	27.8	42.2	23.5	37.1	59.2	22.1	47.3	61.5	14.4	39.6	63.1
Volume/Cap:	1.00	0.89	0.56	0.89	1.00	0.32	1.00	1.00	0.28	1.00	1.00	0.56
Delay/Veh:	79.2	41.7	26.6	48.6	50.7	15.6	69.0	48.2	14.2	78.9	52.9	16.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	79.2	35.4	22.6	48.6	43.1	13.2	69.0	41.0	12.1	78.9	45.0	14.3
DesignQueue:	23	64	16	31	90	10	33	69	9	23	62	18

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Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 33.7
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	2 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	39	150	564	309	96	92	69	1129	34	170	1006	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	150	564	309	96	92	69	1129	34	170	1006	352
Added Vol:	0	0	0	0	0	0	0	64	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	150	564	309	96	92	69	1193	34	170	1025	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	158	594	325	101	97	73	1256	36	179	1079	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	158	594	325	101	97	73	1256	36	179	1079	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	41	158	594	335	101	97	73	1319	38	179	1133	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	2.00	0.51	0.49	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	391	1509	1900	1093	969	931	1900	3694	106	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.31	0.31	0.10	0.10	0.04	0.36	0.36	0.09	0.30	0.20
Crit Moves:			****	****				****		****		
Green Time:	45.8	45.8	65.6	64.3	64.3	64.3	10.8	74.9	74.9	19.8	83.9	102.4
Volume/Cap:	0.38	0.38	0.79	0.79	0.27	0.27	0.59	0.79	0.79	0.79	0.59	0.31
Delay/Veh:	31.3	31.3	32.0	52.6	22.2	22.2	53.3	26.5	26.5	56.7	18.7	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	32.0	52.6	22.2	22.2	53.3	26.5	26.5	56.7	18.7	9.6
DesignQueue:	3	11	36	28	6	6	6	73	2	15	55	14

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 1.068
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 58.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 1	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	95	516	160	232	929	90	49	571	42	84	473	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	516	160	232	929	90	49	571	42	84	473	108
Added Vol:	0	1	0	0	0	2	7	64	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	517	160	232	929	92	56	635	42	84	492	108
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	529	164	238	951	94	57	650	43	86	504	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	529	164	238	951	94	57	650	43	86	504	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	529	164	238	951	94	57	650	43	86	504	111
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.25	1.34	0.41	0.37	1.48	0.15	1.00	0.94	0.06	1.00	1.63	0.37
Final Sat.:	442	2411	747	668	2668	264	1750	1688	112	1750	3032	668
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.36	0.36	0.36	0.03	0.39	0.39	0.05	0.17	0.17
Crit Moves:			****		****			****				
Green Time:	18.5	18.5	18.5	30.0	30.0	30.0	32.5	32.5	32.5	32.5	32.5	32.5
Volume/Cap:	1.07	1.07	1.07	1.07	1.07	1.07	0.09	1.07	1.07	0.14	0.46	0.46
Delay/Veh:	73.8	73.8	73.8	63.9	63.9	63.9	14.5	70.7	70.7	14.7	17.0	17.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	62.7	62.7	62.7	54.3	54.3	54.3	14.5	60.1	60.1	14.7	14.4	14.4
DesignQueue:	4	22	7	9	35	3	2	23	2	3	17	4

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 1.057
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 74.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			2 0 1 1 0			1 0 1 1 0			1 1 0 0 1		
Volume Module:												
Base Vol:	106	691	515	343	680	18	24	330	179	480	34	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	691	515	343	680	18	24	330	179	480	34	478
Added Vol:	0	0	8	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	691	523	343	680	18	24	330	179	482	34	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	727	551	361	716	19	25	347	188	507	36	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	727	551	361	716	19	25	347	188	507	36	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.05	1.05	1.00
Final Vol.:	112	764	551	372	752	20	25	365	198	533	38	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.95	0.95	0.95	0.95	1.01	1.01	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.95	0.05	1.00	1.30	0.70	1.87	0.13	1.00
Final Sat.:	1813	3724	1813	3626	3532	94	1813	2478	1344	3385	241	1813
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.30	0.10	0.21	0.21	0.01	0.15	0.15	0.16	0.16	0.28
Crit Moves:			****			****			****			****
Green Time:	31.6	31.6	31.6	22.2	22.2	22.2	15.3	15.3	15.3	28.9	28.9	28.9
Volume/Cap:	0.21	0.71	1.06	0.51	1.06	1.06	0.10	1.06	1.06	0.60	0.60	1.06
Delay/Veh:	19.3	24.3	72.8	25.8	70.7	70.7	26.7	77.7	77.7	23.7	23.7	75.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	24.3	72.8	25.8	70.7	70.7	26.7	77.7	77.7	23.7	23.7	75.2
DesignQueue:	5	35	26	19	39	1	1	20	11	25	2	24

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-20-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Alex File Name: 20PMFPNA.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative w/o arena w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	> 1	1	1	2	1	2	2	< 0
Volumes	49	571	42	86	473	108	95	516	168	232	929	90
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A	29.0A			Green		16.0A	33.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	322	1770	0.162	0.182	24.5	C	55.9	E
	TR	670	3687	1.010	0.182	58.3	E		
WB	L	467	1770	0.195	0.264	20.3	C	49.3	E
	LT	491	1863	1.014	0.264	61.1	F		
	R	417	1583	0.273	0.264	20.9	C		
NB	L	257	1770	0.388	0.145	28.0	D	13.5	B
	T	1761	3725	0.324	0.473	11.7	B		
	R	748	1583	0.237	0.473	11.2	B		
SB	L	239	796	1.051	0.300	79.6	F	54.0	E
	TR	1103	3676	1.022	0.300	48.3	E		

Intersection Delay = 44.1 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.923

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.8
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0	1 0		0 1 0	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	103	443	55	197	601	89	50	1367	123	42	1049	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	443	55	197	601	89	50	1367	123	42	1049	202
Added Vol:	0	1	0	0	0	0	0	8	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	444	55	197	601	89	50	1375	123	42	1051	202
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	454	56	202	615	91	51	1407	126	43	1075	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	454	56	202	615	91	51	1407	126	43	1075	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	454	56	202	615	91	51	1407	126	43	1075	207
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.34	1.48	0.18	0.44	1.36	0.20	1.00	1.83	0.17	1.00	1.67	0.33
Final Sat.:	615	2658	328	801	2438	361	1750	3396	304	1750	3102	597
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.03	0.41	0.41	0.02	0.35	0.35
Crit Moves:			****		****			****				
Green Time:	16.5	16.5	16.5	24.4	24.4	24.4	40.1	40.1	40.1	40.1	40.1	40.1
Volume/Cap:	0.93	0.93	0.93	0.93	0.93	0.93	0.07	0.93	0.93	0.06	0.78	0.78
Delay/Veh:	41.8	41.8	41.8	35.1	35.1	35.1	10.8	25.2	25.2	10.8	17.8	17.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.6	35.6	35.6	29.8	29.8	29.8	10.8	21.4	21.4	10.8	15.1	15.1
DesignQueue:	4	19	2	8	24	4	1	44	4	1	33	6

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #22 Alma Street/Churchill Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 53.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1 1	0	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 15 May 1997 <<												
Base Vol:	144	1079	49	31	1852	247	165	123	316	121	104	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1079	49	31	1852	247	165	123	316	121	104	19
Added Vol:	0	4	0	0	2	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1083	49	31	1854	248	168	123	316	121	104	19
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1167	53	33	1999	267	181	133	341	130	112	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1167	53	33	1999	267	181	133	341	130	112	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	1167	53	33	1999	267	181	133	341	130	112	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	0.58	0.42	1.00	0.49	0.43	0.08
Final Sat.:	1750	3539	161	1750	3800	1750	1038	762	1750	868	748	134
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.02	0.53	0.15	0.17	0.17	0.19	0.15	0.15	0.15
Crit Moves:	****				****		****					****
Green Time:	12.1	76.8	76.8	7.0	71.7	95.5	23.8	23.8	35.9	20.4	20.4	20.4
Volume/Cap:	1.03	0.60	0.60	0.38	1.03	0.22	1.03	1.03	0.76	1.03	1.03	1.03
Delay/Veh:	114.0	16.5	16.5	50.2	49.0	6.4	91.8	91.8	41.7	97.1	97.1	97.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	114.0	14.1	14.1	50.2	41.7	5.4	78.1	78.1	35.4	82.5	82.5	82.5
DesignQueue:	11	45	2	2	88	7	12	9	21	9	8	1

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Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

Cycle (sec): 180 Critical Vol./Cap. (X): 1.306
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 214.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:		Ovl					Ovl					Ovl					Ovl			
Min. Green:	7	10		10		7	10		10		7	10		10		7	10		10	
Lanes:	2	0	2	0	1	1	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module: >> Count Date: 22 Oct 1998 <<																				
Base Vol:	367		561		133	88		760		620	248		885		125	217		2722		132
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	367		561		133	88		760		620	248		885		125	217		2722		132
Added Vol:	0		4		1	1		14		45	14		3		0	3		8		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	367		565		134	89		774		665	262		888		125	220		2730		132
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	368		567		134	89		776		667	263		891		125	221		2738		132
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	368		567		134	89		776		667	263		891		125	221		2738		132
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	368		567		134	89		776		667	263		891		125	221		2738		132
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.88		1.06		0.97	0.97		1.06		0.97	0.88		1.06		0.97	0.88		1.06		0.97
Lanes:	2.00		2.00		1.00	1.00		2.00		1.00	2.00		2.00		1.00	2.00		2.00		1.00
Final Sat.:	3150		3800		1750	1750		3800		1750	3150		3800		1750	3150		3800		1750
Capacity Analysis Module:																				
Vol/Sat:	0.12		0.15		0.08	0.05		0.20		0.38	0.08		0.23		0.07	0.07		0.72		0.08
Crit Moves:	****									****	****							****		
Green Time:	16.1		42.6		68.1	14.5		41.0		52.6	11.5		85.3		101.4	25.5		99.3		113.9
Volume/Cap:	1.31		0.63		0.20	0.63		0.90		1.31	1.31		0.49		0.13	0.49		1.31		0.12
Delay/Veh:	275.0		47.9		28.6	66.8		59.7		253.5	286.4		24.9		14.0	54.9		234		10.0
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
ProgAdjFctr:	1.00		0.85		0.85	1.00		0.85		0.85	1.00		0.85		0.85	1.00		0.85		0.85
AdjDel/Veh:	275.0		40.7		24.3	66.8		50.8		215.5	286.4		21.2		11.9	54.9		199		8.5
DesignQueue:	34		45		8	8		63		52	25		50		6	19		151		5

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 1.078
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 57.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	0
Lanes:	0 0 1	0 1		1 0 1	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module: >> Count Date: 22 Oct 1998 <<												
Base Vol:	0	772	170	127	986	0	0	0	0	634	0	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	772	170	127	986	0	0	0	0	634	0	125
Added Vol:	0	10	8	1	35	0	0	0	0	25	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	782	178	128	1021	0	0	0	0	659	0	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	784	179	128	1024	0	0	0	0	661	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	784	179	128	1024	0	0	0	0	661	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	784	179	128	1024	0	0	0	0	661	0	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.10	0.07	0.54	0.00	0.00	0.00	0.00	0.38	0.00	0.07
Crit Moves:	****				****					****		
Green Time:	0.0	23.0	44.0	7.0	30.0	0.0	0.0	0.0	0.0	21.0	0.0	28.0
Volume/Cap:	0.00	1.08	0.14	0.63	1.08	0.00	0.00	0.00	0.00	1.08	0.00	0.16
Delay/Veh:	0.0	64.8	1.8	23.3	59.5	0.0	0.0	0.0	0.0	68.5	0.0	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	55.1	1.5	23.3	50.6	0.0	0.0	0.0	0.0	68.5	0.0	6.0
DesignQueue:	0	18	2	4	20	0	0	0	0	16	0	2

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.8
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	700	57	197	911	0	0	0	0	120	0	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	700	57	197	911	0	0	0	0	120	0	288
Added Vol:	0	9	5	6	19	0	0	0	0	18	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	709	62	203	930	0	0	0	0	138	0	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	709	62	203	930	0	0	0	0	138	0	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	709	62	203	930	0	0	0	0	138	0	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	709	62	203	930	0	0	0	0	138	0	306
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.04	0.12	0.49	0.00	0.00	0.00	0.00	0.08	0.00	0.17
Crit Moves:		****		****								****
Green Time:	0.0	62.4	62.4	19.4	81.8	0.0	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	0.00	0.72	0.07	0.72	0.72	0.00	0.00	0.00	0.00	0.32	0.00	0.72
Delay/Veh:	0.0	18.5	10.9	42.0	10.4	0.0	0.0	0.0	0.0	28.5	0.0	35.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	15.8	9.3	42.0	8.9	0.0	0.0	0.0	0.0	28.5	0.0	30.2
DesignQueue:	0	25	2	12	23	0	0	0	0	7	0	16

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Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 Junipero Serra Boulevard/Campus Drive West

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.268
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 233.4
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 28 Oct 1998 <<												
Base Vol:	10	1003	153	227	577	24	118	5	12	446	5	782
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1003	153	227	577	24	118	5	12	446	5	782
Added Vol:	1	22	5	15	7	1	0	0	0	17	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1025	158	242	584	25	118	5	12	463	5	837
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1054	162	249	600	26	121	5	12	476	5	860
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1054	162	249	600	26	121	5	12	476	5	860
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1054	162	249	600	26	121	5	12	476	5	860
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.88	0.03	0.09	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1725	75	1534	63	152	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.55	0.09	0.14	0.35	0.35	0.08	0.08	0.08	0.27	0.27	0.49
Crit Moves:		****		****				****				****
Green Time:	0.7	32.3	52.7	8.3	39.9	39.9	10.0	10.0	10.0	20.4	20.4	28.7
Volume/Cap:	0.70	1.37	0.14	1.37	0.70	0.70	0.63	0.63	0.63	1.05	1.05	1.37
Delay/Veh:	79.7	278	3.9	315.5	13.4	13.4	29.3	29.3	29.3	70.4	70.4	281.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	79.7	237	3.3	315.5	11.4	11.4	24.9	24.9	24.9	59.8	59.8	239.2
DesignQueue:	0	33	3	10	15	1	5	0	0	17	0	28

****

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Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.167
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 115.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	1 0	0	1	1	0 0
Volume Module:																
Base Vol:	724	0	1026		0	0	0		0	667	88		593	991	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	724	0	1026		0	0	0		0	667	88		593	991	0	
Added Vol:	17	0	60		0	0	0		0	0	5		18	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	741	0	1086		0	0	0		0	667	93		611	991	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	780	0	1143		0	0	0		0	702	98		643	1043	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	780	0	1143		0	0	0		0	702	98		643	1043	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.05	1.05		1.00	1.00	1.00	
Final Vol.:	780	0	1143		0	0	0		0	737	103		643	1043	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.02	0.98	0.85		0.98	0.98	0.98		0.98	0.98	0.85		1.02	1.01	0.98	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.72	0.28		0.76	1.24	0.00	
Final Sat.:	1936	0	1617		0	0	0		0	3208	448		1465	2376	0	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.00	0.71		0.00	0.00	0.00		0.00	0.23	0.23		0.44	0.44	0.00	
Crit Moves:	****									****				****		
Green Time:	38.0	0.0	79.3		0.0	0.0	0.0		0.0	21.7	21.7		41.4	41.4	0.0	
Volume/Cap:	1.17	0.00	0.98		0.00	0.00	0.00		0.00	1.17	1.17		1.17	1.17	0.00	
Delay/Veh:	118.4	0.0	25.6		0.0	0.0	0.0		0.0	123	122.7		109.3	109	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	118.4	0.0	25.6		0.0	0.0	0.0		0.0	123	122.7		109.3	109	0.0	
DesignQueue:	35	0	23		0	0	0		0	38	5		28	45	0	

```
HCM: SIGNALIZED INTERSECTION SUMMARY   Version 2.4e       05-04-2000
             Center For Microcomputers In Transportation
=========================================================================
Streets: (E-W) Junipero Serra          (N-S) Alpine-Santa Cruz
Analyst: Alex                          File Name: 27PMFPNA.HC9
Area Type: Other                       4-21-0 PM Peak
Comment: 2010 Cumulative w/o arena w/project
=========================================================================
            |   Eastbound   |  Westbound    |  Northbound   |  Southbound
            | L    T    R   | L    T    R   | L    T    R   | L    T    R
            |---- ---- ----|---- ---- ----|---- ---- ----|---- ---- ----
No. Lanes   | 0    2  < 0   | 0  > 2    0  | 1    0    1   | 0    0    0
Volumes     |      667   93| 611  991      | 741       1086|
Lane W (ft)|     12.0      |     12.0      |12.0       12.0|
RTOR Vols   |             0|             0|              0|
Lost Time   |     3.00 3.00|3.00 3.00      |3.00       3.00|
-------------------------------------------------------------------------
                              Signal Operations
Phase Combination 1     2     3     4 |           5     6     7     8
EB  Left                              |NB  Left    *
    Thru          *                   |    Thru
    Right         *                   |    Right   *
    Peds                              |    Peds
WB  Left                *             |SB  Left
    Thru                *             |    Thru
    Right                             |    Right
    Peds                              |    Peds
NB  Right               *             |EB  Right
SB  Right                             |WB  Right
Green          22.0P 42.2P            |Green    36.8P
Yellow/AR       3.0   3.0             |Yellow/AR 3.0
Cycle Length: 110 secs  Phase combination order: #1 #2 #5
-------------------------------------------------------------------------
                    Intersection Performance Summary
     Lane  Group:   Adj Sat    v/c     g/C                    Approach:
     Mvmts    Cap     Flow    Ratio   Ratio   Delay   LOS   Delay   LOS
     -----   ----   -------   -----   -----   -----   ---   -----   ---
EB   TR       731     3657    1.148   0.200     *      *      *      *
WB   LT      1402     3656    1.262   0.384     *      *      *      *
NB   L        592     1770    1.318   0.335     *      *      *      *
     R       1180     1583    0.968   0.745    23.9    C
               Intersection Delay = * (sec/veh)   Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.
-------------------------------------------------------------------------
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Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.175
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 110.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	1 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	31	413	0	168	340	52	683	0	0	2157	50
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	31	0	0	168	340	52	683	0	0	2157	50
Added Vol:	0	0	0	0	0	0	0	12	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	0	168	340	52	695	0	0	2197	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	33	0	0	177	358	55	732	0	0	2313	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	0	0	177	358	55	732	0	0	2313	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	33	0	0	177	358	57	768	0	0	2428	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	1.01	0.85	1.02	1.02	1.02	0.98	0.98	0.85
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	0.14	1.86	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1911	1617	267	3604	0	0	3724	1617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.09	0.22	0.21	0.21	0.00	0.00	0.65	0.03
Crit Moves:		****				****	****				****	
Green Time:	0.0	1.5	0.0	0.0	18.8	18.8	18.1	73.6	0.0	0.0	55.5	55.5
Volume/Cap:	0.00	1.17	0.00	0.00	0.49	1.17	1.17	0.29	0.00	0.00	1.17	0.06
Delay/Veh:	0.0	273	0.0	0.0	24.3	140.4	125.3	2.9	0.0	0.0	104	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	273	0.0	0.0	24.3	140.4	125.3	2.9	0.0	0.0	104	6.6
DesignQueue:	0	2	0	0	8	17	3	12	0	0	72	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) I-280 (N-S) San Hill Cir.
Analyst: Alex File Name: 28PMFPNA.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/o arena w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	0	> 2	1	0	> 1	1	0	> 1	1
Volumes	52	695		1	2197	50	1	31	413	1	168	340
Lane W (ft)		12.0			12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vols			0			0			413			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right						Right	*			
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*				WB	Right		*		
Green		21.0A	56.0A			Green		2.0A	9.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	780	3713	1.059	0.210	*	*	*	*
WB	LT	2086	3725	1.165	0.560	*	*	*	*
	R	1029	1583	0.051	0.650	4.1	A		
NB	LT	37	1860	0.914	0.020	98.6	F	98.6	F
	R	37	1863	0.000	0.020	0.0	A		
SB	LT	168	1862	1.062	0.090	*	*	*	*
	R	523	1583	0.685	0.330	20.7	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 19.8
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	283	0	242	205	1196	0	0	1546	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	0	242	205	1196	0	0	1546	253
Added Vol:	0	0	0	0	0	0	0	12	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	283	0	242	205	1208	0	0	1586	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	298	0	255	216	1272	0	0	1669	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	255	216	1272	0	0	1669	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	298	0	255	216	1335	0	0	1753	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	0.98	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.72	0.28
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3211	513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.15	0.11	0.34	0.00	0.00	0.55	0.55
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.6	0.0	28.8	11.3	66.4	0.0	0.0	55.2	55.2
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.46	0.89	0.47	0.00	0.00	0.89	0.89
Delay/Veh:	0.0	0.0	0.0	39.8	0.0	16.2	46.5	3.1	0.0	0.0	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.8	0.0	16.2	46.5	3.1	0.0	0.0	13.1	13.1
DesignQueue:	0	0	0	13	0	9	10	19	0	0	40	6

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-20-2000
Center For Microcomputers In Transportation

Streets: (E-W) Sharon Park (N-S) Sand Hill
Analyst: Alex File Name: 29PMFPNA.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/project w/o Arena

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	< 0	0	0	0	1	0	1
Volumes	205	1208		1	1586	253				283		242
Lane W (ft)	12.0	12.0		12.0	12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00		3.00	3.00	3.00				3.00		3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left				
	Thru		*	*			Thru				
	Right						Right				
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru			*			Thru				
	Right			*			Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*	*	*		WB	Right				
Green		5.0A	10.0A	53.0A		Green		16.0A			
Yellow/AR		0.0	0.0	3.0		Yellow/AR		3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	236	1770	0.915	0.133	50.7	E	10.7	B
	T	2608	3725	0.512	0.700	4.2	A		
WB	L	39	1770	0.025	0.022	27.8	D	18.1	C
	TR	2149	3649	0.946	0.589	18.1	C		
SB	L	315	1770	0.947	0.178	50.4	E	27.2	D
	R	1530	1583	0.167	0.967	0.0	A		

Intersection Delay = 16.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.941

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.282
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 210.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0
Volume Module:												
Base Vol:	364	1087	418	225	798	352	458	773	233	626	1150	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1087	418	225	798	352	458	773	233	626	1150	290
Added Vol:	37	23	0	0	7	0	0	1	11	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	31	121	31
Initial Fut:	401	1110	418	225	805	352	458	774	244	657	1275	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	422	1168	440	237	847	371	482	815	257	692	1342	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	1168	440	237	847	371	482	815	257	692	1342	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.10	1.10	1.10
Final Vol.:	422	1227	440	237	890	371	482	855	257	761	1476	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	2973	751
Capacity Analysis Module:												
Vol/Sat:	0.22	0.32	0.27	0.12	0.23	0.23	0.25	0.22	0.16	0.39	0.50	0.50
Crit Moves:	****				****		****					****
Green Time:	22.1	32.8	83.1	12.7	23.3	23.3	25.2	25.2	25.2	50.3	50.3	50.3
Volume/Cap:	1.28	1.26	0.43	1.26	1.28	1.28	1.28	1.14	0.82	1.02	1.28	1.28
Delay/Veh:	222.3	183	7.7	222.4	209	223.0	218.3	111	43.0	42.9	191	191.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	222.3	183	7.7	222.4	209	223.0	218.3	111	43.0	42.9	191	191.2
DesignQueue:	27	72	12	16	56	23	30	53	16	38	75	19

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30PMFPNA.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/o arena w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	458	774	246	626	1154	291	401	1110	418	225	807	352
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		29.0A	45.0A			Green		15.0A	7.0A	25.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	395	1770	1.221	0.223	*	*	*	*
	T	831	3725	1.030	0.223	61.2	F		
	R	585	1583	0.443	0.369	20.2	C		
WB	L	613	1770	0.968	0.346	44.7	E	*	*
	LTR	1250	3610	1.333	0.346	*	*		
NB	L	259	1770	1.632	0.146	*	*	*	*
	T	917	3725	1.337	0.246	*	*		
	R	938	1583	0.469	0.592	9.9	B		
SB	L	163	1770	1.451	0.092	*	*	*	*
	T	716	3725	1.244	0.192	*	*		
	R	694	1583	0.534	0.438	17.8	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.340
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 228.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	184	0	1428	0	0	2023	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	184	0	1428	0	0	2023	67
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	184	0	1429	0	0	2028	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	63	0	194	0	1504	0	0	2135	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	194	0	1504	0	0	2135	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	63	0	194	0	1504	0	0	2135	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.11	0.00	0.78	0.00	0.00	1.15	0.04
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	8.4	0.0	8.4	0.0	85.6	0.0	0.0	85.6	85.6
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	1.34	0.00	0.91	0.00	0.00	1.34	0.05
Delay/Veh:	0.0	0.0	0.0	29.5	0.0	294.8	0.0	8.6	0.0	0.0	222	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.5	0.0	294.8	0.0	8.6	0.0	0.0	222	0.7
DesignQueue:	0	0	0	3	0	10	0	15	0	0	24	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31PMFPNA.HC9
Area Type: Other 4-21-0
Comment: 2010 Cumulative w/o arena w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		1429			2028	67				60		184
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	88.0A				Green	6.0A			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1639	1863	0.918	0.880	7.3	B	7.3	B
WB	T	1639	1863	1.302	0.880	*	*	*	*
	R	1393	1583	0.051	0.880	0.5	A		
SB	L	106	1770	0.593	0.060	34.2	D	8.4	B
	R	1583	1583	0.123	1.000	0.0	A		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	10	7	10	10
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	175	10	100	12	10	30	31	1156	125	90	1888	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	10	100	12	10	30	31	1156	125	90	1888	48
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	10	100	12	10	30	31	1157	125	90	1893	48
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	11	106	13	11	32	33	1222	132	95	1999	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	11	106	13	11	32	33	1222	132	95	1999	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	185	11	106	13	11	32	33	1222	132	95	1999	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.09	0.91	1.00	0.26	0.74	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	3150	169	1631	1750	460	1340	1750	3339	361	1750	3608	92
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.01	0.02	0.02	0.02	0.37	0.37	0.05	0.55	0.55
Crit Moves:			****		****		****				****	
Green Time:	8.2	8.2	8.2	3.0	3.0	3.0	7.0	69.8	69.8	7.0	69.8	69.8
Volume/Cap:	0.72	0.79	0.79	0.25	0.79	0.79	0.27	0.52	0.52	0.78	0.79	0.79
Delay/Veh:	40.3	50.9	50.9	36.5	71.5	71.5	33.8	5.6	5.6	51.9	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	40.3	43.2	43.2	36.5	60.8	60.8	33.8	4.8	4.8	51.9	7.7	7.7
DesignQueue:	10	1	5	1	1	2	2	23	2	5	39	1

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.1
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 0	1 0		0 0	1! 0 0		1 0 2	0 1		1 0 1	1 0	
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	699	25	156	15	5	10	10	1055	193	85	1314	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	25	156	15	5	10	10	1055	193	85	1314	25
Added Vol:	0	0	2	0	0	0	0	1	0	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	699	25	158	15	5	10	10	1056	193	86	1319	25
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	741	27	167	16	5	11	11	1119	205	91	1398	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	27	167	16	5	11	11	1119	205	91	1398	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	741	27	167	16	5	11	11	1119	205	91	1398	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.14	0.86	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	251	1549	875	273	602	1750	3800	1750	1750	3630	70
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.02	0.02	0.02	0.01	0.29	0.12	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	23.1	23.1	23.1	10.0	10.0	10.0	7.0	37.9	61.0	7.0	37.9	37.9
Volume/Cap:	0.92	0.42	0.42	0.16	0.16	0.16	0.08	0.70	0.17	0.67	0.92	0.92
Delay/Veh:	35.4	21.5	21.5	27.6	27.6	27.6	29.3	17.2	4.0	38.6	25.0	25.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.4	18.3	18.3	23.4	23.4	23.4	29.3	14.6	3.4	38.6	21.3	21.3
DesignQueue:	29	1	6	1	0	0	1	35	3	4	45	1

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 130 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 67.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	609	25	250	15	25	15	15	662	523	281	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	609	25	250	15	25	15	15	662	523	281	709	15
Added Vol:	5	0	4	0	0	0	0	2	1	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	614	25	254	15	25	15	15	664	524	282	710	15
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	664	27	275	16	27	16	16	718	567	305	768	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	664	27	275	16	27	16	16	718	567	305	768	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	664	27	275	16	27	16	16	718	567	305	768	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.05	1.00	0.97	1.03	1.00
Lanes:	1.53	0.04	0.43	0.27	0.46	0.27	1.00	1.09	0.91	1.00	1.96	0.04
Final Sat.:	2666	75	759	475	801	475	1750	2066	1632	1750	3624	76
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.36	0.03	0.03	0.03	0.01	0.35	0.35	0.17	0.21	0.21
Crit Moves:		****			****			****		****		
Green Time:	44.3	44.3	44.3	10.0	10.0	10.0	7.0	42.5	42.5	21.3	56.7	56.7
Volume/Cap:	0.73	1.06	1.06	0.44	0.44	0.44	0.17	1.06	1.06	1.06	0.49	0.49
Delay/Veh:	30.1	75.9	75.9	45.0	45.0	45.0	44.7	73.3	73.3	103.8	20.1	20.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	25.6	64.5	64.5	38.3	38.3	38.3	44.7	62.3	62.3	103.8	17.1	17.1
DesignQueue:	34	1	14	1	2	1	1	38	30	19	33	1

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 46.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Ovl					Include				
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Lanes:	1	1	0	1	0	0	1	0	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module: >> Count Date: 20 Oct 1998 <<																				
Base Vol:	399		533		61	107		672		154	174		712		455	315		227		121
Growth Adj:	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04
Initial Bse:	413		552		63	111		696		160	180		738		471	326		235		125
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	413		552		63	111		696		160	180		738		471	326		235		125
User Adj:	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	430		575		66	115		725		166	188		768		491	340		245		130
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	430		575		66	115		725		166	188		768		491	340		245		130
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	430		575		66	115		725		166	188		768		491	340		245		130
Saturation Flow Module:																				
Sat/Lane:	1800		1800		1800	1800		1800		1800	1800		1800		1800	1800		1800		1800
Adjustment:	0.98		1.00		1.00	1.00		1.00		1.00	0.97		1.06		0.97	0.97		1.04		1.00
Lanes:	1.22		1.60		0.18	0.23		1.44		0.33	1.00		2.00		1.00	1.00		1.29		0.71
Final Sat.:	2148		2872		330	412		2594		594	1750		3800		1750	1750		2416		1282
Capacity Analysis Module:																				
Vol/Sat:	0.20		0.20		0.20	0.28		0.28		0.28	0.11		0.20		0.28	0.19		0.10		0.10
Crit Moves:			****							****			****			****				
Green Time:	17.8		17.8		17.8	24.9		24.9		24.9	25.3		18.0		35.8	17.3		10.0		10.0
Volume/Cap:	1.01		1.01		1.01	1.01		1.01		1.01	0.38		1.01		0.70	1.01		0.91		0.91
Delay/Veh:	51.3		51.3		51.3	49.4		49.4		49.4	20.1		55.2		19.5	68.4		47.4		47.4
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
ProgAdjFctr:	0.85		0.85		0.85	0.85		0.85		0.85	1.00		0.85		0.85	1.00		0.85		0.85
AdjDel/Veh:	43.6		43.6		43.6	42.0		42.0		42.0	20.1		46.9		16.6	68.4		40.3		40.3
DesignQueue:	18		24		3	4		28		6	7		32		16	14		11		6

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Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 41.5
Optimal Cycle: 140 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	0	10	10	0	10	10
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1 1	0	0 0	1 0	1
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	25	370	32	614	522	28	0	501	20	0	340	375
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	383	33	636	541	29	0	519	21	0	352	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	383	33	636	541	29	0	519	21	0	352	389
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	415	36	688	585	31	0	562	22	0	381	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	415	36	688	585	31	0	562	22	0	381	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	415	36	688	585	31	0	562	22	0	381	420
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.06	0.87	0.07	1.00	0.95	0.05	0.00	1.92	0.08	0.00	1.00	1.00
Final Sat.:	102	1516	132	1750	1709	91	0	3561	139	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.39	0.34	0.34	0.00	0.16	0.16	0.00	0.20	0.24
Crit Moves:		****		****							****	
Green Time:	31.9	31.9	31.9	45.8	45.8	45.8	0.0	23.3	23.3	0.0	23.3	69.1
Volume/Cap:	0.94	0.94	0.94	0.94	0.82	0.82	0.00	0.74	0.74	0.00	0.94	0.38
Delay/Veh:	48.5	48.5	48.5	38.8	26.8	26.8	0.0	33.5	33.5	0.0	55.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	41.2	41.2	41.2	38.8	22.8	22.8	0.0	28.5	28.5	0.0	46.7	6.6
DesignQueue:	1	19	2	27	23	1	0	28	1	0	19	10

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.9
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 2 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	0	0	0	496	0	47	0	939	0	0	363	470
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
Initial Bse:	0	0	0	514	0	49	0	973	0	0	376	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	514	0	49	0	973	0	0	376	0
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	534	0	51	0	1011	0	0	391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	534	0	51	0	1011	0	0	391	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	534	0	51	0	1061	0	0	391	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1900	0	1900	0	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.00	0.28	0.00	0.00	0.21	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.6	0.0	25.6	0.0	25.4	0.0	0.0	25.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.06	0.00	0.66	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	10.3	0.0	6.6	0.0	9.6	0.0	0.0	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.3	0.0	6.6	0.0	9.6	0.0	0.0	8.5	0.0
DesignQueue:	0	0	0	11	0	1	0	22	0	0	8	0

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.368
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.2
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	205	186	23	0	126	21	150	417	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	212	193	24	0	131	22	155	432	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	193	24	0	131	22	155	432	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	212	193	24	0	131	22	155	432	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	193	24	0	131	22	155	432	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	212	193	24	0	131	22	155	432	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1601	199	0	1541	259	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.09	0.08	0.09	0.23	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	13.8	13.8	14.4	28.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.37	0.37	0.37	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	11.9	11.9	11.9	0.0	15.0	15.0	14.7	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	11.9	10.1	10.1	0.0	12.8	12.8	14.7	7.3	0.0
DesignQueue:	0	0	0	5	4	1	0	3	1	4	8	0

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.7
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	114	98	328	0	0	0	77	254	0	0	438	116
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	118	102	340	0	0	0	80	263	0	0	454	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	102	340	0	0	0	80	263	0	0	454	120
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	108	360	0	0	0	85	279	0	0	481	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	108	360	0	0	0	85	279	0	0	481	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	108	360	0	0	0	85	279	0	0	481	127
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.54	0.46	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	966	834	1800	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.20	0.00	0.00	0.00	0.05	0.15	0.00	0.00	0.25	0.07
Crit Moves:			****				****				****	
Green Time:	18.1	18.1	18.1	0.0	0.0	0.0	7.0	29.9	0.0	0.0	22.9	22.9
Volume/Cap:	0.43	0.43	0.66	0.00	0.00	0.00	0.42	0.29	0.00	0.00	0.66	0.19
Delay/Veh:	12.9	12.9	15.2	0.0	0.0	0.0	19.5	6.8	0.0	0.0	13.3	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	11.0	11.0	12.9	0.0	0.0	0.0	19.5	5.8	0.0	0.0	11.3	8.0
DesignQueue:	3	3	9	0	0	0	3	5	0	0	11	3

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec):	80	Critical Vol./Cap. (X):	0.632
Loss Time (sec):	12 (Y+R = 4 sec)	Average Crit Del (sec/veh):	17.9
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 1! 0 0			1 0 1! 0 0			1 0 1 1 0			1 0 1 0 1		
Volume Module: >> Count Date: 7 May 1997 <<												
Base Vol:	66	71	20	45	14	100	98	327	10	16	489	431
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	68	74	21	47	15	104	102	339	10	17	507	447
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	74	21	47	15	104	102	339	10	17	507	447
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	80	22	50	16	112	110	367	11	18	548	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	80	22	50	16	112	110	367	11	18	548	483
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	80	22	50	16	112	110	367	11	18	548	483
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.42	0.46	0.12	1.17	0.10	0.73	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	736	795	219	2043	187	1312	1750	3592	108	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.09	0.09	0.06	0.10	0.10	0.01	0.29	0.28
Crit Moves:		****			****		****				****	
Green Time:	12.7	12.7	12.7	10.8	10.8	10.8	8.0	26.2	26.2	18.3	36.5	47.3
Volume/Cap:	0.63	0.63	0.63	0.18	0.63	0.63	0.63	0.31	0.31	0.04	0.63	0.47
Delay/Veh:	27.1	27.1	27.1	23.3	28.0	28.0	31.3	15.4	15.4	18.3	13.7	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	23.0	23.0	23.0	19.8	23.8	23.8	31.3	13.1	13.1	18.3	11.6	6.2
DesignQueue:	3	3	1	2	1	4	4	11	0	1	14	9

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Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 2.060
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 242.7
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	0 1	0
Volume Module: >> Count Date: 27 Oct 1998 <<												
Base Vol:	0	0	0	130	0	344	231	426	0	0	1119	132
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	135	0	356	239	441	0	0	1159	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	0	356	239	441	0	0	1159	137
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	139	0	367	246	455	0	0	1194	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	367	246	455	0	0	1194	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	139	0	367	246	455	0	0	1194	141
Saturation Flow Module:												
Sat/Lane:	0	0	0	292	292	292	433	433	433	648	648	648
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	0.89	0.11
Final Sat.:	0	0	0	292	0	292	433	866	0	0	580	68
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.00	1.26	0.57	0.53	0.00	0.00	2.06	2.06
Crit Moves:			****			****	****					****
ApproachV/S:	xxxxx			0.87			0.54			2.06		
Delay/Veh:	0.0	0.0	0.0	6.1	0.0	118.6	8.7	7.4	0.0	0.0	2512	2512
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.1	0.0	118.6	8.7	7.4	0.0	0.0	2512	2512
LOS by Move:	*	*	*	B	*	F	B	B	*	*	F	F
ApproachDel:	xxxxxx			26.9			7.8			2511.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			26.9			7.8			2511.7		
LOS by Appr:	F			D			B			F		

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.384
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module: >> Count Date: 28 Oct 1998 <<												
Base Vol:	12	93	27	149	174	29	72	19	19	57	3	368
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	12	96	28	154	180	30	75	20	20	59	3	381
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	96	28	154	180	30	75	20	20	59	3	381
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	99	29	159	186	31	77	20	20	61	3	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	99	29	159	186	31	77	20	20	61	3	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	99	29	159	186	31	77	20	20	61	3	393
Saturation Flow Module:												
Sat/Lane:	504	504	504	692	692	692	468	468	468	284	284	284
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.70	0.21	0.42	0.50	0.08	0.66	0.17	0.17	0.95	0.05	1.00
Final Sat.:	46	354	104	293	342	57	308	80	80	271	13	284
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.54	0.54	0.54	0.25	0.25	0.25	0.23	0.23	1.38
Crit Moves:			****			****			****			****
ApproachV/S:		0.28			0.54			0.25			0.80	
Delay/Veh:	2.9	2.9	2.9	7.9	7.9	7.9	2.6	2.6	2.6	2.4	2.4	192.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.9	2.9	2.9	7.9	7.9	7.9	2.6	2.6	2.6	2.4	2.4	192.2
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	F
ApproachDel:		2.9			7.9			2.6			21.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		2.9			7.9			2.6			21.3	
LOS by Appr:		A			B			A			D	

Stanford Community Plan
2010 Cumulative Plus Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	476	0	238	0	0	0	0	463	362	132	655	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	0	238	0	0	0	0	463	362	132	655	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	0	238	0	0	0	0	475	362	132	658	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	501	0	251	0	0	0	0	500	381	139	693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	0	251	0	0	0	0	500	381	139	693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	501	0	251	0	0	0	0	500	381	139	693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.98	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1758	0	1758	0	0	0	0	1862	1764	1764	1862	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.14	0.00	0.00	0.00	0.00	0.27	0.22	0.08	0.37	0.00
Crit Moves:	****						****				****	
Green Time:	23.4	0.0	23.4	0.0	0.0	0.0	0.0	23.6	23.6	6.9	30.6	0.0
Volume/Cap:	0.73	0.00	0.37	0.00	0.00	0.00	0.00	0.68	0.55	0.68	0.73	0.00
Delay/Veh:	12.8	0.0	8.6	0.0	0.0	0.0	0.0	11.5	9.8	22.5	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	0.0	8.6	0.0	0.0	0.0	0.0	11.5	9.8	22.5	9.4	0.0
DesignQueue:	11	0	5	0	0	0	0	11	8	4	13	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-20-2000
Center For Microcomputers In Transportation

Streets: (E-W) University (N-S) Santa Cruz
Analyst: Alex File Name: 43PMFPNA.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/project w/o Arena

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Volumes		475	362	132	658		476		238			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru	*	*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	22.0P	11.0P			Green	21.0P			
Yellow/AR	3.0	0.0			Yellow/AR	3.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	683	1863	0.732	0.367	15.3	C	14.7	B
	R	580	1583	0.656	0.367	13.9	B		
WB	L	236	1770	0.589	0.133	21.3	C	10.7	B
	T	1025	1863	0.676	0.550	8.6	B		
NB	L	620	1770	0.809	0.350	18.9	C	14.6	B
	R	844	1583	0.297	0.533	6.0	B		

Intersection Delay = 13.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.728

Stanford General Use Permit

2010 With Project With Arena and Theater Condition

PM Peak Hour

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.109
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 77.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	290	2297	44	55	1788	319	312	117	110	117	277	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	2297	44	55	1788	319	312	117	110	117	277	44
Added Vol:	0	57	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	2354	44	55	1825	319	312	117	110	117	277	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	2478	46	58	1921	336	328	123	116	123	292	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2478	46	58	1921	336	328	123	116	123	292	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	305	2602	46	58	2017	336	345	129	116	123	292	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	0.54	1.00	1.00	1.00	1.00
Final Sat.:	1715	3773	1862	1715	3773	1862	2497	934	1715	1715	1715	1715
Capacity Analysis Module:												
Vol/Sat:	0.18	0.69	0.02	0.03	0.53	0.18	0.14	0.14	0.07	0.07	0.17	0.03
Crit Moves:		****		****				****			****	
Green Time:	21.2	80.9	80.9	4.0	63.7	63.7	16.2	16.2	16.2	20.0	20.0	20.0
Volume/Cap:	1.09	1.11	0.04	1.11	1.09	0.37	1.11	1.11	0.54	0.47	1.11	0.17
Delay/Veh:	109.0	68.5	6.2	189.7	67.9	13.5	108.9	109	36.7	33.4	118	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.0	68.5	6.2	189.7	67.9	13.5	108.9	109	36.7	33.4	118	30.9
DesignQueue:	19	87	1	4	86	13	23	8	7	8	19	3

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Valpariso/Glenwood (N-S) El Camino
Analyst: Alex File Name: 1PMFP.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	> 1	1	1	1	< 0	1	2	1	1	2	1
Volumes	312	117	110	117	277	44	290	2354	44	55	1825	319
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		20.0A	20.0A			Green		8.0A	18.0A	55.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	272	1770	0.904	0.154	56.6	E	43.2	E
	LT	281	1826	0.730	0.154	40.2	E		
	R	524	1583	0.221	0.331	20.3	C		
WB	L	272	1770	0.452	0.154	33.1	D	*	*
	TR	281	1825	1.204	0.154	*	*		
NB	L	313	1770	0.974	0.177	67.0	F	*	*
	T	2092	3725	1.244	0.562	*	*		
	R	1133	1583	0.041	0.715	3.5	A		
SB	L	68	1770	0.852	0.038	80.8	F	*	*
	T	1576	3725	1.280	0.423	*	*		
	R	950	1583	0.354	0.600	8.6	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 25.0
Optimal Cycle: 161 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	0 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	2120	99	0	1819	209	202	106	161	89	94	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2120	99	0	1819	209	202	106	161	89	94	96
Added Vol:	0	45	0	0	28	8	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2165	99	0	1847	217	214	106	161	89	94	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2279	104	0	1944	228	225	112	169	94	99	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2279	104	0	1944	228	225	112	169	94	99	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2393	104	0	2041	228	225	112	169	94	99	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	870	888
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.06	0.00	0.55	0.12	0.13	0.06	0.10	0.05	0.11	0.11
Crit Moves:		****					****				****	
Green Time:	0.0	87.9	87.9	0.0	87.9	87.9	17.5	17.5	17.5	15.6	15.6	15.6
Volume/Cap:	0.00	0.95	0.08	0.00	0.81	0.18	0.95	0.47	0.71	0.45	0.95	0.95
Delay/Veh:	0.0	18.9	4.7	0.0	11.2	5.0	68.6	34.7	41.3	35.4	71.6	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	4.7	0.0	11.2	5.0	68.6	34.7	41.3	35.4	71.6	71.6
DesignQueue:	0	67	2	0	56	6	15	7	11	6	6	7

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) El Camino
Analyst: Alex File Name: 2PMFP.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	< 0	0	2	1	0	2	1
Volumes	214	106	161	89	94	96		2165	99		1847	217
Lane W (ft)	12.0	12.0	12.0	12.0	12.0			12.0	12.0		12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00		3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left				
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
WB	Left		*			SB	Left				
	Thru		*				Thru	*			
	Right		*				Right	*			
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right				
Green		19.0P	16.0P			Green		86.0P			
Yellow/AR		3.0	3.0			Yellow/AR		3.0			

Cycle Length: 130 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	259	1770	0.870	0.146	59.1	E	50.8	E
	T	272	1863	0.411	0.146	38.9	D		
	R	231	1583	0.730	0.146	47.8	E		
WB	L	218	1770	0.432	0.123	41.0	E	65.1	F
	TR	212	1722	0.944	0.123	76.4	F		
NB	T	2465	3725	0.971	0.662	24.9	C	23.9	C
	R	1279	1583	0.081	0.808	2.0	A		
SB	T	2465	3725	0.828	0.662	14.3	B	13.0	B
	R	1315	1583	0.173	0.831	1.7	A		

Intersection Delay = 24.1 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.952

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 187.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	313	2269	351	310	1957	92	45	440	75	310	311	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	2269	351	310	1957	92	45	440	75	310	311	133
Added Vol:	0	45	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	2314	351	310	1985	92	45	440	75	310	311	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	329	2436	369	326	2089	97	47	463	79	326	327	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2436	369	326	2089	97	47	463	79	326	327	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.05	1.00	1.03	1.00	1.00
Final Vol.:	329	2558	369	326	2194	97	50	486	79	336	327	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.19	1.81	1.00	2.00	1.00	1.00
Final Sat.:	1862	3724	1862	1862	3724	1862	347	3377	1862	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.18	0.69	0.20	0.18	0.59	0.05	0.14	0.14	0.04	0.09	0.18	0.08
Crit Moves:		****		****				****			****	
Green Time:	20.4	70.3	70.3	17.9	67.9	67.9	14.7	14.7	14.7	18.0	18.0	18.0
Volume/Cap:	1.13	1.27	0.37	1.27	1.13	0.10	1.27	1.27	0.37	0.65	1.27	0.54
Delay/Veh:	125.1	175	11.1	219.9	83.4	10.1	209.2	209	35.0	36.3	220	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.1	175	11.1	219.9	83.4	10.1	209.2	209	35.0	36.3	220	35.5
DesignQueue:	21	103	13	21	89	3	3	32	5	21	21	9

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Ravenswood (N-S) El Camino
Analyst: Alex File Name: 3PMFP.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	1	2	1	1	1	2	1	1	2	1
Volumes	45	440	75	310	311	133	313	2314	351	310	1985	92
Lane W (ft)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right				
SB	Right	*				WB	Right	*			
Green		19.0A	19.0A			Green		18.0A	6.0A	60.0A	
Yellow/AR		2.5	2.5			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	538	3783	0.994	0.142	64.3	F	60.3	F
	R	230	1615	0.344	0.142	32.8	D		
WB	L	504	3539	0.667	0.142	36.5	D	*	*
	T	265	1863	1.234	0.142	*	*		
	R	445	1583	0.315	0.281	24.0	C		
NB	L	286	1770	1.151	0.162	*	*	*	*
	T	1891	3725	1.352	0.508	*	*		
	R	1029	1583	0.359	0.650	6.8	B		
SB	L	204	1770	1.597	0.115	*	*	*	*
	T	1719	3725	1.275	0.462	*	*		
	R	993	1583	0.098	0.627	6.2	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 7.6
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1 0		1 0	2 1 0		0 0	1! 0 0		0 1	0 0 1	
Volume Module:												
Base Vol:	165	2410	39	102	2113	46	51	2	48	89	42	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	2410	39	102	2113	46	51	2	48	89	42	66
Added Vol:	0	45	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	2455	39	102	2141	46	51	2	48	89	42	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	2584	41	107	2254	48	54	2	51	94	44	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2584	41	107	2254	48	54	2	51	94	44	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	2843	45	107	2479	53	54	2	51	94	44	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.95	0.05	1.00	2.94	0.06	0.50	0.02	0.48	0.68	0.32	1.00
Final Sat.:	1794	5299	84	1794	5270	113	906	34	855	1222	572	1794
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.54	0.06	0.47	0.47	0.06	0.06	0.06	0.08	0.08	0.04
Crit Moves:		****		****							****	
Green Time:	18.8	98.8	98.8	11.0	91.1	91.1	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.67	0.71	0.71	0.71	0.67	0.67	0.55	0.55	0.55	0.71	0.71	0.35
Delay/Veh:	38.6	5.6	5.6	46.6	7.5	7.5	37.9	37.9	37.9	43.5	43.5	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	5.6	5.6	46.6	7.5	7.5	37.9	37.9	37.9	43.5	43.5	35.1
DesignQueue:	11	57	1	7	61	1	4	0	3	6	3	4

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Roble (N-S) El Camino
Analyst: Sara File Name: 4PMFP.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	1	1	3	< 0	1	3	< 0
Volumes	51	2	48	89	42	66	165	2455	39	102	2141	46
Lane W (ft)		12.0			12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left	*	*			SB	Left	*			
	Thru	*	*				Thru			*	
	Right	*	*				Right			*	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	*	*		
Green		18.0A	4.0A			Green		12.0A	4.0A	86.0A	
Yellow/AR		3.0	0.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	123	891	0.867	0.138	65.1	F	65.1	F
WB	LT	279	1648	0.495	0.169	32.8	D	29.2	D
	R	463	1583	0.149	0.292	22.0	C		
NB	L	177	1770	0.983	0.100	84.9	F	13.2	B
	TR	3860	5575	0.748	0.692	8.8	B		
SB	L	123	1770	0.873	0.069	69.6	F	11.7	B
	TR	3685	5571	0.687	0.662	9.2	B		

Intersection Delay = 14.0 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.711

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 1.164
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 107.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	0 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	657	2368	21	0	2419	151	281	1	170	6	4	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	2368	21	0	2419	151	281	1	170	6	4	12
Added Vol:	0	45	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	2413	21	0	2447	151	281	1	170	6	4	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	692	2540	22	0	2576	159	296	1	179	6	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	692	2540	22	0	2576	159	296	1	179	6	4	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	692	2794	24	0	2833	175	296	1	179	6	4	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.97	0.03	0.00	2.83	0.17	0.99	0.01	1.00	0.26	0.17	0.57
Final Sat.:	1794	5337	46	0	5070	313	1788	6	1794	468	312	1014
Capacity Analysis Module:												
Vol/Sat:	0.39	0.52	0.52	0.00	0.56	0.56	0.17	0.17	0.10	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	43.1	106	105.5	0.0	62.4	62.4	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	1.16	0.65	0.65	0.00	1.16	1.16	1.16	1.16	0.70	0.09	0.09	0.09
Delay/Veh:	122.9	3.4	3.4	0.0	103	103.4	148.3	148	40.0	31.3	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.9	3.4	3.4	0.0	103	103.4	148.3	148	40.0	31.3	31.3	31.3
DesignQueue:	37	44	0	0	124	8	19	0	11	0	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-30-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Alex File Name: 5PMFP.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	< 0
Volumes	281	1	170	6	4	12	657	2413	21		2447	151
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left		*		
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left	*				SB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	22.0P				Green	56.0P	43.0P		
Yellow/AR	3.0				Yellow/AR	3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	260	1539	1.140	0.169	*	*	*	*
	R	268	1583	0.668	0.169	42.7	E		
WB	LTR	178	1054	0.129	0.169	34.9	D	34.9	D
NB	L	585	1770	1.182	0.331	*	*	*	*
	TR	4379	5581	0.644	0.785	4.9	A		
SB	TR	2386	5540	1.261	0.431	*	*	*	*

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 12.3
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	225	2821	2	50	2505	57	41	0	74	39	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2821	2	50	2505	57	41	0	74	39	0	41
Added Vol:	0	45	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2866	2	50	2533	57	41	0	74	39	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	3017	2	53	2666	60	43	0	78	41	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	3017	2	53	2666	60	43	0	78	41	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	3319	2	53	2933	66	43	0	78	41	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.36	0.00	0.64	0.49	0.00	0.51
Final Sat.:	1794	5380	3	1794	5265	118	638	0	1157	876	0	919
Capacity Analysis Module:												
Vol/Sat:	0.13	0.62	0.62	0.03	0.56	0.56	0.07	0.00	0.07	0.05	0.00	0.05
Crit Moves:	****				****		****					
Green Time:	21.6	108	107.8	5.2	91.3	91.3	11.1	0.0	11.1	11.1	0.0	11.1
Volume/Cap:	0.79	0.74	0.74	0.74	0.79	0.79	0.79	0.00	0.79	0.55	0.00	0.55
Delay/Veh:	42.9	3.7	3.7	61.6	9.3	9.3	53.8	0.0	53.8	40.0	0.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	3.7	3.7	61.6	9.3	9.3	53.8	0.0	53.8	40.0	0.0	40.0
DesignQueue:	15	48	0	4	73	2	3	0	5	3	0	3

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Cambridge (N-S) El Camino
Analyst: Alex File Name: 6PMFP.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	1	3	< 0	1	3	< 0
Volumes	41	1	74	39	1	41	225	2866	2	50	2533	57
Lane W (ft)		12.0			12.0		12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*	*		
Thru	*				Thru		*	*	
Right	*				Right		*	*	
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru			*	
Right	*				Right			*	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	13.0P				Green	10.0P	15.0P	86.0P	
Yellow/AR	3.0				Yellow/AR	0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #5 #6 #7

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LTR	125	1251	0.975	0.100	98.5	F	98.5	F
WB	LTR	101	1014	0.838	0.100	72.4	F	72.4	F
NB	L	300	1770	0.791	0.169	48.5	E	9.4	B
	TR	4341	5588	0.765	0.777	6.7	B		
SB	L	95	1770	0.556	0.054	50.7	E	14.0	B
	TR	3685	5570	0.814	0.662	13.3	B		

Intersection Delay = 13.9 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.827

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 75.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Ignore	
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	0 0	1	0 0	0 0	1
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	150	1749	221	746	1473	400	850	0	100	0	0	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	150	1749	221	746	1473	400	850	0	100	0	0	0
Added Vol:	0	39	0	0	24	5	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1788	221	746	1497	405	856	0	100	0	0	0
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	153	1824	225	761	1527	413	873	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1824	225	761	1527	413	873	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	153	1824	225	761	1527	413	873	0	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.13	0.43	0.27	0.24	0.28	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.5	35.3	35.3	48.0	62.9	93.5	30.6	0.0	51.1	0.0	0.0	0.0
Volume/Cap:	0.51	1.09	0.44	1.09	0.51	0.30	1.09	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	35.6	78.2	26.4	83.3	14.2	3.0	87.4	0.0	16.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.6	66.5	22.5	83.3	12.1	2.5	87.4	0.0	13.6	0.0	0.0	0.0
DesignQueue:	9	94	11	34	52	6	46	0	4	0	0	0

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

Average Crit Del (sec/veh): 38.1 Worst Case Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 1998 <<																				
Base Vol:	272	1860		0		0	1303		288		0		0		324	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	272	1860		0		0	1303		288		0		0		324	0		0		0
Added Vol:	0	39		0		0	24		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	272	1899		0		0	1327		288		0		0		324	0		0		0
User Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	277	1937		0		0	1354		294		0		0		330	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	277	1937		0		0	1354		294		0		0		330	0		0		0
Adjusted Volume Module:																				
Grade:		0%					0%					0%					0%			
% Cycle/Cars:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
% Truck/Comb:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
PCE Adj:	1.10	1.00		1.00		1.10	1.00		1.00		1.10	1.10		1.10		1.10	1.10		1.10	
Cycl/Car PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Trck/Cmb PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Adj Vol.:	305	1937		0		0	1354		294		0		0		364	0		0		0
Critical Gap Module:																				
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		2.6	xxxxx	xxxx	xxxxx							
Critical Gp:	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		5.5	xxxxx	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	1647	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		598	xxxx	xxxx	xxxxx							
Potent Cap.:	224	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		689	xxxx	xxxx	xxxxx							
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1.00	xxxx	xxxx	xxxxx							
Move Cap.:	224	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		689	xxxx	xxxx	xxxxx							
Level Of Service Module:																				
Stopped Del:	519.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.0	xxxxx	xxxx	xxxxx							
LOS by Move:	F	*		*	*		*	*		*	C	*		*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:		70.7					0.0					10.0					0.0			

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #9 El Camino Real/Quarry Road

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Cycle (sec): 110 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 25.6
Optimal Cycle: 54 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0	4 0	0	0 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	550	1650	0	0	1147	550	480	0	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1650	0	0	1147	550	480	0	504	0	0	0
Added Vol:	0	39	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1689	0	0	1171	550	480	0	504	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1689	0	0	1171	550	480	0	504	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1689	0	0	1171	550	480	0	504	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	550	1689	0	0	1171	550	480	0	504	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.88	0.97	1.06	0.97
Lanes:	2.00	4.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	5700	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.00	0.21	0.31	0.27	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	27.0	58.7	0.0	0.0	31.7	74.0	42.3	0.0	69.3	0.0	0.0	0.0
Volume/Cap:	0.71	0.42	0.00	0.00	0.71	0.47	0.71	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	31.0	11.7	0.0	0.0	27.7	6.7	24.3	0.0	6.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	31.0	10.0	0.0	0.0	23.5	5.7	24.3	0.0	5.8	0.0	0.0	0.0
DesignQueue:	26	51	0	0	54	12	19	0	12	0	0	0

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Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.222
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 133.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	116	0	314	315	0	117	158	915	288	295	920	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	0	314	315	0	117	158	915	288	295	920	209
Added Vol:	11	13	0	0	5	19	26	81	11	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	13	314	315	5	136	184	996	299	295	963	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	13	315	316	5	137	185	1000	300	296	967	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	13	315	316	5	137	185	1000	300	296	967	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	128	13	315	316	5	137	185	1000	300	296	967	210
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.09	1.00	1.00	0.04	0.96	0.25	1.35	0.40	0.40	1.31	0.29
Final Sat.:	1634	166	1800	1800	63	1737	448	2424	727	723	2363	513
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.17	0.18	0.08	0.08	0.41	0.41	0.41	0.41	0.41	0.41
Crit Moves:		****		****					****			****
Green Time:	6.4	6.4	39.9	14.4	14.4	48.1	33.8	33.8	33.8	33.5	33.5	33.5
Volume/Cap:	1.22	1.22	0.44	1.22	0.55	0.16	1.22	1.22	1.22	1.22	1.22	1.22
Delay/Veh:	176.0	176	16.8	173.6	30.9	11.1	151.9	152	151.9	152.1	152	152.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	149.6	150	14.3	147.6	26.2	9.4	129.2	129	129.2	129.3	129	129.3
DesignQueue:	7	1	11	16	0	4	8	41	12	12	40	9

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.3
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1748	149	62	1258	0	0	0	0	579	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1748	149	62	1258	0	0	0	0	579	0	139
Added Vol:	0	23	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1771	149	62	1274	0	0	0	0	579	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1771	149	62	1274	0	0	0	0	579	0	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1771	149	62	1274	0	0	0	0	579	0	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1771	149	62	1274	0	0	0	0	579	0	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	2932	0	568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.04	0.22	0.00	0.00	0.00	0.00	0.20	0.00	0.24
Crit Moves:		****		****								****
Green Time:	0.0	47.0	84.0	7.0	54.0	0.0	0.0	0.0	0.0	37.0	0.0	37.0
Volume/Cap:	0.00	0.66	0.10	0.51	0.41	0.00	0.00	0.00	0.00	0.53	0.00	0.66
Delay/Veh:	0.0	15.9	1.1	36.9	10.4	0.0	0.0	0.0	0.0	19.1	0.0	21.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	13.5	0.9	36.9	8.9	0.0	0.0	0.0	0.0	16.2	0.0	17.9
DesignQueue:	0	57	1	3	35	0	0	0	0	21	0	5

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 41.3
Optimal Cycle: 133 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	276	1289	95	482	1403	42	300	632	207	351	390	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1289	95	482	1403	42	300	632	207	351	390	335
Added Vol:	11	23	0	0	16	0	0	8	11	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1312	95	482	1419	42	300	640	218	351	394	335
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1363	99	501	1474	44	312	665	227	365	409	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1363	99	501	1474	44	312	665	227	365	409	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	1363	99	501	1474	44	312	665	227	365	409	348
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.04	1.00	0.97	1.06	0.97	0.97	1.05	1.00
Lanes:	1.00	3.00	1.00	2.00	2.91	0.09	1.00	2.00	1.00	1.00	1.06	0.94
Final Sat.:	1750	5700	1750	3150	5437	162	1750	3800	1750	1750	1998	1700
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.06	0.16	0.27	0.27	0.18	0.17	0.13	0.21	0.20	0.20
Crit Moves:	****				****		****			****		
Green Time:	22.2	34.6	61.8	23.0	35.3	35.3	23.2	23.2	45.5	27.2	27.2	27.2
Volume/Cap:	0.92	0.83	0.11	0.83	0.92	0.92	0.92	0.90	0.34	0.92	0.90	0.90
Delay/Veh:	58.2	33.0	11.4	42.1	37.6	37.6	57.1	46.3	20.3	53.3	43.7	43.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	58.2	28.1	9.7	42.1	31.9	31.9	57.1	39.4	17.3	53.3	37.1	37.1
DesignQueue:	17	69	3	28	75	2	18	37	10	20	22	19

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Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 40.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0 3	0	1	1 0 3	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	0	1997	260	358	2346	0	0	0	0	240	0	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1997	260	358	2346	0	0	0	0	240	0	267
Added Vol:	0	34	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2031	260	358	2374	0	0	0	0	240	0	267
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2110	270	372	2467	0	0	0	0	249	0	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2110	270	372	2467	0	0	0	0	249	0	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2110	270	372	2467	0	0	0	0	249	0	277
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	0.97	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	828	0	922
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.15	0.21	0.43	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Moves:		****		****						****		
Green Time:	0.0	41.1	74.4	23.6	64.7	0.0	0.0	0.0	0.0	33.3	0.0	33.3
Volume/Cap:	0.00	0.99	0.23	0.99	0.74	0.00	0.00	0.00	0.00	0.99	0.00	0.99
Delay/Veh:	0.0	39.4	5.2	66.3	13.1	0.0	0.0	0.0	0.0	57.0	0.0	57.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	33.5	4.4	66.3	11.2	0.0	0.0	0.0	0.0	48.5	0.0	48.5
DesignQueue:	0	90	6	19	70	0	0	0	0	11	0	13

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.9
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 1	0 1		0 1 0	0 1	
Volume Module:												
Base Vol:	263	2016	36	46	2529	97	182	29	397	26	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	2016	36	46	2529	97	182	29	397	26	25	33
Added Vol:	14	30	0	0	26	1	3	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	2046	36	46	2555	98	185	29	415	26	25	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	2046	36	46	2555	98	185	29	415	26	25	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	2046	36	46	2555	98	185	29	415	26	25	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	277	2046	36	46	2555	98	185	29	415	26	25	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.95	0.05	1.00	2.89	0.11	1.00	1.00	1.00	0.51	0.49	1.00
Final Sat.:	1750	5503	97	1750	5393	207	1750	1900	1750	918	882	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.37	0.03	0.47	0.47	0.11	0.02	0.24	0.03	0.03	0.02
Crit Moves:	****				****		****					
Green Time:	26.0	96.8	96.8	6.8	77.7	77.7	17.3	17.3	43.3	17.3	17.3	17.3
Volume/Cap:	0.79	0.50	0.50	0.50	0.79	0.79	0.79	0.11	0.71	0.21	0.21	0.14
Delay/Veh:	45.7	5.2	5.2	49.0	16.2	16.2	52.9	37.7	31.6	38.3	38.3	37.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	45.7	4.4	4.4	49.0	13.7	13.7	52.9	32.0	26.9	32.5	32.5	32.2
DesignQueue:	17	42	1	3	85	3	12	2	21	2	2	2

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Stanford Community Plan
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PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 1.053
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 51.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	245	2126	61	47	2379	254	206	0	363	21	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	2126	61	47	2379	254	206	0	363	21	0	28
Added Vol:	14	39	0	0	42	2	5	3	20	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	2165	61	47	2421	256	211	3	383	21	1	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	2165	61	47	2421	256	211	3	383	21	1	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	2165	61	47	2421	256	211	3	383	21	1	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	2165	61	47	2421	256	211	3	383	21	1	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Lanes:	1.00	2.91	0.09	1.00	2.70	0.30	0.35	0.01	0.64	0.42	0.02	0.56
Final Sat.:	1750	5446	153	1750	5064	535	619	9	1123	735	35	980
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.40	0.03	0.48	0.48	0.34	0.34	0.34	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green Time:	15.5	61.2	61.2	4.1	49.9	49.9	35.6	35.6	35.6	35.6	35.6	35.6
Volume/Cap:	1.05	0.71	0.71	0.71	1.05	1.05	1.05	1.05	1.05	0.09	0.09	0.09
Delay/Veh:	97.8	14.2	14.2	59.1	52.8	52.8	73.9	73.9	73.9	19.7	19.7	19.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	97.8	12.1	12.1	59.1	44.9	44.9	62.8	62.8	62.8	16.7	16.7	16.7
DesignQueue:	14	65	2	3	92	10	10	0	17	1	0	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.0
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 0	1 0		1 0 1	0 1	
Volume Module:												
Base Vol:	92	1946	128	178	2354	144	168	96	115	96	99	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1946	128	178	2354	144	168	96	115	96	99	181
Added Vol:	3	49	0	0	60	1	3	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1995	128	178	2414	145	171	96	122	96	99	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1995	128	178	2414	145	171	96	122	96	99	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1995	128	178	2414	145	171	96	122	96	99	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	1995	128	178	2414	145	171	96	122	96	99	181
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.81	0.19	1.00	2.82	0.18	1.00	0.44	0.56	1.00	1.00	1.00
Final Sat.:	1750	5262	338	1750	5282	317	1750	793	1007	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.10	0.46	0.46	0.10	0.12	0.12	0.05	0.05	0.10
Crit Moves:	****				****			****		****		
Green Time:	8.5	63.4	63.4	17.0	71.8	71.8	18.0	19.0	19.0	8.6	9.6	26.6
Volume/Cap:	0.76	0.72	0.72	0.72	0.76	0.76	0.65	0.76	0.76	0.76	0.65	0.47
Delay/Veh:	57.4	17.0	17.0	43.9	14.3	14.3	40.3	44.6	44.6	57.2	47.1	31.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	57.4	14.4	14.4	43.9	12.2	12.2	40.3	37.9	37.9	57.2	40.0	26.7
DesignQueue:	6	70	4	10	73	4	10	6	7	6	6	10

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 125 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 50.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 2 0 1			2 0 2 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Added Vol:	1	49	0	4	62	1	1	8	2	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	1136	323	516	1660	258	547	1411	234	356	1181	485
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	1160	330	527	1695	263	558	1441	239	363	1206	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1160	330	527	1695	263	558	1441	239	363	1206	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	359	1160	330	527	1695	263	558	1441	239	363	1206	495
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.19	0.17	0.30	0.15	0.18	0.38	0.14	0.12	0.32	0.28
Crit Moves:	****				****		****				****	
Green Time:	14.2	28.2	42.5	23.2	37.1	59.2	22.1	47.3	61.5	14.4	39.6	62.7
Volume/Cap:	1.00	0.90	0.55	0.90	1.00	0.32	1.00	1.00	0.28	1.00	1.00	0.56
Delay/Veh:	79.2	42.4	26.3	50.3	50.7	15.6	69.0	48.2	14.2	78.9	52.9	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	79.2	36.0	22.4	50.3	43.1	13.2	69.0	41.0	12.1	78.9	45.0	14.5
DesignQueue:	23	66	16	31	90	10	33	69	9	23	62	18

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 33.7
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	2 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	39	150	564	309	96	92	69	1129	34	170	1006	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	150	564	309	96	92	69	1129	34	170	1006	352
Added Vol:	0	0	0	0	0	0	0	64	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	150	564	309	96	92	69	1193	34	170	1038	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	158	594	325	101	97	73	1256	36	179	1093	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	158	594	325	101	97	73	1256	36	179	1093	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	41	158	594	335	101	97	73	1319	38	179	1147	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	2.00	0.51	0.49	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	391	1509	1900	1093	969	931	1900	3694	106	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.31	0.31	0.10	0.10	0.04	0.36	0.36	0.09	0.30	0.20
Crit Moves:			****	****				****		****		
Green Time:	45.8	45.8	65.6	64.3	64.3	64.3	10.7	74.9	74.9	19.8	84.0	102.5
Volume/Cap:	0.38	0.38	0.79	0.79	0.27	0.27	0.59	0.79	0.79	0.79	0.59	0.31
Delay/Veh:	31.3	31.3	32.0	52.6	22.2	22.2	53.7	26.5	26.5	56.7	18.8	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	32.0	52.6	22.2	22.2	53.7	26.5	26.5	56.7	18.8	9.6
DesignQueue:	3	11	36	28	6	6	6	73	2	15	56	14

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 1.068
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 58.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	0 1	0	1 0	1 1	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	95	516	160	232	929	90	49	571	42	84	473	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	516	160	232	929	90	49	571	42	84	473	108
Added Vol:	0	1	0	0	0	3	7	64	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	517	160	232	929	93	56	635	42	84	505	108
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	529	164	238	951	95	57	650	43	86	517	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	529	164	238	951	95	57	650	43	86	517	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	529	164	238	951	95	57	650	43	86	517	111
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.25	1.34	0.41	0.37	1.48	0.15	1.00	0.94	0.06	1.00	1.64	0.36
Final Sat.:	442	2411	747	667	2666	266	1750	1688	112	1750	3046	654
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.36	0.36	0.36	0.03	0.39	0.39	0.05	0.17	0.17
Crit Moves:			****		****			****				
Green Time:	18.5	18.5	18.5	30.1	30.1	30.1	32.4	32.4	32.4	32.4	32.4	32.4
Volume/Cap:	1.07	1.07	1.07	1.07	1.07	1.07	0.09	1.07	1.07	0.14	0.47	0.47
Delay/Veh:	73.9	73.9	73.9	64.0	64.0	64.0	14.5	70.8	70.8	14.7	17.0	17.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	62.8	62.8	62.8	54.4	54.4	54.4	14.5	60.2	60.2	14.7	14.5	14.5
DesignQueue:	4	22	7	9	35	3	2	23	2	3	17	4

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 1.057
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 74.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0	1 1	0 0	1
Volume Module:												
Base Vol:	106	691	515	343	680	18	24	330	179	480	34	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	691	515	343	680	18	24	330	179	480	34	478
Added Vol:	0	0	8	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	691	523	343	680	18	24	330	179	484	34	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	727	551	361	716	19	25	347	188	509	36	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	727	551	361	716	19	25	347	188	509	36	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.05	1.05	1.05	1.00
Final Vol.:	112	764	551	372	752	20	25	365	198	535	38	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.95	0.95	0.95	0.95	1.01	1.01	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.95	0.05	1.00	1.30	0.70	1.87	0.13	1.00
Final Sat.:	1813	3724	1813	3626	3532	94	1813	2478	1344	3386	240	1813
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.30	0.10	0.21	0.21	0.01	0.15	0.15	0.16	0.16	0.28
Crit Moves:			****			****			****			****
Green Time:	31.6	31.6	31.6	22.2	22.2	22.2	15.3	15.3	15.3	28.9	28.9	28.9
Volume/Cap:	0.21	0.71	1.06	0.51	1.06	1.06	0.10	1.06	1.06	0.60	0.60	1.06
Delay/Veh:	19.3	24.3	72.8	25.8	70.7	70.7	26.7	77.7	77.7	23.7	23.7	75.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	24.3	72.8	25.8	70.7	70.7	26.7	77.7	77.7	23.7	23.7	75.2
DesignQueue:	5	35	26	19	39	1	1	20	11	25	2	24

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-01-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Alex File Name: 20PMFP.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	1	> 1	1	1	2	1	2	2	< 0
Volumes	49	571	42	88	473	108	95	516	168	232	929	90
Lane W (ft)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left		*			SB Left		*		
Thru		*			Thru		*		
Right		*			Right		*		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	20.0A	29.0A			Green	16.0A	33.0A		
Yellow/AR	3.0	3.0			Yellow/AR	3.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	322	1770	0.162	0.182	24.5	C	55.8	E
	TR	670	3687	1.010	0.182	58.2	E		
WB	L	467	1770	0.199	0.264	20.4	C	49.2	E
	LT	491	1863	1.014	0.264	61.1	F		
	R	417	1583	0.273	0.264	20.9	C		
NB	L	257	1770	0.389	0.145	28.0	D	13.5	B
	T	1761	3725	0.324	0.473	11.7	B		
	R	748	1583	0.236	0.473	11.2	B		
SB	L	239	796	1.051	0.300	79.5	F	54.0	E
	TR	1103	3676	1.022	0.300	48.3	E		

Intersection Delay = 44.1 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.923

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.8
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	103	443	55	197	601	89	50	1367	123	42	1049	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	443	55	197	601	89	50	1367	123	42	1049	202
Added Vol:	0	1	0	0	0	0	0	8	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	444	55	197	601	89	50	1375	123	42	1053	202
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	454	56	202	615	91	51	1407	126	43	1077	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	454	56	202	615	91	51	1407	126	43	1077	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	454	56	202	615	91	51	1407	126	43	1077	207
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.34	1.48	0.18	0.44	1.36	0.20	1.00	1.83	0.17	1.00	1.67	0.33
Final Sat.:	615	2658	328	801	2438	361	1750	3396	304	1750	3103	596
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.03	0.41	0.41	0.02	0.35	0.35
Crit Moves:			****		****			****				
Green Time:	16.5	16.5	16.5	24.4	24.4	24.4	40.1	40.1	40.1	40.1	40.1	40.1
Volume/Cap:	0.93	0.93	0.93	0.93	0.93	0.93	0.07	0.93	0.93	0.06	0.78	0.78
Delay/Veh:	41.8	41.8	41.8	35.1	35.1	35.1	10.8	25.2	25.2	10.8	17.9	17.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.6	35.6	35.6	29.8	29.8	29.8	10.8	21.4	21.4	10.8	15.2	15.2
DesignQueue:	4	19	2	8	24	4	1	44	4	1	33	6

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Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #22 Alma Street/Churchill Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 53.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1 0	1 1	0		1 0	2 0	1		0 1	0 0	1		0 0	1! 0	0	
Volume Module: >> Count Date: 15 May 1997 <<																
Base Vol:	144	1079	49		31	1852	247		165	123	316		121	104	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	144	1079	49		31	1852	247		165	123	316		121	104	19	
Added Vol:	0	4	0		0	2	1		3	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	144	1083	49		31	1854	248		168	123	316		121	104	19	
User Adj:	1.08	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08		1.08	1.08	1.08	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	155	1167	53		33	1999	267		181	133	341		130	112	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	155	1167	53		33	1999	267		181	133	341		130	112	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	155	1167	53		33	1999	267		181	133	341		130	112	20	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.03	1.00		0.97	1.06	0.97		1.00	1.00	0.97		0.97	0.97	0.97	
Lanes:	1.00	1.91	0.09		1.00	2.00	1.00		0.58	0.42	1.00		0.49	0.43	0.08	
Final Sat.:	1750	3539	161		1750	3800	1750		1038	762	1750		868	748	134	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.33	0.33		0.02	0.53	0.15		0.17	0.17	0.19		0.15	0.15	0.15	
Crit Moves:	****					****			****						****	
Green Time:	12.1	76.8	76.8		7.0	71.7	95.5		23.8	23.8	35.9		20.4	20.4	20.4	
Volume/Cap:	1.03	0.60	0.60		0.38	1.03	0.22		1.03	1.03	0.76		1.03	1.03	1.03	
Delay/Veh:	114.0	16.5	16.5		50.2	49.0	6.4		91.8	91.8	41.7		97.1	97.1	97.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	114.0	14.1	14.1		50.2	41.7	5.4		78.1	78.1	35.4		82.5	82.5	82.5	
DesignQueue:	11	45	2		2	88	7		12	9	21		9	8	1	

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

Cycle (sec): 180 Critical Vol./Cap. (X): 1.306
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 214.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 2	0 1		1 0 2	0 1		2 0 2	0 1		2 0 2	0 1	
Volume Module: >> Count Date: 22 Oct 1998 <<												
Base Vol:	367	561	133	88	760	620	248	885	125	217	2722	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	561	133	88	760	620	248	885	125	217	2722	132
Added Vol:	0	12	1	1	14	45	23	3	0	3	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	573	134	89	774	665	271	888	125	220	2730	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	575	134	89	776	667	272	891	125	221	2738	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	575	134	89	776	667	272	891	125	221	2738	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	368	575	134	89	776	667	272	891	125	221	2738	132
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.08	0.05	0.20	0.38	0.09	0.23	0.07	0.07	0.72	0.08
Crit Moves:	****					****	****				****	
Green Time:	16.1	42.5	68.1	14.3	40.6	52.6	11.9	85.6	101.7	25.6	99.3	113.6
Volume/Cap:	1.31	0.64	0.20	0.64	0.90	1.31	1.31	0.49	0.13	0.49	1.31	0.12
Delay/Veh:	275.0	48.2	28.6	67.6	60.8	253.5	285.1	24.7	13.9	54.8	234	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	275.0	40.9	24.4	67.6	51.7	215.5	285.1	21.0	11.8	54.8	199	8.6
DesignQueue:	34	46	8	8	63	52	26	50	6	19	151	5

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Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 1.023
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 61.1
Optimal Cycle: 143 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 22 Oct 1998 <<												
Base Vol:	0	772	170	127	986	0	0	0	0	634	0	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	772	170	127	986	0	0	0	0	634	0	125
Added Vol:	0	22	13	1	35	0	0	0	0	25	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	794	183	128	1021	0	0	0	0	659	0	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	796	184	128	1024	0	0	0	0	661	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	796	184	128	1024	0	0	0	0	661	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	796	184	128	1024	0	0	0	0	661	0	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.11	0.07	0.54	0.00	0.00	0.00	0.00	0.38	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	23.1	44.0	7.0	30.1	0.0	0.0	0.0	0.0	20.9	0.0	27.9
Volume/Cap:	0.00	1.09	0.14	0.63	1.07	0.00	0.00	0.00	0.00	1.09	0.00	0.16
Delay/Veh:	0.0	68.5	1.8	23.3	57.2	0.0	0.0	0.0	0.0	72.0	0.0	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	58.2	1.5	23.3	48.6	0.0	0.0	0.0	0.0	72.0	0.0	6.0
DesignQueue:	0	18	2	4	20	0	0	0	0	16	0	2

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.9
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1	0	1		1	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:		0	700		57		197		911		0		0		0		0		120		0		288	
Growth Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
Initial Bse:		0	700		57		197		911		0		0		0		0		120		0		288	
Added Vol:		0	15		11		9		19		0		0		0		0		18		0		18	
PasserByVol:		0	0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:		0	715		68		206		930		0		0		0		0		138		0		306	
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
PHF Volume:		0	715		68		206		930		0		0		0		0		138		0		306	
Reduct Vol:		0	0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:		0	715		68		206		930		0		0		0		0		138		0		306	
PCE Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
Final Vol.:		0	715		68		206		930		0		0		0		0		138		0		306	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800
Adjustment:	0.97	1.06		0.97		0.97		1.06		0.97		0.97		1.06		0.97		0.97		1.06		0.97		0.97
Lanes:	0.00	1.00		1.00		1.00		1.00		0.00		0.00		0.00		0.00		1.00		0.00		1.00		
Final Sat.:		0	1900		1750		1750		1900		0		0		0		0		1750		0		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.38		0.04		0.12		0.49		0.00		0.00		0.00		0.00		0.08		0.00		0.17		
Crit Moves:		****				****																****		
Green Time:	0.0	62.4		62.4		19.5		82.0		0.0		0.0		0.0		0.0		29.0		0.0		29.0		
Volume/Cap:	0.00	0.72		0.07		0.72		0.72		0.00		0.00		0.00		0.00		0.33		0.00		0.72		
Delay/Veh:	0.0	18.7		10.9		42.2		10.3		0.0		0.0		0.0		0.0		28.6		0.0		35.9		
Delay Adj:	1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
ProgAdjFctr:	1.00	0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		
AdjDel/Veh:	0.0	15.9		9.3		42.2		8.8		0.0		0.0		0.0		0.0		28.6		0.0		30.5		
DesignQueue:		0	25		2		12		23		0		0		0		0		7		0		16	

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 1.268
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 233.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 28 Oct 1998 <<												
Base Vol:	10	1003	153	227	577	24	118	5	12	446	5	782
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1003	153	227	577	24	118	5	12	446	5	782
Added Vol:	1	22	10	31	10	1	0	0	0	17	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1025	163	258	587	25	118	5	12	463	5	837
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1054	168	265	603	26	121	5	12	476	5	860
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1054	168	265	603	26	121	5	12	476	5	860
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1054	168	265	603	26	121	5	12	476	5	860
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.88	0.03	0.09	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1726	74	1534	63	152	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.55	0.10	0.15	0.35	0.35	0.08	0.08	0.08	0.27	0.27	0.49
Crit Moves:		****		****				****				****
Green Time:	0.7	32.3	52.2	8.8	40.4	40.4	10.0	10.0	10.0	19.8	19.8	28.7
Volume/Cap:	0.69	1.37	0.15	1.37	0.69	0.69	0.63	0.63	0.63	1.08	1.08	1.37
Delay/Veh:	78.0	278	4.1	313.0	13.0	13.0	29.3	29.3	29.3	81.8	81.8	281.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	78.0	237	3.5	313.0	11.0	11.0	24.9	24.9	24.9	69.5	69.5	239.2
DesignQueue:	0	33	3	11	15	1	5	0	0	17	0	28

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Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.173
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 116.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	724	0	1026	0	0	0	0	667	88	593	991	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	724	0	1026	0	0	0	0	667	88	593	991	0
Added Vol:	17	0	60	0	0	0	0	0	8	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	741	0	1086	0	0	0	0	667	96	626	991	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	780	0	1143	0	0	0	0	702	101	659	1043	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	0	1143	0	0	0	0	702	101	659	1043	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	780	0	1143	0	0	0	0	737	106	659	1043	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.72	0.28	0.77	1.23	0.00
Final Sat.:	1936	0	1617	0	0	0	0	3195	460	1487	2354	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.00	0.71	0.00	0.00	0.00	0.00	0.23	0.23	0.44	0.44	0.00
Crit Moves:	****								****		****	
Green Time:	37.8	0.0	79.4	0.0	0.0	0.0	0.0	21.6	21.6	41.6	41.6	0.0
Volume/Cap:	1.17	0.00	0.98	0.00	0.00	0.00	0.00	1.17	1.17	1.17	1.17	0.00
Delay/Veh:	121.8	0.0	25.6	0.0	0.0	0.0	0.0	126	125.9	112.4	112	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.8	0.0	25.6	0.0	0.0	0.0	0.0	126	125.9	112.4	112	0.0
DesignQueue:	35	0	23	0	0	0	0	38	5	28	45	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27PMFP.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		667	96	626	991		741		1086			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	22.0P	42.2P			Green	36.8P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	731	3655	1.153	0.200	*	*	*	*
WB	LT	1402	3655	1.275	0.384	*	*	*	*
NB	L	592	1770	1.318	0.335	*	*	*	*
	R	1180	1583	0.968	0.745	23.9	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.178
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 112.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ignore			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	1 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	31	413	0	168	340	52	683	0	0	2157	50
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	31	0	0	168	340	52	683	0	0	2157	50
Added Vol:	0	0	0	0	0	0	0	22	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	0	168	340	52	705	0	0	2197	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	33	0	0	177	358	55	742	0	0	2313	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	0	0	177	358	55	742	0	0	2313	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	33	0	0	177	358	57	779	0	0	2428	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	1.01	0.85	1.02	1.02	1.02	0.98	0.98	0.85
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	0.14	1.86	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1911	1617	264	3607	0	0	3724	1617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.09	0.22	0.22	0.22	0.00	0.00	0.65	0.03
Crit Moves:		****				****	****				****	
Green Time:	0.0	1.5	0.0	0.0	18.8	18.8	18.3	73.7	0.0	0.0	55.4	55.4
Volume/Cap:	0.00	1.18	0.00	0.00	0.49	1.18	1.18	0.29	0.00	0.00	1.18	0.06
Delay/Veh:	0.0	276	0.0	0.0	24.4	142.3	126.9	2.9	0.0	0.0	105	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	276	0.0	0.0	24.4	142.3	126.9	2.9	0.0	0.0	105	6.7
DesignQueue:	0	2	0	0	8	17	3	12	0	0	72	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) I-280 (N-S) Sand Hill Cir.
Analyst: Alex File Name: 28PMFP.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 2	0	0	> 2	1	0	> 1	1	0	> 1	1
Volumes	52	705		1	2197	50	1	31	413	1	168	340
Lane W (ft)		12.0			12.0	12.0		12.0	12.0		12.0	12.0
RTOR Vols			0			0			413			0
Lost Time	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*			
	Right						Right	*			
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*				WB	Right		*		
Green		21.0A	56.0A			Green		2.0A	9.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 100 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	780	3713	1.074	0.210	*	*	*	*
WB	LT	2086	3725	1.165	0.560	*	*	*	*
	R	1029	1583	0.051	0.650	4.1	A		
NB	LT	37	1860	0.914	0.020	98.6	F	98.6	F
	R	37	1863	0.000	0.020	0.0	A		
SB	LT	168	1862	1.062	0.090	*	*	*	*
	R	523	1583	0.685	0.330	20.7	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 19.8
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	283	0	242	205	1196	0	0	1546	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	0	242	205	1196	0	0	1546	253
Added Vol:	0	0	0	0	0	0	0	22	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	283	0	242	205	1218	0	0	1586	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	298	0	255	216	1282	0	0	1669	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	255	216	1282	0	0	1669	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	298	0	255	216	1346	0	0	1753	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	0.98	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.72	0.28
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3211	513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.15	0.11	0.35	0.00	0.00	0.55	0.55
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.6	0.0	28.8	11.3	66.4	0.0	0.0	55.2	55.2
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.46	0.89	0.47	0.00	0.00	0.89	0.89
Delay/Veh:	0.0	0.0	0.0	39.8	0.0	16.2	46.5	3.1	0.0	0.0	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.8	0.0	16.2	46.5	3.1	0.0	0.0	13.1	13.1
DesignQueue:	0	0	0	13	0	9	10	19	0	0	40	6

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Sharon Park (N-S) Sand Hill
Analyst: Alex File Name: 29PMFP.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	< 0	0	0	0	1	0	1
Volumes	205	1218		1	1586	253				283		242
Lane W (ft)	12.0	12.0		12.0	12.0					12.0		12.0
RTOR Vols			0			0						0
Lost Time	3.00	3.00		3.00	3.00	3.00				3.00		3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left				
	Thru		*	*			Thru				
	Right						Right				
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru			*			Thru				
	Right			*			Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	*	*	*		WB	Right				
Green		5.0A	10.0A	53.0A		Green		16.0A			
Yellow/AR		0.0	0.0	3.0		Yellow/AR		3.0			

Cycle Length: 90 secs Phase combination order: #1 #2 #3 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	236	1770	0.915	0.133	50.8	E	10.7	B
	T	2608	3725	0.516	0.700	4.2	A		
WB	L	39	1770	0.025	0.022	27.8	D	18.2	C
	TR	2149	3649	0.946	0.589	18.2	C		
SB	L	315	1770	0.947	0.178	50.5	E	27.2	D
	R	1531	1583	0.167	0.967	0.0	A		

Intersection Delay = 16.6 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.942

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.284
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 212.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 1 0 1 0		
Volume Module:												
Base Vol:	364	1087	418	225	798	352	458	773	233	626	1150	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1087	418	225	798	352	458	773	233	626	1150	290
Added Vol:	37	23	0	1	14	0	0	2	19	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	31	121	31
Initial Fut:	401	1110	418	226	812	352	458	775	252	657	1275	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	422	1168	440	238	855	371	482	816	265	692	1342	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	1168	440	238	855	371	482	816	265	692	1342	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.10	1.10	1.10
Final Vol.:	422	1227	440	238	897	371	482	857	265	761	1476	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	2973	751
Capacity Analysis Module:												
Vol/Sat:	0.22	0.32	0.27	0.12	0.23	0.23	0.25	0.22	0.16	0.39	0.50	0.50
Crit Moves:	****				****		****					****
Green Time:	22.1	32.8	83.1	12.7	23.5	23.5	25.2	25.2	25.2	50.3	50.3	50.3
Volume/Cap:	1.28	1.26	0.43	1.26	1.28	1.27	1.28	1.14	0.85	1.02	1.28	1.28
Delay/Veh:	223.9	181	7.7	220.9	210	216.3	219.9	113	45.5	43.3	193	192.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	223.9	181	7.7	220.9	210	216.3	219.9	113	45.5	43.3	193	192.8
DesignQueue:	27	72	12	16	57	23	30	53	16	38	75	19

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30PMFP.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	458	775	252	626	1154	291	401	1110	418	226	812	352
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		27.0A	48.0A			Green		13.0A	8.0A	25.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	368	1770	1.311	0.208	*	*	*	*
	T	774	3725	1.108	0.208	*	*		
	R	548	1583	0.484	0.346	22.0	C		
WB	L	653	1770	1.009	0.369	52.0	E	*	*
	LTR	1334	3613	1.197	0.369	*	*		
NB	L	245	1770	1.722	0.138	*	*	*	*
	T	946	3725	1.296	0.254	*	*		
	R	987	1583	0.446	0.623	8.4	B		
SB	L	136	1770	1.748	0.077	*	*	*	*
	T	716	3725	1.253	0.192	*	*		
	R	670	1583	0.554	0.423	18.8	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.340
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 228.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	184	0	1428	0	0	2023	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	184	0	1428	0	0	2023	67
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	184	0	1431	0	0	2028	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	63	0	194	0	1506	0	0	2135	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	194	0	1506	0	0	2135	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	63	0	194	0	1506	0	0	2135	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.11	0.00	0.78	0.00	0.00	1.15	0.04
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	8.4	0.0	8.4	0.0	85.6	0.0	0.0	85.6	85.6
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	1.34	0.00	0.91	0.00	0.00	1.34	0.05
Delay/Veh:	0.0	0.0	0.0	29.5	0.0	294.8	0.0	8.7	0.0	0.0	222	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.5	0.0	294.8	0.0	8.7	0.0	0.0	222	0.7
DesignQueue:	0	0	0	3	0	10	0	15	0	0	24	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31PMFP.HC9
Area Type: Other 4-21-0
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		1431			2028	67				60		184
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	86.0P				Green	8.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1602	1863	0.940	0.860	17.6	C	17.6	C
WB	T	1602	1863	1.333	0.860	*	*	*	*
	R	1362	1583	0.052	0.860	2.2	A		
SB	L	142	1770	0.445	0.080	33.0	D	8.1	B
	R	1583	1583	0.123	1.000	0.0	A		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	10	7	10	10
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	175	10	100	12	10	30	31	1156	125	90	1888	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	10	100	12	10	30	31	1156	125	90	1888	48
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	10	100	12	10	30	31	1159	125	90	1893	48
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	11	106	13	11	32	33	1224	132	95	1999	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	11	106	13	11	32	33	1224	132	95	1999	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	185	11	106	13	11	32	33	1224	132	95	1999	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.09	0.91	1.00	0.26	0.74	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	3150	169	1631	1750	460	1340	1750	3340	360	1750	3608	92
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.01	0.02	0.02	0.02	0.37	0.37	0.05	0.55	0.55
Crit Moves:			****		****		****				****	
Green Time:	8.2	8.2	8.2	3.0	3.0	3.0	7.0	69.8	69.8	7.0	69.8	69.8
Volume/Cap:	0.72	0.79	0.79	0.25	0.79	0.79	0.27	0.53	0.53	0.78	0.79	0.79
Delay/Veh:	40.3	50.9	50.9	36.5	71.5	71.5	33.8	5.6	5.6	51.9	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	40.3	43.2	43.2	36.5	60.8	60.8	33.8	4.8	4.8	51.9	7.7	7.7
DesignQueue:	10	1	5	1	1	2	2	23	2	5	39	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.1
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 0	1 0		0 0	1! 0 0		1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	699	25	156	15	5	10	10	1055	193	85	1314	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	25	156	15	5	10	10	1055	193	85	1314	25
Added Vol:	0	0	2	0	0	0	0	3	0	2	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	699	25	158	15	5	10	10	1058	193	87	1319	25
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	741	27	167	16	5	11	11	1121	205	92	1398	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	27	167	16	5	11	11	1121	205	92	1398	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	741	27	167	16	5	11	11	1121	205	92	1398	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.14	0.86	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	251	1549	875	273	602	1750	3800	1750	1750	3630	70
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.02	0.02	0.02	0.01	0.29	0.12	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	23.1	23.1	23.1	10.0	10.0	10.0	7.0	37.9	61.0	7.0	37.9	37.9
Volume/Cap:	0.92	0.42	0.42	0.16	0.16	0.16	0.08	0.70	0.17	0.68	0.92	0.92
Delay/Veh:	35.4	21.5	21.5	27.6	27.6	27.6	29.3	17.3	4.0	39.0	25.0	25.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.4	18.3	18.3	23.4	23.4	23.4	29.3	14.7	3.4	39.0	21.3	21.3
DesignQueue:	29	1	6	1	0	0	1	35	3	4	45	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 130 Critical Vol./Cap. (X): 1.013
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 68.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	609	25	250	15	25	15	15	662	523	281	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	609	25	250	15	25	15	15	662	523	281	709	15
Added Vol:	5	0	4	0	0	0	0	2	3	3	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	614	25	254	15	25	15	15	664	526	284	711	15
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	664	27	275	16	27	16	16	718	569	307	769	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	664	27	275	16	27	16	16	718	569	307	769	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	664	27	275	16	27	16	16	718	569	307	769	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.05	1.00	0.97	1.03	1.00
Lanes:	1.53	0.04	0.43	0.27	0.46	0.27	1.00	1.09	0.91	1.00	1.96	0.04
Final Sat.:	2666	75	759	475	801	475	1750	2063	1635	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.36	0.03	0.03	0.03	0.01	0.35	0.35	0.18	0.21	0.21
Crit Moves:		****			****			****		****		
Green Time:	44.2	44.2	44.2	10.0	10.0	10.0	7.0	42.4	42.4	21.4	56.8	56.8
Volume/Cap:	0.73	1.07	1.07	0.44	0.44	0.44	0.17	1.07	1.07	1.07	0.49	0.49
Delay/Veh:	30.2	76.7	76.7	45.0	45.0	45.0	44.7	74.2	74.2	104.4	20.1	20.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	25.6	65.2	65.2	38.3	38.3	38.3	44.7	63.0	63.0	104.4	17.0	17.0
DesignQueue:	34	1	14	1	2	1	1	38	30	19	33	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 1.020
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 48.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1 0	1 0		0 1 0	1 0		1 0 2	0 1		1 0 1	1 0	
Volume Module: >> Count Date: 20 Oct 1998 <<												
Base Vol:	399	533	61	107	672	154	174	712	455	315	227	121
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	417	557	64	112	702	161	182	744	475	329	237	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	557	64	112	702	161	182	744	475	329	237	126
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	580	66	116	731	168	189	775	495	343	247	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	580	66	116	731	168	189	775	495	343	247	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	434	580	66	116	731	168	189	775	495	343	247	132
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.00	1.00	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.04	1.00
Lanes:	1.22	1.60	0.18	0.23	1.44	0.33	1.00	2.00	1.00	1.00	1.28	0.72
Final Sat.:	2150	2873	327	411	2593	596	1750	3800	1750	1750	2410	1288
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.28	0.28	0.28	0.11	0.20	0.28	0.20	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	17.8	17.8	17.8	24.9	24.9	24.9	25.3	18.0	35.8	17.3	10.0	10.0
Volume/Cap:	1.02	1.02	1.02	1.02	1.02	1.02	0.38	1.02	0.71	1.02	0.92	0.92
Delay/Veh:	53.7	53.7	53.7	51.8	51.8	51.8	20.1	57.6	19.6	71.1	48.8	48.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	45.7	45.7	45.7	44.0	44.0	44.0	20.1	49.0	16.7	71.1	41.5	41.5
DesignQueue:	18	24	3	5	28	7	7	33	16	15	11	6

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 42.6
Optimal Cycle: 148 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	0	10	10	0	10	10
Lanes:	0 0 1! 0 0			1 0 0 1 0			0 0 1 1 0			0 0 1 0 1		
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	25	370	32	614	522	28	0	501	20	0	340	375
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	387	33	642	545	29	0	524	21	0	355	392
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	387	33	642	545	29	0	524	21	0	355	392
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	418	36	694	590	32	0	566	23	0	384	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	418	36	694	590	32	0	566	23	0	384	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	418	36	694	590	32	0	566	23	0	384	424
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.06	0.87	0.07	1.00	0.95	0.05	0.00	1.92	0.08	0.00	1.00	1.00
Final Sat.:	102	1518	131	1750	1707	93	0	3555	144	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.40	0.35	0.35	0.00	0.16	0.16	0.00	0.20	0.24
Crit Moves:			****	****							****	
Green Time:	31.8	31.8	31.8	45.8	45.8	45.8	0.0	23.4	23.4	0.0	23.4	69.2
Volume/Cap:	0.95	0.95	0.95	0.95	0.83	0.83	0.00	0.75	0.75	0.00	0.95	0.39
Delay/Veh:	49.8	49.8	49.8	39.9	27.2	27.2	0.0	33.7	33.7	0.0	56.4	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	42.4	42.4	42.4	39.9	23.1	23.1	0.0	28.6	28.6	0.0	47.9	6.6
DesignQueue:	1	19	2	27	23	1	0	28	1	0	20	10

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.9
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 2 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	0	0	0	496	0	47	0	939	0	0	363	470
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
Initial Bse:	0	0	0	518	0	49	0	981	0	0	379	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	518	0	49	0	981	0	0	379	0
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	539	0	51	0	1020	0	0	394	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	539	0	51	0	1020	0	0	394	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	539	0	51	0	1071	0	0	394	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1900	0	1900	0	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.00	0.28	0.00	0.00	0.21	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.6	0.0	25.6	0.0	25.4	0.0	0.0	25.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.06	0.00	0.67	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	10.4	0.0	6.6	0.0	9.7	0.0	0.0	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	0.0	6.6	0.0	9.7	0.0	0.0	8.5	0.0
DesignQueue:	0	0	0	11	0	1	0	22	0	0	8	0

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.2
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	205	186	23	0	126	21	150	417	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	214	194	24	0	132	22	157	436	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	214	194	24	0	132	22	157	436	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	214	194	24	0	132	22	157	436	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	194	24	0	132	22	157	436	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	214	194	24	0	132	22	157	436	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1602	198	0	1543	257	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.09	0.09	0.09	0.23	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	13.8	13.8	14.5	28.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.37	0.37	0.37	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	11.9	11.9	11.9	0.0	15.1	15.1	14.7	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	11.9	10.1	10.1	0.0	12.8	12.8	14.7	7.3	0.0
DesignQueue:	0	0	0	5	4	1	0	3	1	4	8	0

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.8
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1 0 1 0			0 0 0 0 0			1 0 1 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	114	98	328	0	0	0	77	254	0	0	438	116
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	119	102	343	0	0	0	80	265	0	0	458	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	102	343	0	0	0	80	265	0	0	458	121
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	109	363	0	0	0	85	281	0	0	485	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	109	363	0	0	0	85	281	0	0	485	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	109	363	0	0	0	85	281	0	0	485	128
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.54	0.46	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	965	835	1800	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.20	0.00	0.00	0.00	0.05	0.15	0.00	0.00	0.26	0.07
Crit Moves:			****				****				****	
Green Time:	18.1	18.1	18.1	0.0	0.0	0.0	7.0	29.9	0.0	0.0	22.9	22.9
Volume/Cap:	0.43	0.43	0.67	0.00	0.00	0.00	0.42	0.30	0.00	0.00	0.67	0.19
Delay/Veh:	12.9	12.9	15.3	0.0	0.0	0.0	19.5	6.8	0.0	0.0	13.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	11.0	11.0	13.0	0.0	0.0	0.0	19.5	5.8	0.0	0.0	11.4	8.0
DesignQueue:	3	3	9	0	0	0	3	5	0	0	11	3

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec): 80 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.0
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1	1 0	1 0	1 0	1
Volume Module: >> Count Date: 7 May 1997 <<												
Base Vol:	66	71	20	45	14	100	98	327	10	16	489	431
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	69	74	21	47	15	105	102	342	10	17	511	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	74	21	47	15	105	102	342	10	17	511	450
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	80	23	51	16	113	111	370	11	18	553	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	80	23	51	16	113	111	370	11	18	553	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	80	23	51	16	113	111	370	11	18	553	487
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.42	0.45	0.13	1.17	0.10	0.73	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	737	787	226	2046	186	1310	1750	3593	107	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.09	0.09	0.06	0.10	0.10	0.01	0.29	0.28
Crit Moves:		****			****		****				****	
Green Time:	12.8	12.8	12.8	10.8	10.8	10.8	8.0	26.1	26.1	18.3	36.5	47.3
Volume/Cap:	0.64	0.64	0.64	0.18	0.64	0.64	0.64	0.32	0.32	0.04	0.64	0.47
Delay/Veh:	27.3	27.3	27.3	23.3	28.2	28.2	31.5	15.4	15.4	18.3	13.8	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	23.2	23.2	23.2	19.8	24.0	24.0	31.5	13.1	13.1	18.3	11.7	6.2
DesignQueue:	3	3	1	2	1	4	5	11	0	1	14	9

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 2.077
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 258.0
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	1	0
Volume Module: >> Count Date: 27 Oct 1998 <<																	
Base Vol:	0	0	0		130	0		344	231	426		0	0	1119		132
Growth Adj:	1.04	1.04	1.04		1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	0	0	0		136	0		359	241	445		0	0	1169		138
Added Vol:	0	0	0		0	0		0	0	0		0	0	0		0
PasserByVol:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	0	0	0		136	0		359	241	445		0	0	1169		138
User Adj:	1.03	1.03	1.03		1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0	0		140	0		370	249	459		0	0	1204		142
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0	0		140	0		370	249	459		0	0	1204		142
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	0	0		140	0		370	249	459		0	0	1204		142
Saturation Flow Module:																
Sat/Lane:	0	0	0		292	292		292	433	433		433	648	648		648
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	0.00	0.00		1.00	0.00		1.00	1.00	2.00		0.00	0.00	0.89		0.11
Final Sat.:	0	0	0		292	0		292	433	866		0	0	580		68
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.48	0.00		1.27	0.58	0.53		0.00	0.00	2.08		2.08
Crit Moves:			****					****	****							****
ApproachV/S:	xxxxx					0.87				0.55				2.08		
Delay/Veh:	0.0	0.0	0.0		6.2	0.0		123.4	8.9	7.5		0.0	0.0	2679		2679
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	0.0	0.0		6.2	0.0		123.4	8.9	7.5		0.0	0.0	2679		2679
LOS by Move:	*	*	*		B	*		F	B	B		*	*	F		F
ApproachDel:	xxxxxx					27.6				7.9				2679.0		
Delay Adj:	xxxxx					1.00				1.00				1.00		
ApprAdjDel:	xxxxxx					27.6				7.9				2679.0		
LOS by Appr:	F					D				B				F		

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42)
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	1	0	0	1	
Volume Module: >> Count Date: 28 Oct 1998 <<																								
Base Vol:	12		93		27		149		174		29		72		19		19		57		3		368	
Growth Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Initial Bse:	13		97		28		156		182		30		75		20		20		60		3		385	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	13		97		28		156		182		30		75		20		20		60		3		385	
User Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13		100		29		160		187		31		77		20		20		61		3		396	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	13		100		29		160		187		31		77		20		20		61		3		396	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	13		100		29		160		187		31		77		20		20		61		3		396	
Saturation Flow Module:																								
Sat/Lane:	504		504		504		692		692		692		468		468		468		284		284		284	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.09		0.71		0.20		0.42		0.50		0.08		0.66		0.17		0.17		0.95		0.05		1.00	
Final Sat.:	46		355		103		293		342		57		308		80		80		271		13		284	
Capacity Analysis Module:																								
Vol/Sat:	0.28		0.28		0.28		0.55		0.55		0.55		0.25		0.25		0.25		0.23		0.23		1.39	
Crit Moves:	****										****						****						****	
ApproachV/S:			0.28						0.55						0.25						0.81			
Delay/Veh:	2.9		2.9		2.9		8.0		8.0		8.0		2.6		2.6		2.6		2.4		2.4		200.1	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	2.9		2.9		2.9		8.0		8.0		8.0		2.6		2.6		2.6		2.4		2.4		200.1	
LOS by Move:	A		A		A		B		B		B		A		A		A		A		A		F	
ApproachDel:			2.9						8.0						2.6						21.7			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			2.9						8.0						2.6						21.7			
LOS by Appr:			A						B						A						D			

Stanford Community Plan
2010 Cumulative Plus Project With Arena and Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	476		0		238	0		0		0	0		463		362	132		655		0
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	476		0		238	0		0		0	0		463		362	132		655		0
Added Vol:	0		0		0	0		0		0	0		12		0	0		8		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	476		0		238	0		0		0	0		475		362	132		663		0
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95
PHF Volume:	501		0		251	0		0		0	0		500		381	139		698		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	501		0		251	0		0		0	0		500		381	139		698		0
PCE Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Final Vol.:	501		0		251	0		0		0	0		500		381	139		698		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.93	0.93			0.93	0.98	0.98			0.98	0.98	0.98			0.93	0.93	0.98			0.98
Lanes:	1.00	0.00			1.00	0.00	0.00			0.00	0.00	1.00			1.00	1.00	1.00			0.00
Final Sat.:	1758		0		1758	0		0		0	0		1862		1764	1764		1862		0
Capacity Analysis Module:																				
Vol/Sat:	0.28	0.00			0.14	0.00	0.00			0.00	0.00	0.27			0.22	0.08	0.37			0.00
Crit Moves:	****										****						****			
Green Time:	23.3	0.0			23.3	0.0	0.0			0.0	0.0	23.7			23.7	7.0	30.7			0.0
Volume/Cap:	0.73	0.00			0.37	0.00	0.00			0.00	0.00	0.68			0.55	0.68	0.73			0.00
Delay/Veh:	13.0	0.0			8.6	0.0	0.0			0.0	0.0	11.5			9.7	22.4	9.5			0.0
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	13.0	0.0			8.6	0.0	0.0			0.0	0.0	11.5			9.7	22.4	9.5			0.0
DesignQueue:	11		0		5	0		0		0	0		11		8	4		13		0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 04-29-2000
Center For Microcomputers In Transportation

Streets: (E-W) University (N-S) Santa Cruz
Analyst: Alex File Name: 43PMFP.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/project

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
Volumes		475	362	132	663		476		238			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru	*	*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	22.0P	11.0P			Green	21.0P			
Yellow/AR	3.0	0.0			Yellow/AR	3.0			

Cycle Length: 60 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	683	1863	0.732	0.367	15.3	C	14.7	B
	R	580	1583	0.656	0.367	13.9	B		
WB	L	236	1770	0.589	0.133	21.3	C	10.8	B
	T	1025	1863	0.681	0.550	8.7	B		
NB	L	620	1770	0.809	0.350	18.9	C	14.6	B
	R	844	1583	0.297	0.533	6.0	B		

Intersection Delay = 13.3 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.731

Stanford General Use Permit

2010 With Project Conditions
With New Roadway

AM Peak Hour

Stanford Community Plan GUP
2010 With Project Wtih New Roadway
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 75.4
Optimal Cycle: 137 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0 1	0 1		1 0 0	1 0		0 0 1!	0 0		0 1	0 0 1	
Volume Module:												
Base Vol:	67	454	326	831	1283	44	7	6	2	129	3	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	454	326	831	1283	44	7	6	2	129	3	102
Added Vol:	0	8	3	10	6	0	0	0	0	6	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	462	329	841	1289	44	7	6	2	135	3	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	462	329	841	1289	44	7	6	2	135	3	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	462	329	841	1289	44	7	6	2	135	3	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	462	329	841	1289	44	7	6	2	135	3	121
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.40	0.13	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	1750	1741	59	817	700	233	1761	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.19	0.48	0.74	0.74	0.01	0.01	0.01	0.08	0.08	0.07
Crit Moves:	****				****			****			****	
Green Time:	2.7	18.7	24.1	36.9	52.8	52.8	10.0	10.0	10.0	5.5	5.5	42.3
Volume/Cap:	1.12	1.04	0.62	1.04	1.12	1.12	0.07	0.07	0.07	1.12	1.12	0.13
Delay/Veh:	178.4	69.0	19.9	53.2	77.8	77.8	23.5	23.5	23.5	142.5	142	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	178.4	58.6	16.9	53.2	66.1	66.1	20.0	20.0	20.0	121.1	121	6.2
DesignQueue:	3	17	11	23	24	1	0	0	0	6	0	3

Stanford Community Plan GUP
2010 With Project Wtih New Roadway
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 16.4
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	6	0	295	0	0	0	0	623	25	863	491	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	295	0	0	0	0	623	25	863	491	0
Added Vol:	6	0	21	0	0	0	0	0	3	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	316	0	0	0	0	623	28	876	491	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	316	0	0	0	0	623	28	876	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	316	0	0	0	0	623	28	876	491	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	12	0	316	0	0	0	0	654	29	876	491	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	1.00	0.00
Final Sat.:	1936	0	1617	0	0	0	0	3543	157	1936	1911	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.20	0.00	0.00	0.00	0.00	0.18	0.18	0.45	0.26	0.00
Crit Moves:	****							****		****		
Green Time:	1.0	0.0	72.0	0.0	0.0	0.0	0.0	29.0	29.0	71.0	71.0	0.0
Volume/Cap:	0.70	0.00	0.30	0.00	0.00	0.00	0.00	0.70	0.70	0.70	0.40	0.00
Delay/Veh:	83.0	0.0	5.3	0.0	0.0	0.0	0.0	25.2	25.2	8.9	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	0.0	5.3	0.0	0.0	0.0	0.0	25.2	25.2	8.9	6.0	0.0
DesignQueue:	1	0	7	0	0	0	0	31	1	22	11	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27AMFPR.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative with Project w/o Arena with New Roadway

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		623	28	876	491		12		316			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	29.0A	70.0A			Green	2.0A			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	976	3702	0.737	0.264	26.0	D	26.0	D
WB	LT	2297	3610	0.658	0.636	8.6	B	8.6	B
NB	L	32	1770	0.404	0.018	38.7	D	5.9	B
	R	1080	1583	0.308	0.682	4.6	A		

Intersection Delay = 13.1 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.675

Stanford Community Plan GUP
2010 With Project Wtih New Roadway
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.077
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 77.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0
Volume Module:												
Base Vol:	258	835	24	329	975	305	511	1388	486	15	634	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	835	24	329	975	305	511	1388	486	15	634	183
Added Vol:	13	8	0	0	5	0	0	1	9	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	843	24	329	980	305	511	1389	495	15	635	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	843	24	329	980	305	511	1389	495	15	635	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	843	24	329	980	305	511	1389	495	15	635	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.00	1.00
Final Vol.:	271	885	24	329	1029	305	511	1458	495	16	635	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	2891	833
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.01	0.17	0.27	0.19	0.26	0.38	0.31	0.01	0.22	0.22
Crit Moves:	****				****			****				****
Green Time:	16.9	28.1	54.6	20.9	32.1	32.1	45.5	45.5	45.5	26.5	26.5	26.5
Volume/Cap:	1.08	1.06	0.04	1.06	1.08	0.76	0.75	1.08	0.88	0.04	1.08	1.08
Delay/Veh:	106.6	73.7	14.3	92.8	78.0	35.2	27.5	70.0	35.6	26.8	82.4	82.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.6	73.7	14.3	92.8	78.0	35.2	27.5	70.0	35.6	26.8	82.4	82.4
DesignQueue:	18	53	1	21	60	17	26	76	25	1	39	11

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30AMFPR.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative with Project w/o Arena with New Roadway

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	511	1389	495	15	635	183	271	843	24	329	980	305
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru		*		
	Right	*					Right		*		
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		45.0A	26.0A			Green		16.0A	31.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	613	1770	0.878	0.346	35.5	D	*	*
	T	1290	3725	1.190	0.346	*	*		
	R	1194	1583	0.436	0.754	4.0	A		
WB	L	354	1770	0.040	0.200	27.1	D	*	*
	LTR	720	3600	1.258	0.200	*	*		
NB	L	218	1770	1.309	0.123	*	*	*	*
	T	888	3725	1.048	0.238	68.7	F		
	R	694	1583	0.036	0.438	13.5	B		
SB	L	218	1770	1.589	0.123	*	*	*	*
	T	888	3725	1.220	0.238	*	*		
	R	962	1583	0.334	0.608	8.2	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan GUP
2010 With Project Wtih New Roadway
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 38.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	165	0	280	0	1552	0	0	695	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	280	0	1552	0	0	695	31
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	165	0	280	0	1553	0	0	697	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	280	0	1553	0	0	697	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	280	0	1553	0	0	697	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	165	0	280	0	1553	0	0	697	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	0.98	1.02	0.98	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.80	0.00	0.00	0.37	0.02
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	15.9	0.0	15.9	0.0	78.1	0.0	0.0	78.1	78.1
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	1.03	0.00	1.03	0.00	0.00	0.48	0.02
Delay/Veh:	0.0	0.0	0.0	28.0	0.0	77.2	0.0	31.7	0.0	0.0	2.7	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.0	0.0	77.2	0.0	31.7	0.0	0.0	2.7	1.6
DesignQueue:	0	0	0	8	0	14	0	24	0	0	9	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31AMFPR.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative with Project w/o Arena with New Roadway

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		1553			697	31				165		280
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	84.0P				Green	11.0P			
Yellow/AR	3.0				Yellow/AR	2.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1565	1863	1.045	0.840	35.9	D	35.9	D
WB	T	1565	1863	0.469	0.840	1.8	A	1.7	A
	R	1330	1583	0.025	0.840	1.0	A		
SB	L	177	1770	0.983	0.100	81.3	F	30.2	D
	R	1583	1583	0.186	1.000	0.0	A		

Intersection Delay = 25.8 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 1.038

Stanford Community Plan GUP
2010 With Project Wtih New Roadway
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 14.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	200	10	120	14	10	30	52	1022	330	175	409	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	10	120	14	10	30	52	1022	330	175	409	14
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	10	120	14	10	30	52	1023	330	175	411	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	10	120	14	10	30	52	1023	330	175	411	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	10	120	14	10	30	52	1023	330	175	411	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	10	120	14	10	30	52	1023	330	175	411	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.04	1.00	0.97	1.03	1.00
Lanes:	2.00	0.08	0.92	1.00	0.25	0.75	1.00	1.50	0.50	1.00	1.93	0.07
Final Sat.:	3150	138	1662	1750	450	1350	1750	2797	902	1750	3578	122
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.01	0.02	0.02	0.03	0.37	0.37	0.10	0.11	0.11
Crit Moves:		****				****		****		****		
Green Time:	11.3	11.3	11.3	10.0	10.0	10.0	7.0	57.5	57.5	15.7	66.2	66.2
Volume/Cap:	0.56	0.64	0.64	0.08	0.22	0.22	0.42	0.64	0.64	0.64	0.17	0.17
Delay/Veh:	33.4	36.6	36.6	31.0	31.6	31.6	35.3	11.3	11.3	33.4	4.9	4.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	33.4	31.1	31.1	31.0	26.8	26.8	35.3	9.6	9.6	33.4	4.2	4.2
DesignQueue:	10	1	6	1	1	2	3	27	9	8	8	0

Stanford General Use Permit

2010 With Project No Arena and Theater Conditions
With New Roadway

PM Peak Hour

Stanford Community Plan
2010 Cumulative New Road With Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 1.175
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 155.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 28 Oct 1998 <<												
Base Vol:	10	1003	153	227	577	24	118	5	12	446	5	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1003	153	227	577	24	118	5	12	446	5	391
Added Vol:	1	22	5	15	7	1	0	0	0	17	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1025	158	242	584	25	118	5	12	463	5	446
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1054	162	249	600	26	121	5	12	476	5	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1054	162	249	600	26	121	5	12	476	5	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1054	162	249	600	26	121	5	12	476	5	458
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.88	0.03	0.09	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1725	75	1534	63	152	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.55	0.09	0.14	0.35	0.35	0.08	0.08	0.08	0.27	0.27	0.26
Crit Moves:		****		****				****			****	
Green Time:	0.8	35.1	52.0	9.0	43.3	43.3	10.0	10.0	10.0	16.9	16.9	25.9
Volume/Cap:	0.64	1.26	0.14	1.26	0.64	0.64	0.63	0.63	0.63	1.26	1.26	0.81
Delay/Veh:	65.4	180	4.1	216.1	10.8	10.8	29.3	29.3	29.3	196.1	196	24.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	65.4	153	3.5	216.1	9.2	9.2	24.9	24.9	24.9	166.7	167	21.0
DesignQueue:	0	31	3	10	13	1	5	0	0	18	0	15

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Stanford Community Plan
2010 Cumulative New Road With Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 18.1
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	24	0	801	0	0	0	0	492	8	393	591	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	0	801	0	0	0	0	492	8	393	591	0
Added Vol:	17	0	60	0	0	0	0	0	5	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	861	0	0	0	0	492	13	411	591	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	0	906	0	0	0	0	518	14	433	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	906	0	0	0	0	518	14	433	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	43	0	906	0	0	0	0	544	14	433	622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	0.81	1.19	0.00
Final Sat.:	1936	0	1617	0	0	0	0	3617	93	1577	2265	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.56	0.00	0.00	0.00	0.00	0.15	0.15	0.27	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	40.6	0.0	79.6	0.0	0.0	0.0	0.0	21.4	21.4	39.0	39.0	0.0
Volume/Cap:	0.06	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.77	0.77	0.77	0.00
Delay/Veh:	14.5	0.0	8.5	0.0	0.0	0.0	0.0	30.8	30.8	22.4	22.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	0.0	8.5	0.0	0.0	0.0	0.0	30.8	30.8	22.4	22.4	0.0
DesignQueue:	2	0	17	0	0	0	0	28	1	18	26	0

```
HCM: SIGNALIZED INTERSECTION SUMMARY   Version 2.4e       05-04-2000
              Center For Microcomputers In Transportation
==========================================================================
Streets: (E-W) Junipero Serra          (N-S) Alpine-Santa Cruz
Analyst: Alex                          File Name: 27PMFPR.HC9
Area Type: Other                       4-21-0 PM Peak
Comment: 2010 Cumulative with Project w/o Area with New Roadway
==========================================================================
             |   Eastbound   |  Westbound    |  Northbound   |  Southbound
             | L    T    R   | L    T    R   | L    T    R   | L    T    R
             |---- ---- ----|---- ---- ----|---- ---- ----|---- ---- ----
No. Lanes    | 0    2  < 0   | 0  > 2    0  | 1    0    1   | 0    0    0
Volumes      |      492   13| 411  591      |  41       861|
Lane W (ft)  |     12.0      |     12.0      |12.0      12.0|
RTOR Vols    |             0|             0|             0|
Lost Time    |     3.00 3.00|3.00 3.00      |3.00      3.00|
--------------------------------------------------------------------------
                              Signal Operations
Phase Combination 1     2     3     4 |            5     6     7     8
EB  Left                              |NB  Left    *
    Thru          *                   |    Thru
    Right         *                   |    Right   *
    Peds                              |    Peds
WB  Left                *             |SB  Left
    Thru                *             |    Thru
    Right                             |    Right
    Peds                              |    Peds
NB  Right               *             |EB  Right
SB  Right                             |WB  Right
Green          22.0A 54.0A            |Green    25.0A
Yellow/AR       3.0   3.0             |Yellow/AR 3.0
Cycle Length: 110 secs  Phase combination order: #1 #2 #5
--------------------------------------------------------------------------
                     Intersection Performance Summary
     Lane  Group:   Adj Sat    v/c     g/C                    Approach:
     Mvmts    Cap     Flow    Ratio   Ratio   Delay   LOS    Delay   LOS
     -----   ----   -------   -----   -----   -----   ---    -----   ---
EB   TR       742     3711    0.753   0.200    29.8    D     29.8     D
WB   LT      1792     3651    0.618   0.491    13.7    B     13.7     B
NB   L        402     1770    0.107   0.227    21.7    C      8.2     B
     R       1180     1583    0.768   0.745     7.6    B
               Intersection Delay =  15.1 sec/veh Intersection LOS = C
Lost Time/Cycle, L =    6.0 sec   Critical v/c(x)    = 0.765
--------------------------------------------------------------------------
```

Stanford Community Plan
2010 Cumulative New Road With Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.210
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 156.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 1	0 1	0
Volume Module:												
Base Vol:	364	1087	18	225	798	352	458	773	233	26	1150	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1087	18	225	798	352	458	773	233	26	1150	290
Added Vol:	37	23	0	0	7	0	0	1	11	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	1110	18	225	805	352	458	774	244	26	1154	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	422	1168	19	237	847	371	482	815	257	27	1215	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	1168	19	237	847	371	482	815	257	27	1215	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	422	1227	19	237	890	371	482	855	257	27	1275	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1936	2973	751
Capacity Analysis Module:												
Vol/Sat:	0.22	0.32	0.01	0.12	0.23	0.23	0.25	0.22	0.16	0.01	0.43	0.43
Crit Moves:	****				****		****					****
Green Time:	23.4	34.7	80.8	13.4	24.7	24.7	26.8	26.8	26.8	46.1	46.1	46.1
Volume/Cap:	1.21	1.19	0.02	1.19	1.21	1.21	1.21	1.07	0.77	0.04	1.21	1.21
Delay/Veh:	167.2	132	6.1	170.8	154	168.2	163.3	80.4	38.7	17.7	141	141.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.2	132	6.1	170.8	154	168.2	163.3	80.4	38.7	17.7	141	141.3
DesignQueue:	27	71	1	16	55	23	30	52	15	1	67	17

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30PMFPR.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative with Project w/o Arena with New Roadway

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	< 0	1	2	1	1	2	1
Volumes	458	774	244	26	1154	290	401	1110	18	225	805	352
Lane W (ft)	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		27.0A	47.0A			Green		13.0A	9.0A	25.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	368	1770	1.311	0.208	*	*	*	*
	T	774	3725	1.106	0.208	*	*		
	R	560	1583	0.459	0.354	21.3	C		
WB	L	640	1770	0.042	0.362	17.4	C	*	*
	LTR	1306	3613	1.222	0.362	*	*		
NB	L	259	1770	1.632	0.146	*	*	*	*
	T	974	3725	1.258	0.262	*	*		
	R	987	1583	0.019	0.623	6.0	B		
SB	L	136	1770	1.741	0.077	*	*	*	*
	T	716	3725	1.241	0.192	*	*		
	R	670	1583	0.554	0.423	18.8	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative New Road With Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 24.9
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	184	0	1028	0	0	1423	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	184	0	1028	0	0	1423	67
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	184	0	1029	0	0	1428	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	63	0	194	0	1083	0	0	1503	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	194	0	1083	0	0	1503	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	63	0	194	0	1083	0	0	1503	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	1936	0	0	1862	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.11	0.00	0.56	0.00	0.00	0.81	0.04
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	11.6	0.0	11.6	0.0	82.4	0.0	0.0	82.4	82.4
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.98	0.00	0.68	0.00	0.00	0.98	0.05
Delay/Veh:	0.0	0.0	0.0	26.6	0.0	71.8	0.0	3.1	0.0	0.0	18.8	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.6	0.0	71.8	0.0	3.1	0.0	0.0	18.8	1.0
DesignQueue:	0	0	0	3	0	10	0	12	0	0	19	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-04-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31PMFPR.HC9
Area Type: Other 4-21-0
Comment: 2010 Cumulative with Project w/o Arena with New Roadway

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	0	0	0	1	0	1
Volumes		1029			1428	67				60		184
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	90.0A				Green	4.0A			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	1676	1863	0.646	0.900	1.2	A	1.2	A
WB	T	1676	1863	0.897	0.900	5.5	B	5.2	B
	R	1425	1583	0.050	0.900	0.3	A		
SB	L	71	1770	0.890	0.040	71.1	F	17.4	C
	R	1583	1583	0.123	1.000	0.0	A		

Intersection Delay = 4.8 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.896

Stanford Community Plan
2010 Cumulative New Road With Project No Arena or Theater
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.5
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	10	7	10	10
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	175	10	100	12	10	30	31	756	125	90	1288	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	10	100	12	10	30	31	756	125	90	1288	48
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	10	100	12	10	30	31	757	125	90	1293	48
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	11	106	13	11	32	33	799	132	95	1365	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	11	106	13	11	32	33	799	132	95	1365	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	185	11	106	13	11	32	33	799	132	95	1365	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.09	0.91	1.00	0.26	0.74	1.00	1.71	0.29	1.00	1.93	0.07
Final Sat.:	3150	169	1631	1750	460	1340	1750	3175	525	1750	3567	133
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.01	0.02	0.02	0.02	0.25	0.25	0.05	0.38	0.38
Crit Moves:			****		****		****				****	
Green Time:	11.2	11.2	11.2	4.1	4.1	4.1	7.0	65.7	65.7	7.0	65.7	65.7
Volume/Cap:	0.53	0.58	0.58	0.18	0.58	0.58	0.27	0.38	0.38	0.78	0.58	0.58
Delay/Veh:	33.0	35.1	35.1	35.3	43.5	43.5	33.8	6.0	6.0	51.9	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	33.0	29.9	29.9	35.3	36.9	36.9	33.8	5.1	5.1	51.9	6.4	6.4
DesignQueue:	9	1	5	1	1	2	2	16	3	5	29	1

Stanford General Use Permit

2010 With Project Conditions
With Sand Hill Road Mitigations

AM Peak Hour

Stanford Community Plan
2010 Cumulative With SHR Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 75.4
Optimal Cycle: 137 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	67	454	326	831	1283	44	7	6	2	129	3	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	454	326	831	1283	44	7	6	2	129	3	203
Added Vol:	0	8	3	10	6	0	0	0	0	6	0	19
PasserByVol:	0	0	0	-400	0	0	0	0	0	0	0	-100
Initial Fut:	67	462	329	441	1289	44	7	6	2	135	3	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	462	329	441	1289	44	7	6	2	135	3	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	462	329	441	1289	44	7	6	2	135	3	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	462	329	441	1289	44	7	6	2	135	3	122
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.40	0.13	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	1750	1741	59	817	700	233	1761	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.19	0.25	0.74	0.74	0.01	0.01	0.01	0.08	0.08	0.07
Crit Moves:	****				****			****		****		
Green Time:	2.7	27.3	32.7	28.3	52.8	52.8	10.0	10.0	10.0	5.5	5.5	33.7
Volume/Cap:	1.12	0.71	0.46	0.71	1.12	1.12	0.07	0.07	0.07	1.12	1.12	0.17
Delay/Veh:	178.4	20.0	13.4	19.7	77.8	77.8	23.5	23.5	23.5	142.5	142	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	178.4	17.0	11.4	19.7	66.1	66.1	20.0	20.0	20.0	121.1	121	9.3
DesignQueue:	3	14	9	14	24	1	0	0	0	6	0	3

Stanford Community Plan
2010 Cumulative With SHR Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.253
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 163.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	76	0	495	0	0	0	0	1023	800	1088	641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	495	0	0	0	0	1023	800	1088	641	0
Added Vol:	6	0	21	0	0	0	0	0	3	13	0	0
PasserByVol:	-100	0	-300	0	0	0	0	300	0	-100	100	0
Initial Fut:	-18	0	216	0	0	0	0	1323	803	1001	741	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	-18	0	216	0	0	0	0	1323	803	1001	741	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	216	0	0	0	0	1323	803	1001	741	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	0	0	216	0	0	0	0	1389	843	1001	741	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.18	0.82	1.00	1.00	0.00
Final Sat.:	1936	0	1617	0	0	0	0	2192	1330	1936	1911	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.63	0.63	0.52	0.39	0.00
Crit Moves:	****								****	****		
Green Time:	0.0	0.0	45.4	0.0	0.0	0.0	0.0	55.6	55.6	45.4	45.4	0.0
Volume/Cap:	0.00	0.00	0.32	0.00	0.00	0.00	0.00	1.25	1.25	1.25	0.94	0.00
Delay/Veh:	0.0	0.0	14.3	0.0	0.0	0.0	0.0	161	161.1	165.9	27.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	14.3	0.0	0.0	0.0	0.0	161	161.1	165.9	27.4	0.0
DesignQueue:	0	0	8	0	0	0	0	50	30	42	30	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-02-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27AMFPZ.HC9
Area Type: Other 4-21-0 AM PEAK
Comment: 2010 Cumulative w/Project w/ SHR Mitigations

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		1323	803	1001	741		1		216			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	55.0A	45.0A			Green	1.0A			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	1757	3514	1.337	0.500	*	*	*	*
WB	LT	1481	3621	1.300	0.409	*	*	*	*
NB	L	16	1770	0.062	0.009	34.9	D	12.9	B
	R	705	1583	0.322	0.445	12.9	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative With SHR Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.114
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 92.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	258	835	624	329	975	305	511	1388	486	390	634	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	835	624	329	975	305	511	1388	486	390	634	183
Added Vol:	13	8	0	0	5	0	0	1	9	0	1	0
PasserByVol:	0	0	300	0	0	0	0	100	-100	100	0	0
Initial Fut:	271	843	924	329	980	305	511	1489	395	490	635	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	843	924	329	980	305	511	1489	395	490	635	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	843	924	329	980	305	511	1489	395	490	635	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
Final Vol.:	279	885	924	339	1029	305	526	1563	395	505	667	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3871	3871	1617	3871	3871	1617	3871	3871	1617	3871	3724	1862
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.57	0.09	0.27	0.19	0.14	0.40	0.24	0.13	0.18	0.10
Crit Moves:			****	****				****		****		
Green Time:	13.2	51.5	66.7	10.2	48.5	75.4	26.9	47.1	60.3	15.2	35.4	45.7
Volume/Cap:	0.71	0.58	1.11	1.11	0.71	0.33	0.66	1.11	0.53	1.11	0.66	0.28
Delay/Veh:	40.7	20.3	84.9	120.7	23.6	9.2	32.0	85.8	16.6	110.8	28.2	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	20.3	84.9	120.7	23.6	9.2	32.0	85.8	16.6	110.8	28.2	19.7
DesignQueue:	18	41	37	23	50	10	31	81	16	33	37	9

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-13-2000
Center For Microcomputers In Transportation

Streets: (E-W) Sand Hill (N-S) Santa Cruz
Analyst: Alex File Name: 30AMFPZ.HC9
Area Type: Other 6-13-0 AM PEAK
Comment: 2010 Cumulative w/project w/ SHR Mitigations

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	1	2	2	1
Volumes	511	1489	395	490	635	183	271	843	924	329	980	305
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*	*			NB	Left	*			
	Thru		*	*			Thru		*		
	Right		*	*			Right		*		
	Peds						Peds				
WB	Left	*				SB	Left	*			
	Thru			*			Thru		*		
	Right			*			Right		*		
	Peds						Peds				
NB	Right	*				EB	Right	*			
SB	Right	*	*			WB	Right	*			
Green		15.0A	5.0A	47.0A		Green		14.0A	39.0A		
Yellow/AR		0.0	2.0	3.0		Yellow/AR		2.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #2 #3 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	517	3539	1.071	0.146	*	*	*	*
	T	1548	3725	1.063	0.415	*	*		
	R	853	1583	0.488	0.538	12.5	B		
WB	L	327	3539	1.625	0.092	*	*	*	*
	T	1347	3725	0.520	0.362	21.4	C		
	R	767	1583	0.252	0.485	12.7	B		
NB	L	354	3539	0.831	0.100	47.6	E	*	*
	T	1118	3725	0.833	0.300	31.3	D		
	R	658	1583	1.479	0.415	*	*		
SB	L	354	3539	1.006	0.100	76.2	F	45.4	E
	T	1118	3725	0.970	0.300	43.9	E		
	R	706	1583	0.454	0.446	16.5	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative With SHR Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 0.939
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 15.1
Optimal Cycle: 123 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	165	0	280	0	2152	0	0	1070	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	280	0	2152	0	0	1070	31
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	500	0	0	100	0
Initial Fut:	0	0	0	165	0	280	0	2653	0	0	1172	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	280	0	2653	0	0	1172	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	280	0	2653	0	0	1172	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	165	0	280	0	2786	0	0	1231	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	0.98	1.02	0.98	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	3871	0	0	3724	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.72	0.00	0.00	0.33	0.02
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	17.4	0.0	17.4	0.0	76.6	0.0	0.0	76.6	76.6
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.94	0.00	0.94	0.00	0.00	0.43	0.02
Delay/Veh:	0.0	0.0	0.0	26.1	0.0	52.6	0.0	11.3	0.0	0.0	2.7	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.1	0.0	52.6	0.0	11.3	0.0	0.0	2.7	1.8
DesignQueue:	0	0	0	8	0	13	0	45	0	0	17	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-02-2000

Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill

Analyst: Alex File Name: 31AMFPZ.HC9

Area Type: Other 4-21-0 AM PEAK

Comment: 2010 Cumulative w/project w/ SHR Mitigations

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	1	0	0	0	1	0	1
Volumes		2653			1172	31				165		280
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	77.0P				Green	17.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	2869	3725	1.022	0.770	27.0	D	27.0	D
WB	T	2869	3725	0.452	0.770	3.2	A	3.1	A
	R	1219	1583	0.027	0.770	2.1	A		
SB	L	301	1770	0.578	0.170	31.1	D	11.5	B
	R	1583	1583	0.186	1.000	0.0	A		

Intersection Delay = 18.8 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.942

Stanford Community Plan
2010 Cumulative With SHR Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.944
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 20.9
Optimal Cycle: 135 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	10	7	10	0	0	10	10
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	200	10	120	14	10	30	52	1622	330	175	784	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	10	120	14	10	30	52	1622	330	175	784	14
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	300	100	0	100	0
Initial Fut:	200	10	120	14	10	30	52	1923	430	175	886	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	10	120	14	10	30	52	1923	430	175	886	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	10	120	14	10	30	52	1923	430	175	886	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	10	120	14	10	30	52	1923	430	175	886	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.08	0.92	1.00	0.25	0.75	1.00	1.62	0.38	1.00	1.97	0.03
Final Sat.:	3150	138	1662	1750	450	1350	1750	3023	676	1750	3642	58
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.01	0.02	0.02	0.03	0.64	0.64	0.10	0.24	0.24
Crit Moves:		****				****		****		****		
Green Time:	7.7	7.7	7.7	10.0	10.0	10.0	7.0	67.4	67.4	10.6	71.0	71.0
Volume/Cap:	0.83	0.94	0.94	0.08	0.22	0.22	0.42	0.94	0.94	0.94	0.34	0.34
Delay/Veh:	48.9	78.0	78.0	31.0	31.6	31.6	35.3	17.2	17.2	69.9	4.3	4.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	48.9	66.3	66.3	31.0	26.8	26.8	35.3	14.6	14.6	69.9	3.6	3.6
DesignQueue:	10	1	6	1	1	2	3	42	9	9	15	0

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Stanford Community Plan
2010 Cumulative With SHR Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 21.4
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0
Lanes:	2 0	0 1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	138	10	46	119	19	126	35	1050	636	102	712	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	10	46	119	19	126	35	1050	636	102	712	19
Added Vol:	0	0	1	0	0	0	0	1	0	0	2	0
PasserByVol:	100	0	0	0	0	0	0	0	300	0	0	0
Initial Fut:	238	10	47	119	19	126	35	1051	936	102	714	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	10	47	119	19	126	35	1051	936	102	714	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	10	47	119	19	126	35	1051	936	102	714	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	238	10	47	119	19	126	35	1051	936	102	714	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.18	0.82	0.45	0.07	0.48	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	316	1484	789	126	835	1750	3800	1750	1750	3604	96
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.15	0.15	0.15	0.02	0.28	0.53	0.06	0.20	0.20
Crit Moves:			****		****				****	****		
Green Time:	10.0	10.0	10.0	15.1	15.1	15.1	4.8	45.9	55.9	7.0	48.0	48.0
Volume/Cap:	0.68	0.28	0.28	0.90	0.90	0.90	0.37	0.54	0.86	0.75	0.37	0.37
Delay/Veh:	32.9	28.1	28.1	47.4	47.4	47.4	32.4	11.6	15.7	44.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	32.9	23.9	23.9	40.3	40.3	40.3	32.4	9.9	13.4	44.3	7.9	7.9
DesignQueue:	11	0	2	5	1	5	2	28	20	5	18	0

Stanford Community Plan
2010 Cumulative Internal Intersections (35-42) With SHR Mitigation
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 4.2
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	344	122	27	0	14	6	19	18	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	351	124	28	0	14	6	19	18	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	250	25	25	0	-185	-25	0	-60	0
Initial Fut:	0	0	0	601	149	53	0	-171	-19	19	-42	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	601	149	53	0	-171	-19	19	-42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	601	149	53	0	0	0	19	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	601	149	53	0	0	0	19	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.74	0.26	0.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1328	472	0	1800	0	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.11	0.11	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	41.0	41.0	41.0	0.0	0.0	0.0	7.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.16	0.16	0.00	0.00	0.00	0.09	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	3.8	2.6	2.6	0.0	0.0	0.0	18.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	3.8	2.2	2.2	0.0	0.0	0.0	18.0	0.0	0.0
DesignQueue:	0	0	0	7	2	1	0	0	0	1	0	0

Stanford Community Plan
2010 Cumulative Internal Intersections (35-42) With SHR Mitigation
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.6
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	15	88	53	0	0	0	33	327	0	0	19	197
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	15	90	54	0	0	0	34	334	0	0	19	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-10	10	0	0	0	0	15	50	0	0	-50	75
Initial Fut:	5	100	54	0	0	0	49	384	0	0	-31	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	100	54	0	0	0	49	384	0	0	-31	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	100	54	0	0	0	49	384	0	0	0	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	100	54	0	0	0	49	384	0	0	0	276
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.06	1.26	0.68	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	113	2264	1223	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.03	0.20	0.00	0.00	0.00	0.16
Crit Moves:		****					****					****
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	7.0	38.0	0.0	0.0	0.0	31.0
Volume/Cap:	0.27	0.27	0.26	0.00	0.00	0.00	0.24	0.32	0.00	0.00	0.00	0.31
Delay/Veh:	16.6	16.6	16.6	0.0	0.0	0.0	18.4	3.9	0.0	0.0	0.0	6.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	14.1	14.1	14.1	0.0	0.0	0.0	18.4	3.3	0.0	0.0	0.0	5.4
DesignQueue:	0	3	2	0	0	0	1	5	0	0	0	5

Stanford Community Plan
2010 Cumulative Internal Intersections (35-42) With SHR Mitigation
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 3.7
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0			69	0			87	288		635		0	0		336		111
Growth Adj:	1.02	1.02	1.02			1.02	1.02			1.02	1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	0	0			70	0			89	294		648		0	0		343		113
Added Vol:	0	0	0			0	0			0	0		0		0	0		0		0
PasserByVol:	0	0	0			0	0			-75	-250		-50		0	0		-25		0
Initial Fut:	0	0	0			70	0			14	44		598		0	0		318		113
User Adj:	1.03	1.03	1.03			1.03	1.03			1.03	1.03		1.03		1.03	1.03		1.03		1.03
PHF Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	0	0			72	0			14	45		616		0	0		327		117
Reduct Vol:	0	0	0			0	0			0	0		0		0	0		0		0
Reduced Vol:	0	0	0			72	0			14	45		616		0	0		327		117
PCE Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	0	0	0			72	0			14	45		616		0	0		327		117
Saturation Flow Module:																				
Sat/Lane:	0	0	0			232	232			232	431		431		431	379		379		379
Adjustment:	1.00	1.00	1.00			1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00	0.00	0.00			1.00	0.00			1.00	1.00		2.00		0.00	0.00		1.00		1.00
Final Sat.:	0	0	0			232	0			232	431		862		0	0		379		379
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.31	0.00			0.06	0.10		0.71		0.00	0.00		0.86		0.31
Crit Moves:			****			****							****					****		
ApproachV/S:	xxxxx							0.19					0.51					0.59		
Delay/Veh:	0.0	0.0	0.0			3.3	0.0			1.3	1.5		15.1		0.0	0.0		26.5		3.2
Delay Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0	0.0	0.0			3.3	0.0			1.3	1.5		15.1		0.0	0.0		26.5		3.2
LOS by Move:	*	*	*			A	*			A	A		C		*	*		D		A
ApproachDel:	xxxxxx							2.0					7.0					9.3		
Delay Adj:	xxxxx							1.00					1.00					1.00		
ApprAdjDel:	xxxxxx							2.0					7.0					9.3		
LOS by Appr:	F							A					B					B		

Stanford General Use Permit

2010 With Project No Arena Conditions
With Sand Hill Road Mitigations

PM Peak Hour

Stanford Community Plan
2010 Cumulative Plus Project No Arena SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 1.175
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 155.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0		0	0		0		7	10		10	0	0		0
Lanes:	1 0	1 0		1	1 0	0 1	0		0 0	1! 0		0	0 1	0 0		2
Volume Module: >> Count Date: 28 Oct 1998 <<																
Base Vol:	10	1003		153	227	577		24	118		5	12	446		5	782
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	10	1003		153	227	577		24	118		5	12	446		5	782
Added Vol:	1	22		5	15	7		1	0		0	0	17		0	55
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	11	1025		158	242	584		25	118		5	12	463		5	837
User Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03		1.03	1.03	1.03		1.03	1.03
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	11	1054		162	249	600		26	121		5	12	476		5	860
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	11	1054		162	249	600		26	121		5	12	476		5	860
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	11	1054		162	249	600		26	121		5	12	476		5	860
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.97	1.06		0.97	0.97	1.00		1.00	0.97		0.97	0.97	1.00		1.00	0.88
Lanes:	1.00	1.00		1.00	1.00	0.96		0.04	0.88		0.03	0.09	0.99		0.01	2.00
Final Sat.:	1750	1900		1750	1750	1725		75	1534		63	152	1781		19	3150
Capacity Analysis Module:																
Vol/Sat:	0.01	0.55		0.09	0.14	0.35		0.35	0.08		0.08	0.08	0.27		0.27	0.27
Crit Moves:		****			****						****				****	
Green Time:	0.8	35.1		52.0	9.0	43.3		43.3	10.0		10.0	10.0	16.9		16.9	25.9
Volume/Cap:	0.64	1.26		0.14	1.26	0.64		0.64	0.63		0.63	0.63	1.26		1.26	0.84
Delay/Veh:	65.4	180		4.1	216.1	10.8		10.8	29.3		29.3	29.3	196.1		196	23.7
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
ProgAdjFctr:	1.00	0.85		0.85	1.00	0.85		0.85	0.85		0.85	0.85	0.85		0.85	0.85
AdjDel/Veh:	65.4	153		3.5	216.1	9.2		9.2	24.9		24.9	24.9	166.7		167	20.2
DesignQueue:	0	31		3	10	13		1	5		0	0	18		0	27

Stanford Community Plan
2010 Cumulative Plus Project No Arena SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.077
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 69.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	0 1	1 0	0
Volume Module:												
Base Vol:	724	0	1026	0	0	0	0	667	88	593	991	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	724	0	1026	0	0	0	0	667	88	593	991	0
Added Vol:	17	0	60	0	0	0	0	0	5	18	0	0
PasserByVol:	-300	0	-100	0	0	0	0	100	-100	0	300	0
Initial Fut:	441	0	986	0	0	0	0	767	-7	611	1291	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	464	0	1038	0	0	0	0	807	-7	643	1359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	0	1038	0	0	0	0	807	0	643	1359	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	464	0	1038	0	0	0	0	848	0	643	1359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.64	1.36	0.00
Final Sat.:	1936	0	1617	0	0	0	0	3724	0	1233	2605	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.64	0.00	0.00	0.00	0.00	0.23	0.00	0.52	0.52	0.00
Crit Moves:	****							****			****	
Green Time:	24.5	0.0	77.7	0.0	0.0	0.0	0.0	23.3	0.0	53.3	53.3	0.0
Volume/Cap:	1.08	0.00	0.91	0.00	0.00	0.00	0.00	1.08	0.00	1.08	1.08	0.00
Delay/Veh:	86.2	0.0	16.2	0.0	0.0	0.0	0.0	77.0	0.0	58.6	58.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	0.0	16.2	0.0	0.0	0.0	0.0	77.0	0.0	58.6	58.6	0.0
DesignQueue:	24	0	22	0	0	0	0	43	0	24	50	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-02-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27PMFPNZ.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/o arena w/project w/ SHR Mitigations

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		767	1	611	1291		441		986			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	22.0P	42.2P			Green	36.8P			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	745	3725	1.138	0.200	*	*	*	*
WB	LT	1407	3667	1.494	0.384	*	*	*	*
NB	L	592	1770	0.784	0.335	29.8	D	18.5	C
	R	1180	1583	0.879	0.745	13.5	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project No Arena SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.084
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 79.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	364	1087	418	225	798	352	458	773	233	626	1150	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1087	418	225	798	352	458	773	233	626	1150	290
Added Vol:	37	23	0	0	7	0	0	1	11	0	4	1
PasserByVol:	-100	0	100	0	0	0	0	0	0	31	221	31
Initial Fut:	301	1110	518	225	805	352	458	774	244	657	1375	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	317	1168	545	237	847	371	482	815	257	692	1447	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1168	545	237	847	371	482	815	257	692	1447	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
Final Vol.:	326	1227	545	244	890	371	497	855	257	712	1520	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3871	3871	1617	3871	3871	1617	3871	3871	1617	3871	3724	1862
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.34	0.06	0.23	0.23	0.13	0.22	0.16	0.18	0.41	0.18
Crit Moves:		****		****				****			****	
Green Time:	12.2	38.0	87.0	7.6	33.4	33.4	26.5	26.5	26.5	48.9	48.9	56.5
Volume/Cap:	0.90	1.08	0.50	1.08	0.90	0.89	0.63	1.08	0.78	0.49	1.08	0.42
Delay/Veh:	54.3	77.2	7.3	115.6	37.8	45.1	31.7	85.2	39.4	20.2	71.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	77.2	7.3	115.6	37.8	45.1	31.7	85.2	39.4	20.2	71.6	16.6
DesignQueue:	22	69	14	17	51	21	30	52	15	34	77	15

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-13-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30PMFPNZ.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/o arena w/project w/ SHR Mitigations

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	1	2	2	1
Volumes	458	774	244	657	1375	322	301	1110	518	225	805	352
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*	*	
	Thru			*			Thru		*	*	
	Right			*			Right		*		
	Peds						Peds				
WB	Left	*	*			SB	Left	*		*	
	Thru		*	*			Thru			*	
	Right		*	*			Right				
	Peds						Peds				
NB	Right	*	*			EB	Right	*	*		
SB	Right	*				WB	Right	*			
Green		16.0A	14.0A	36.0P		Green		14.0A	5.0A	36.0A	
Yellow/AR		1.5	0.0	3.0		Yellow/AR		1.5	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	395	3539	1.256	0.112	*	*	*	*
	T	1032	3725	0.830	0.277	36.7	D		
	R	688	1583	0.373	0.435	16.2	C		
WB	L	776	3539	0.919	0.219	46.9	E	*	*
	T	1433	3725	1.060	0.385	*	*		
	R	798	1583	0.425	0.504	15.7	C		
NB	L	897	3539	0.365	0.435	20.3	C	*	*
	T	1175	3725	1.043	0.315	63.1	F		
	R	371	1583	1.467	0.235	*	*		
SB	L	961	3539	0.254	0.396	23.9	C	*	*
	T	1032	3725	0.862	0.277	38.1	D		
	R	177	1583	2.101	0.112	*	*		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project No Arena SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 9.6
Optimal Cycle: 87 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	184	0	1428	0	0	2023	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	184	0	1428	0	0	2023	67
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	100	0	0	400	0
Initial Fut:	0	0	0	60	0	184	0	1529	0	0	2428	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	63	0	194	0	1609	0	0	2556	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	194	0	1609	0	0	2556	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	63	0	194	0	1690	0	0	2684	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	3871	0	0	3724	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.11	0.00	0.44	0.00	0.00	0.72	0.04
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	12.8	0.0	12.8	0.0	81.2	0.0	0.0	81.2	81.2
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.89	0.00	0.54	0.00	0.00	0.89	0.05
Delay/Veh:	0.0	0.0	0.0	25.7	0.0	50.3	0.0	2.2	0.0	0.0	6.7	1.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.7	0.0	50.3	0.0	2.2	0.0	0.0	6.7	1.2
DesignQueue:	0	0	0	3	0	10	0	20	0	0	34	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-02-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31PMFPNZ.HC9
Area Type: Other 4-21-0
Comment: 2010 Cumulative w/o arena w/project w/ SHR Mitigation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	1	0	0	0	1	0	1
Volumes		1529			2428	67				60		184
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	81.0A				Green	13.0A			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	3018	3725	0.560	0.810	2.3	A	2.3	A
WB	T	3018	3725	0.889	0.810	6.2	B	6.1	B
	R	1282	1583	0.055	0.810	1.2	A		
SB	L	230	1770	0.274	0.130	25.5	D	6.2	B
	R	1583	1583	0.123	1.000	0.0	A		

Intersection Delay = 4.7 sec/veh Intersection LOS = A
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.804

Stanford Community Plan
2010 Cumulative Plus Project No Arena SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.880
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 19.7
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	10	7	10	10
Lanes:	2 0 0	1 0		1 0 0	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	175	10	100	12	10	30	31	1156	125	90	1888	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	10	100	12	10	30	31	1156	125	90	1888	48
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	100	0	0	0	0	0	0	100	0	0	300	0
Initial Fut:	275	10	100	12	10	30	31	1257	125	90	2193	48
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	11	106	13	11	32	33	1327	132	95	2316	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	11	106	13	11	32	33	1327	132	95	2316	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	290	11	106	13	11	32	33	1327	132	95	2316	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.09	0.91	1.00	0.26	0.74	1.00	1.81	0.19	1.00	1.96	0.04
Final Sat.:	3150	169	1631	1750	460	1340	1750	3365	335	1750	3620	80
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.07	0.01	0.02	0.02	0.02	0.39	0.39	0.05	0.64	0.64
Crit Moves:	****				****		****				****	
Green Time:	9.9	9.9	9.9	2.6	2.6	2.6	7.0	68.6	68.6	7.0	68.6	68.6
Volume/Cap:	0.93	0.66	0.66	0.29	0.93	0.93	0.27	0.58	0.58	0.78	0.93	0.93
Delay/Veh:	58.4	38.9	38.9	37.4	113	113.2	33.8	6.4	6.4	51.9	15.7	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	58.4	33.0	33.0	37.4	96.2	96.2	33.8	5.5	5.5	51.9	13.3	13.3
DesignQueue:	15	1	5	1	1	2	2	26	3	5	48	1

Stanford Community Plan
2010 Cumulative Plus Project No Arena SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.861
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 56.9
Optimal Cycle: 90 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	699	25	156	15	5	10	10	1055	193	85	1314	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	25	156	15	5	10	10	1055	193	85	1314	25
Added Vol:	0	0	2	0	0	0	0	1	0	1	5	0
PasserByVol:	300	0	0	0	0	0	0	0	100	0	0	0
Initial Fut:	999	25	158	15	5	10	10	1056	293	86	1319	25
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1059	27	167	16	5	11	11	1119	311	91	1398	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1059	27	167	16	5	11	11	1119	311	91	1398	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1059	27	167	16	5	11	11	1119	311	91	1398	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.14	0.86	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	251	1549	875	273	602	1750	3800	1750	1750	3630	70
Capacity Analysis Module:												
Vol/Sat:	0.34	0.11	0.11	0.02	0.02	0.02	0.01	0.29	0.18	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	28.4	28.4	28.4	10.0	10.0	10.0	7.0	32.6	61.0	7.0	32.6	32.6
Volume/Cap:	1.06	0.34	0.34	0.16	0.16	0.16	0.08	0.81	0.26	0.67	1.06	1.06
Delay/Veh:	65.3	18.1	18.1	27.6	27.6	27.6	29.3	22.5	4.3	38.6	60.7	60.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	65.3	15.4	15.4	23.4	23.4	23.4	29.3	19.1	3.7	38.6	51.6	51.6
DesignQueue:	39	1	6	1	0	0	1	39	5	4	50	1

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.343
Loss Time (sec):	12 (Y+R = 4 sec)	Average Crit Del (sec/veh):	11.5
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	205	186	23	0	126	21	150	417	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	212	193	24	0	131	22	155	432	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	75	10	15	0	-50	-10	0	-225	0
Initial Fut:	0	0	0	287	203	39	0	81	12	155	207	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	287	203	39	0	81	12	155	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	287	203	39	0	81	12	155	207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	287	203	39	0	81	12	155	207	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.84	0.16	0.00	0.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1510	290	0	1568	232	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.13	0.13	0.00	0.05	0.05	0.09	0.11	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	24.7	24.7	24.7	0.0	10.0	10.0	13.3	23.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.33	0.33	0.00	0.31	0.31	0.40	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	9.7	9.2	9.2	0.0	16.9	16.9	15.5	9.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	9.7	7.8	7.8	0.0	14.4	14.4	15.5	8.2	0.0
DesignQueue:	0	0	0	6	4	1	0	2	0	4	4	0

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.6
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	114	98	328	0	0	0	77	254	0	0	438	116
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	118	102	340	0	0	0	80	263	0	0	454	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-25	25	0	0	0	0	25	-50	0	0	-200	250
Initial Fut:	93	127	340	0	0	0	105	213	0	0	254	370
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	134	360	0	0	0	111	226	0	0	269	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	134	360	0	0	0	111	226	0	0	269	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	134	360	0	0	0	111	226	0	0	269	392
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.42	0.58	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	765	1035	1800	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.20	0.00	0.00	0.00	0.06	0.12	0.00	0.00	0.14	0.22
Crit Moves:			****				****					****
Green Time:	19.3	19.3	19.3	0.0	0.0	0.0	7.0	28.7	0.0	0.0	21.7	21.7
Volume/Cap:	0.40	0.40	0.62	0.00	0.00	0.00	0.54	0.25	0.00	0.00	0.39	0.62
Delay/Veh:	12.1	12.1	14.0	0.0	0.0	0.0	21.3	7.1	0.0	0.0	11.0	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	10.3	10.3	11.9	0.0	0.0	0.0	21.3	6.0	0.0	0.0	9.4	11.3
DesignQueue:	2	3	9	0	0	0	3	4	0	0	6	9

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) SHR Mitigation
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 2.696
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 106.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 27 Oct 1998 <<												
Base Vol:	0	0	0	130	0	344	231	426	0	0	1119	132
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	135	0	356	239	441	0	0	1159	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	-250	-75	-25	0	0	-50	0
Initial Fut:	0	0	0	135	0	106	164	416	0	0	1109	137
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	139	0	110	169	429	0	0	1143	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	110	169	429	0	0	1143	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	139	0	110	169	429	0	0	1143	141
Saturation Flow Module:												
Sat/Lane:	0	0	0	292	292	292	400	400	400	424	424	424
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	292	0	292	400	800	0	0	424	424
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.00	0.38	0.42	0.54	0.00	0.00	2.70	0.33
Crit Moves:			****	****				****			****	
ApproachV/S:	xxxxx				0.43			0.50			1.51	
Delay/Veh:	0.0	0.0	0.0	6.1	0.0	4.2	5.0	7.7	0.0	0.0	xxxx	3.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.1	0.0	4.2	5.0	7.7	0.0	0.0	xxxx	3.5
LOS by Move:	*	*	*	B	*	A	A	B	*	*	F	A
ApproachDel:	xxxxxx				5.1			6.6			315.4	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				5.1			6.6			315.4	
LOS by Appr:	F				B			B			F	

Stanford General Use Permit

2010 With Project With Arena Conditions
With Sand Hill Road Mitigations

PM Peak Hour

Stanford Community Plan
2010 Cumulative Plus Project With Arena With SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 1.186
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 163.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:		Ovl						Include						Include						Ovl				
Min. Green:	0	0		0			0	0		0			7	10		10			0	0		0		
Lanes:	1	0	1	0	1		1	0	0	1	0		0	0	1!	0	0		0	1	0	0	2	
Volume Module: >> Count Date: 28 Oct 1998 <<																								
Base Vol:	10	1003		153			227	577		24			118		5		12		446		5		782	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	10	1003		153			227	577		24			118		5		12		446		5		782	
Added Vol:	1	22		10			31	10		1			0		0		0		17		0		55	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	11	1025		163			258	587		25			118		5		12		463		5		837	
User Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	11	1054		168			265	603		26			121		5		12		476		5		860	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	11	1054		168			265	603		26			121		5		12		476		5		860	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	11	1054		168			265	603		26			121		5		12		476		5		860	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800		1800		1800		1800		1800		1800	
Adjustment:	0.97	1.06		0.97			0.97	1.00		1.00			0.97		0.97		0.97		1.00		1.00		0.88	
Lanes:	1.00	1.00		1.00			1.00	0.96		0.04			0.88		0.03		0.09		0.99		0.01		2.00	
Final Sat.:	1750	1900		1750			1750	1726		74			1534		63		152		1781		19		3150	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.55		0.10			0.15	0.35		0.35			0.08		0.08		0.08		0.27		0.27		0.27	
Crit Moves:		****					****								****						****			
Green Time:	0.8	34.8		51.5			9.5	43.5		43.5			10.0		10.0		10.0		16.7		16.7		26.2	
Volume/Cap:	0.64	1.28		0.15			1.28	0.64		0.64			0.63		0.63		0.63		1.28		1.28		0.83	
Delay/Veh:	65.5	190		4.3			223.7	10.8		10.8			29.3		29.3		29.3		205.8		206		23.1	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
ProgAdjFctr:	1.00	0.85		0.85			1.00	0.85		0.85			0.85		0.85		0.85		0.85		0.85		0.85	
AdjDel/Veh:	65.5	161		3.6			223.7	9.2		9.2			24.9		24.9		24.9		175.0		175		19.6	
DesignQueue:	0	31		3			11	13		1			5		0		0		18		0		27	

Stanford Community Plan
2010 Cumulative Plus Project With Arena With SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.082
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 71.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			0 1 1 0 0		
Volume Module:												
Base Vol:	724	0	1026	0	0	0	0	667	88	593	991	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	724	0	1026	0	0	0	0	667	88	593	991	0
Added Vol:	17	0	60	0	0	0	0	0	8	33	0	0
PasserByVol:	-300	0	-100	0	0	0	0	100	-100	0	300	0
Initial Fut:	441	0	986	0	0	0	0	767	-4	626	1291	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	464	0	1038	0	0	0	0	807	-4	659	1359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	0	1038	0	0	0	0	807	0	659	1359	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.00	1.00
Final Vol.:	464	0	1038	0	0	0	0	848	0	659	1359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.65	1.35	0.00
Final Sat.:	1936	0	1617	0	0	0	0	3724	0	1253	2585	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.64	0.00	0.00	0.00	0.00	0.23	0.00	0.53	0.53	0.00
Crit Moves:	****							****			****	
Green Time:	24.4	0.0	77.8	0.0	0.0	0.0	0.0	23.2	0.0	53.5	53.5	0.0
Volume/Cap:	1.08	0.00	0.91	0.00	0.00	0.00	0.00	1.08	0.00	1.08	1.08	0.00
Delay/Veh:	88.1	0.0	16.0	0.0	0.0	0.0	0.0	78.9	0.0	60.4	60.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.1	0.0	16.0	0.0	0.0	0.0	0.0	78.9	0.0	60.4	60.4	0.0
DesignQueue:	24	0	22	0	0	0	0	43	0	24	50	0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-02-2000
Center For Microcomputers In Transportation

Streets: (E-W) Junipero Serra (N-S) Alpine-Santa Cruz
Analyst: Alex File Name: 27PMFPZ.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/project w/SHR Mitigation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 0	0	> 2	0	1	0	1	0	0	0
Volumes		767	1	626	1291		441		986			
Lane W (ft)		12.0			12.0		12.0		12.0			
RTOR Vols			0			0			0			
Lost Time		3.00	3.00	3.00	3.00		3.00		3.00			

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
WB Left		*			SB Left				
Thru		*			Thru				
Right					Right				
Peds					Peds				
NB Right		*			EB Right				
SB Right					WB Right				
Green	22.0A	53.0A			Green	26.0A			
Yellow/AR	3.0	3.0			Yellow/AR	3.0			

Cycle Length: 110 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	TR	745	3725	1.138	0.200	*	*	*	*
WB	LT	1766	3666	1.200	0.482	*	*	*	*
NB	L	418	1770	1.109	0.236	*	*	*	*
	R	1180	1583	0.879	0.745	12.3	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena With SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.085
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 79.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	364	1087	418	225	798	352	458	773	233	626	1150	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1087	418	225	798	352	458	773	233	626	1150	290
Added Vol:	37	23	0	1	14	0	0	2	19	0	4	1
PasserByVol:	-100	0	100	0	0	0	0	0	0	31	221	31
Initial Fut:	301	1110	518	226	812	352	458	775	252	657	1375	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	317	1168	545	238	855	371	482	816	265	692	1447	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1168	545	238	855	371	482	816	265	692	1447	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00	1.03	1.05	1.00
Final Vol.:	326	1227	545	245	897	371	497	857	265	712	1520	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3871	3871	1617	3871	3871	1617	3871	3871	1617	3871	3724	1862
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.34	0.06	0.23	0.23	0.13	0.22	0.16	0.18	0.41	0.18
Crit Moves:		****		****				****			****	
Green Time:	12.1	38.0	86.9	7.6	33.4	33.4	26.5	26.5	26.5	48.9	48.9	56.5
Volume/Cap:	0.90	1.08	0.50	1.08	0.90	0.89	0.63	1.08	0.80	0.49	1.08	0.42
Delay/Veh:	55.1	77.6	7.3	115.9	38.2	44.8	31.7	85.5	41.0	20.2	72.0	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	77.6	7.3	115.9	38.2	44.8	31.7	85.5	41.0	20.2	72.0	16.6
DesignQueue:	22	69	14	17	51	21	30	52	16	34	77	15

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-02-2000
Center For Microcomputers In Transportation

Streets: (E-W) Santa Cruz (N-S) Sand Hill
Analyst: Alex File Name: 30PMFPZ.HC9
Area Type: Other 4-21-0 PM PEAK
Comment: 2010 Cumulative w/project w/ SHR Mitigations

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 2	1	1	2	1	1	2	1
Volumes	458	775	252	657	1375	322	301	1110	518	226	812	352
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*	*		
	Thru	*					Thru		*	*	
	Right	*					Right		*	*	
	Peds						Peds				
WB	Left		*			SB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds				
NB	Right		*			EB	Right	*	*		
SB	Right	*				WB	Right				
Green		27.0A	48.0A			Green		13.0A	8.0A	25.0A	
Yellow/AR		3.0	3.0			Yellow/AR		0.0	0.0	3.0	

Cycle Length: 130 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	368	1770	1.311	0.208	*	*	*	*
	T	774	3725	1.108	0.208	*	*		
	R	548	1583	0.484	0.346	22.0	C		
WB	L	653	1770	0.975	0.369	44.4	E	*	*
	LT	1373	3719	1.149	0.369	*	*		
	R	585	1583	0.580	0.369	22.3	C		
NB	L	245	1770	1.294	0.138	*	*	*	*
	T	946	3725	1.296	0.254	*	*		
	R	987	1583	0.552	0.623	9.5	B		
SB	L	136	1770	1.748	0.077	*	*	*	*
	T	716	3725	1.253	0.192	*	*		
	R	670	1583	0.554	0.423	18.8	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena With SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 9.6
Optimal Cycle: 87 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	184	0	1428	0	0	2023	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	184	0	1428	0	0	2023	67
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	100	0	0	400	0
Initial Fut:	0	0	0	60	0	184	0	1531	0	0	2428	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	63	0	194	0	1612	0	0	2556	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	194	0	1612	0	0	2556	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	63	0	194	0	1692	0	0	2684	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	3871	0	0	3724	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.11	0.00	0.44	0.00	0.00	0.72	0.04
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	12.8	0.0	12.8	0.0	81.2	0.0	0.0	81.2	81.2
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.89	0.00	0.54	0.00	0.00	0.89	0.05
Delay/Veh:	0.0	0.0	0.0	25.7	0.0	50.3	0.0	2.2	0.0	0.0	6.7	1.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.7	0.0	50.3	0.0	2.2	0.0	0.0	6.7	1.2
DesignQueue:	0	0	0	3	0	10	0	20	0	0	34	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 06-02-2000
Center For Microcomputers In Transportation

Streets: (E-W) OAK (N-S) Sand Hill
Analyst: Alex File Name: 31PMFPZ.HC9
Area Type: Other 4-21-0
Comment: 2010 Cumulative w/project w/ SHR Mitigations

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	1	0	0	0	1	0	1
Volumes		1531			2428	67				60		184
Lane W (ft)		12.0			12.0	12.0				12.0		12.0
RTOR Vols			0			0						0
Lost Time		3.00			3.00	3.00				3.00		3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru	*				Thru				
Right					Right				
Peds					Peds				
WB Left					SB Left	*			
Thru	*				Thru				
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right	*				WB Right				
Green	81.0P				Green	13.0P			
Yellow/AR	3.0				Yellow/AR	3.0			

Cycle Length: 100 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	T	3018	3725	0.561	0.810	5.8	B	5.8	B
WB	T	3018	3725	0.889	0.810	13.1	B	12.8	B
	R	1282	1583	0.055	0.810	3.2	A		
SB	L	230	1770	0.274	0.130	29.2	D	7.2	B
	R	1583	1583	0.123	1.000	0.0	A		

Intersection Delay = 10.0 sec/veh Intersection LOS = B
Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.804

Stanford Community Plan
2010 Cumulative Plus Project With Arena With SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.880
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 19.7
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	10	7	10	10
Lanes:	2 0 0 1 0			1 0 0 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	175	10	100	12	10	30	31	1156	125	90	1888	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	10	100	12	10	30	31	1156	125	90	1888	48
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	100	0	0	0	0	0	0	100	0	0	300	0
Initial Fut:	275	10	100	12	10	30	31	1259	125	90	2193	48
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	11	106	13	11	32	33	1330	132	95	2316	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	11	106	13	11	32	33	1330	132	95	2316	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	290	11	106	13	11	32	33	1330	132	95	2316	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.09	0.91	1.00	0.26	0.74	1.00	1.81	0.19	1.00	1.96	0.04
Final Sat.:	3150	169	1631	1750	460	1340	1750	3366	334	1750	3620	80
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.07	0.01	0.02	0.02	0.02	0.40	0.40	0.05	0.64	0.64
Crit Moves:	****				****		****				****	
Green Time:	9.9	9.9	9.9	2.6	2.6	2.6	7.0	68.6	68.6	7.0	68.6	68.6
Volume/Cap:	0.93	0.66	0.66	0.29	0.93	0.93	0.27	0.58	0.58	0.78	0.93	0.93
Delay/Veh:	58.4	38.9	38.9	37.4	113	113.2	33.8	6.5	6.5	51.9	15.7	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	58.4	33.0	33.0	37.4	96.2	96.2	33.8	5.5	5.5	51.9	13.3	13.3
DesignQueue:	15	1	5	1	1	2	2	26	3	5	48	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena With SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.861
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 56.9
Optimal Cycle: 90 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	699	25	156	15	5	10	10	1055	193	85	1314	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	25	156	15	5	10	10	1055	193	85	1314	25
Added Vol:	0	0	2	0	0	0	0	3	0	2	5	0
PasserByVol:	300	0	0	0	0	0	0	0	100	0	0	0
Initial Fut:	999	25	158	15	5	10	10	1058	293	87	1319	25
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1059	27	167	16	5	11	11	1121	311	92	1398	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1059	27	167	16	5	11	11	1121	311	92	1398	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1059	27	167	16	5	11	11	1121	311	92	1398	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.14	0.86	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	251	1549	875	273	602	1750	3800	1750	1750	3630	70
Capacity Analysis Module:												
Vol/Sat:	0.34	0.11	0.11	0.02	0.02	0.02	0.01	0.29	0.18	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	28.4	28.4	28.4	10.0	10.0	10.0	7.0	32.6	61.0	7.0	32.6	32.6
Volume/Cap:	1.06	0.34	0.34	0.16	0.16	0.16	0.08	0.82	0.26	0.68	1.06	1.06
Delay/Veh:	65.3	18.1	18.1	27.6	27.6	27.6	29.3	22.5	4.3	39.0	60.7	60.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	65.3	15.4	15.4	23.4	23.4	23.4	29.3	19.1	3.7	39.0	51.6	51.6
DesignQueue:	39	1	6	1	0	0	1	39	5	4	50	1

Stanford Community Plan
2010 Cumulative With Arena Internal Intersections (35-42) with SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 11.5
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0 0 0 0			1 0 0 1 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	205	186	23	0	126	21	150	417	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	214	194	24	0	132	22	157	436	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	75	10	15	0	-50	-10	0	-225	0
Initial Fut:	0	0	0	289	204	39	0	82	12	157	211	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	289	204	39	0	82	12	157	211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	289	204	39	0	82	12	157	211	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	289	204	39	0	82	12	157	211	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.84	0.16	0.00	0.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1511	289	0	1570	230	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.14	0.13	0.00	0.05	0.05	0.09	0.11	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	24.6	24.6	24.6	0.0	10.0	10.0	13.4	23.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.33	0.33	0.00	0.31	0.31	0.40	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	9.7	9.3	9.3	0.0	16.9	16.9	15.5	9.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	9.7	7.9	7.9	0.0	14.4	14.4	15.5	8.2	0.0
DesignQueue:	0	0	0	6	4	1	0	2	0	4	4	0

Stanford Community Plan
2010 Cumulative With Arena Internal Intersections (35-42) with SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.7
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1 0 1 0			0 0 0 0 0			1 0 1 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	114	98	328	0	0	0	77	254	0	0	438	116
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	119	102	343	0	0	0	80	265	0	0	458	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-25	25	0	0	0	0	25	-50	0	0	-200	250
Initial Fut:	94	127	343	0	0	0	105	215	0	0	258	371
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	135	363	0	0	0	112	228	0	0	273	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	135	363	0	0	0	112	228	0	0	273	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	135	363	0	0	0	112	228	0	0	273	393
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.43	0.57	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	766	1034	1800	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.20	0.00	0.00	0.00	0.06	0.12	0.00	0.00	0.14	0.22
Crit Moves:			****				****					****
Green Time:	19.4	19.4	19.4	0.0	0.0	0.0	7.0	28.6	0.0	0.0	21.6	21.6
Volume/Cap:	0.40	0.40	0.62	0.00	0.00	0.00	0.55	0.25	0.00	0.00	0.40	0.62
Delay/Veh:	12.1	12.1	14.0	0.0	0.0	0.0	21.4	7.1	0.0	0.0	11.1	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	10.3	10.3	11.9	0.0	0.0	0.0	21.4	6.1	0.0	0.0	9.4	11.4
DesignQueue:	2	3	9	0	0	0	3	4	0	0	6	9

Stanford Community Plan
2010 Cumulative With Arena Internal Intersections (35-42) with SHR Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 2.719
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 111.7
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 27 Oct 1998 <<												
Base Vol:	0	0	0	130	0	344	231	426	0	0	1119	132
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	136	0	359	241	445	0	0	1169	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	-250	-75	-25	0	0	-50	0
Initial Fut:	0	0	0	136	0	109	166	420	0	0	1119	138
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	113	171	433	0	0	1153	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	113	171	433	0	0	1153	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	140	0	113	171	433	0	0	1153	142
Saturation Flow Module:												
Sat/Lane:	0	0	0	292	292	292	400	400	400	424	424	424
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	292	0	292	400	800	0	0	424	424
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.00	0.39	0.43	0.54	0.00	0.00	2.72	0.33
Crit Moves:			****	****				****			****	
ApproachV/S:	xxxxx				0.43			0.50			1.53	
Delay/Veh:	0.0	0.0	0.0	6.2	0.0	4.4	5.1	7.8	0.0	0.0	xxxx	3.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.2	0.0	4.4	5.1	7.8	0.0	0.0	xxxx	3.6
LOS by Move:	*	*	*	B	*	A	B	B	*	*	F	A
ApproachDel:	xxxxxx				5.2			6.8			331.3	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				5.2			6.8			331.3	
LOS by Appr:	F				B			B			F	

Stanford General Use Permit

2010 With Project Conditions
With Mitigations

AM Peak Hour

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 29.9
Optimal Cycle: 140 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	153	861	41	98	1964	532	260	202	126	78	179	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	861	41	98	1964	532	260	202	126	78	179	31
Added Vol:	0	22	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	883	41	98	1979	532	260	202	126	78	179	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	161	929	43	103	2083	560	274	213	133	82	188	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	929	43	103	2083	560	274	213	133	82	188	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	161	1022	47	103	2291	616	287	223	133	82	188	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.87	0.13	1.00	2.36	0.64	1.13	0.87	1.00	1.00	1.00	1.00
Final Sat.:	1715	5408	249	1715	4448	1196	1930	1500	1715	1715	1715	1715
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.06	0.52	0.52	0.15	0.15	0.08	0.05	0.11	0.02
Crit Moves:	****				****			****			****	
Green Time:	13.1	64.5	64.5	20.5	71.9	71.9	20.7	20.7	20.7	15.3	15.3	15.3
Volume/Cap:	0.93	0.38	0.38	0.38	0.93	0.93	0.93	0.93	0.49	0.41	0.93	0.16
Delay/Veh:	72.5	13.2	13.2	32.2	21.7	21.7	51.4	51.4	33.3	35.1	68.6	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	13.2	13.2	32.2	21.7	21.7	51.4	51.4	33.3	35.1	68.6	33.4
DesignQueue:	11	39	2	6	86	23	18	14	8	5	12	2

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 13.1
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	0 0 2	0	1	1 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	0	1004	67	0	1882	112	98	66	172	46	73	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1004	67	0	1882	112	98	66	172	46	73	67
Added Vol:	0	18	0	0	13	2	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1022	67	0	1895	114	102	66	172	46	73	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1022	67	0	1895	114	102	66	172	46	73	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1022	67	0	1895	114	102	66	172	46	73	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1073	67	0	1990	114	102	66	172	46	73	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	917	842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.04	0.00	0.53	0.06	0.06	0.04	0.10	0.03	0.08	0.08
Crit Moves:					****				****			****
Green Time:	0.0	90.8	90.8	0.0	90.8	90.8	16.6	16.6	16.6	13.5	13.5	13.5
Volume/Cap:	0.00	0.41	0.05	0.00	0.76	0.09	0.45	0.29	0.76	0.25	0.76	0.76
Delay/Veh:	0.0	5.4	4.0	0.0	9.2	4.1	34.9	33.4	45.1	34.8	48.2	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	4.0	0.0	9.2	4.1	34.9	33.4	45.1	34.8	48.2	48.2
DesignQueue:	0	25	1	0	50	3	7	4	11	3	5	4

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 40.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 1 1 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	159	923	350	295	2098	81	36	643	48	268	352	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	923	350	295	2098	81	36	643	48	268	352	138
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	941	350	295	2111	81	36	643	48	268	352	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	941	350	295	2111	81	36	643	48	268	352	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	941	350	295	2111	81	36	643	48	268	352	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.05	1.05	1.00	1.03	1.00	1.00
Final Vol.:	159	1035	385	295	2322	89	38	675	48	276	352	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.19	0.81	1.00	2.89	0.11	0.11	1.89	1.00	2.00	1.00	1.00
Final Sat.:	1862	4071	1515	1862	5380	206	198	3526	1862	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.16	0.43	0.43	0.19	0.19	0.03	0.07	0.19	0.07
Crit Moves:	****				****			****			****	
Green Time:	11.5	42.9	42.9	26.8	58.2	58.2	25.8	25.8	25.8	25.5	25.5	25.5
Volume/Cap:	0.96	0.77	0.77	0.77	0.96	0.96	0.96	0.96	0.13	0.38	0.96	0.38
Delay/Veh:	81.9	26.7	26.7	37.8	30.7	30.7	51.5	51.5	27.7	29.5	61.3	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.9	26.7	26.7	37.8	30.7	30.7	51.5	51.5	27.7	29.5	61.3	29.6
DesignQueue:	11	54	20	18	104	4	2	41	3	16	21	8

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 3.6
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	46	1283	42	94	2237	18	35	12	40	33	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1283	42	94	2237	18	35	12	40	33	6	23
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1301	42	94	2250	18	35	12	40	33	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1301	42	94	2250	18	35	12	40	33	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1301	42	94	2250	18	35	12	40	33	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	1431	46	94	2475	20	35	12	40	33	6	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.91	0.09	1.00	2.98	0.02	0.40	0.14	0.46	0.85	0.15	1.00
Final Sat.:	1794	5215	168	1794	5340	43	722	247	825	1518	276	1794
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.05	0.46	0.46	0.05	0.05	0.05	0.02	0.02	0.01
Crit Moves:	****				****			****				
Green Time:	5.9	94.7	94.7	18.1	107	106.9	11.2	11.2	11.2	11.2	11.2	11.2
Volume/Cap:	0.56	0.38	0.38	0.38	0.56	0.56	0.56	0.56	0.56	0.25	0.25	0.15
Delay/Veh:	45.4	4.3	4.3	33.3	2.6	2.6	40.3	40.3	40.3	36.0	36.0	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	4.3	4.3	33.3	2.6	2.6	40.3	40.3	40.3	36.0	36.0	35.6
DesignQueue:	3	30	1	6	36	0	2	1	3	2	0	2

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 0.901
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 24.3
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		0 0 3	0 1		0 1 0	0 1		0 0 1!	0 0	
Volume Module:												
Base Vol:	257	1295	17	0	2546	66	209	5	347	7	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	1295	17	0	2546	66	209	5	347	7	0	9
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	1313	17	0	2559	66	209	5	347	7	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	1313	17	0	2559	66	209	5	347	7	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	1313	17	0	2559	66	209	5	347	7	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	257	1444	19	0	2815	66	209	5	347	7	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.96	0.04	0.00	3.00	1.00	0.98	0.02	1.00	0.44	0.00	0.56
Final Sat.:	1794	5313	70	0	5383	1794	1752	42	1794	785	0	1009
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.00	0.52	0.04	0.12	0.12	0.19	0.01	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	20.7	96.1	96.1	0.0	75.4	75.4	27.9	27.9	27.9	27.9	0.0	27.9
Volume/Cap:	0.90	0.37	0.37	0.00	0.90	0.06	0.56	0.56	0.90	0.04	0.00	0.04
Delay/Veh:	55.3	3.9	3.9	0.0	18.5	7.7	30.8	30.8	48.7	26.1	0.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	3.9	3.9	0.0	18.5	7.7	30.8	30.8	48.7	26.1	0.0	26.1
DesignQueue:	16	29	0	0	98	2	12	0	21	0	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-30-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Sara File Name: 5AMFPM.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative w/project w. mitigation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	1
Volumes	209	5	347	7	1	9	257	1313	17		2559	66
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left	*				SB	Left				
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right		*		
SB	Right					WB	Right				
Green		27.0P				Green		74.0P	20.0P		
Yellow/AR		3.0				Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	338	1628	0.666	0.208	39.4	D	30.8	D
	R	609	1583	0.599	0.385	25.5	D		
WB	LTR	270	1300	0.063	0.208	31.4	D	31.4	D
NB	L	272	1770	0.995	0.154	82.4	F	16.1	C
	TR	4162	5577	0.370	0.746	4.4	A		
SB	T	3181	5588	0.931	0.569	23.8	C	23.4	C
	R	901	1583	0.077	0.569	9.6	B		

Intersection Delay = 21.8 sec/veh Intersection LOS = C
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.883

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.5
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	149	1480	18	21	2419	68	43	0	167	15	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1480	18	21	2419	68	43	0	167	15	0	14
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1498	18	21	2432	68	43	0	167	15	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	1498	18	21	2432	68	43	0	167	15	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1498	18	21	2432	68	43	0	167	15	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	1648	20	21	2675	75	43	0	167	15	0	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.96	0.04	1.00	2.92	0.08	0.20	0.00	0.80	0.52	0.00	0.48
Final Sat.:	1794	5319	65	1794	5236	147	367	0	1427	928	0	866
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.01	0.51	0.51	0.12	0.00	0.12	0.02	0.00	0.02
Crit Moves:	****				****		****					
Green Time:	14.5	99.8	99.8	3.8	89.1	89.1	20.4	0.0	20.4	20.4	0.0	20.4
Volume/Cap:	0.75	0.40	0.40	0.40	0.75	0.75	0.75	0.00	0.75	0.10	0.00	0.10
Delay/Veh:	45.6	3.3	3.3	42.8	9.1	9.1	40.8	0.0	40.8	30.3	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	3.3	3.3	42.8	9.1	9.1	40.8	0.0	40.8	30.3	0.0	30.3
DesignQueue:	10	30	0	1	70	2	3	0	10	1	0	1

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Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.6
Optimal Cycle: 33 Level of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	1 0 3	0 1		2 0 3	0 1		2 0 0	0 1		0 0 0	0 1	
Volume Module:												
Base Vol:	280	795	151	952	1805	250	275	0	125	0	0	837
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	280	795	151	952	1805	250	275	0	125	0	0	0
Added Vol:	0	15	0	0	12	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	810	151	952	1817	251	277	0	125	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	280	810	151	952	1817	251	277	0	125	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	810	151	952	1817	251	277	0	125	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	280	810	151	952	1817	251	277	0	125	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.09	0.30	0.32	0.14	0.09	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	32.2	30.8	30.8	65.5	64.1	81.8	17.7	0.0	49.9	0.0	0.0	0.0
Volume/Cap:	0.60	0.55	0.34	0.55	0.60	0.21	0.60	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	30.6	29.7	27.7	13.8	14.8	5.4	37.9	0.0	16.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	30.6	25.3	23.6	13.8	12.5	4.6	37.9	0.0	14.3	0.0	0.0	0.0
DesignQueue:	14	42	8	31	62	6	16	0	5	0	0	0

Stanford Community Plan
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Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

Average Crit Del (sec/veh): 0.6 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	31	1038	0	0	2276	46	0	0	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1038	0	0	2276	46	0	0	14	0	0	0
Added Vol:	0	15	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1053	0	0	2288	46	0	0	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1053	0	0	2288	46	0	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	31	1053	0	0	2288	46	0	0	14	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
% Truck/Comb:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
PCE Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10
Cycl/Car PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Trck/Cmb PCE:	xxxx	xxxx		xxxx	xxxx		xxxx	xxxx		xxxx	xxxx	
Adj Vol.:	34	1053	0	0	2288	46	0	0	15	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Gp:	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2334	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	786	xxxx	xxxx	xxxxx
Potent Cap.:	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	554	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap.:	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	554	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	55.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.7	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1.7			0.0			6.7			0.0		

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #9 El Camino Real/Quarry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.2
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0 4 0 0			0 0 3 0 1			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	214	975	0	0	1974	324	126	0	175	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	975	0	0	1974	324	126	0	175	0	0	0
Added Vol:	0	15	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	990	0	0	1986	324	126	0	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	990	0	0	1986	324	126	0	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	990	0	0	1986	324	126	0	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	990	0	0	1986	324	126	0	175	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.88	0.97	1.06	0.97
Lanes:	2.00	4.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	5700	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.00	0.00	0.35	0.19	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	14.1	86.1	0.0	0.0	72.1	86.9	14.9	0.0	28.9	0.0	0.0	0.0
Volume/Cap:	0.53	0.17	0.00	0.00	0.53	0.23	0.53	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	35.2	2.3	0.0	0.0	7.8	2.3	35.5	0.0	24.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.2	1.9	0.0	0.0	6.6	1.9	35.5	0.0	20.4	0.0	0.0	0.0
DesignQueue:	12	14	0	0	46	4	7	0	8	0	0	0

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.000
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 43.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	229	0	26	251	1	142	38	585	107	274	1183	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	0	26	251	1	142	38	585	107	274	1183	108
Added Vol:	1	6	0	0	8	4	9	28	4	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	6	26	251	9	146	47	613	111	274	1199	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	6	26	251	9	146	47	613	111	274	1199	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	6	26	251	9	146	47	613	111	274	1199	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	230	6	26	251	9	146	47	613	111	274	1199	108
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	0.97
Lanes:	1.00	0.19	0.81	1.00	0.06	0.94	0.12	1.59	0.29	0.38	1.62	1.00
Final Sat.:	1800	338	1463	1800	105	1695	219	2862	518	688	3011	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.02	0.14	0.09	0.09	0.21	0.21	0.21	0.40	0.40	0.06
Crit Moves:	****			****					****	****		
Green Time:	12.8	12.8	52.6	14.0	14.0	35.4	21.4	21.4	21.4	39.8	39.8	39.8
Volume/Cap:	1.00	0.14	0.03	1.00	0.62	0.24	1.00	1.00	1.00	1.00	1.00	0.15
Delay/Veh:	75.7	29.4	8.7	66.9	32.0	17.4	54.7	54.7	54.7	40.8	40.8	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	64.4	25.0	7.4	56.9	27.2	14.8	46.5	46.5	46.5	34.7	34.7	12.5
DesignQueue:	12	0	1	12	0	5	2	28	5	10	45	4

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 4.5
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	10	10		7	10	0		0	0	0		7	0	10	
Lanes:	0 0	3	0	1	1 0	3	0	0	0 0	0	0	0 0	1 0	1!	0	0
Volume Module:																
Base Vol:	0	1027	124		79	1940	0		0	0	0		129	0	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1027	124		79	1940	0		0	0	0		129	0	42	
Added Vol:	0	7	0		0	12	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1034	124		79	1952	0		0	0	0		129	0	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1034	124		79	1952	0		0	0	0		129	0	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1034	124		79	1952	0		0	0	0		129	0	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1034	124		79	1952	0		0	0	0		129	0	42	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97		0.97	1.06	0.97	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.61	0.00	0.39	
Final Sat.:	0	5700	1750		1750	5700	0		0	0	0		2810	0	690	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.07		0.05	0.34	0.00		0.00	0.00	0.00		0.05	0.00	0.06	
Crit Moves:	****					****									****	
Green Time:	0.0	70.3	84.0		7.0	77.3	0.0		0.0	0.0	0.0		13.7	0.0	13.7	
Volume/Cap:	0.00	0.26	0.08		0.64	0.44	0.00		0.00	0.00	0.00		0.33	0.00	0.44	
Delay/Veh:	0.0	4.1	1.0		41.9	3.0	0.0		0.0	0.0	0.0		29.8	0.0	30.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	0.0	3.5	0.9		41.9	2.6	0.0		0.0	0.0	0.0		25.3	0.0	26.1	
DesignQueue:	0	18	1		4	27	0		0	0	0		6	0	2	

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

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Cycle (sec): 120 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 39.7
Optimal Cycle: 138 Level Of Service: D

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	2 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	437	913	148	319	1618	164	85	179	135	252	633	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	913	148	319	1618	164	85	179	135	252	633	165
Added Vol:	1	7	0	0	12	0	0	3	4	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	920	148	319	1630	164	85	182	139	252	635	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	920	148	319	1630	164	85	182	139	252	635	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	920	148	319	1630	164	85	182	139	252	635	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	438	920	148	319	1630	164	85	182	139	252	635	165
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.04	1.00	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	1.00	3.00	1.00	2.00	2.72	0.28	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	5700	1750	3150	5087	512	1750	3800	1750	1750	2936	763
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.08	0.10	0.32	0.32	0.05	0.05	0.08	0.14	0.22	0.22
Crit Moves:	****				****			****			****	
Green Time:	31.2	43.7	70.6	27.4	39.9	39.9	10.0	10.0	41.2	26.9	26.9	26.9
Volume/Cap:	0.96	0.44	0.14	0.44	0.96	0.96	0.58	0.57	0.23	0.64	0.96	0.96
Delay/Veh:	57.6	22.1	8.4	30.5	39.8	39.8	44.4	42.1	21.4	34.5	51.8	51.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	57.6	18.8	7.2	30.5	33.8	33.8	44.4	35.8	18.2	34.5	44.0	44.0
DesignQueue:	23	41	4	17	79	8	5	11	6	14	35	9

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Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 25.1
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:			Ovl						Include						Include						Include			
Min. Green:	0		10		10		7		10		0		0		0		0		7		0		10	
Lanes:	0	0	3	0	1		1	0	3	0	0		0	0	0	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	0		1455		253		219		1815		0		0		0		0		226		0		349	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		1455		253		219		1815		0		0		0		0		226		0		349	
Added Vol:	0		9		0		0		17		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		1464		253		219		1832		0		0		0		0		226		0		349	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		1464		253		219		1832		0		0		0		0		226		0		349	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		1464		253		219		1832		0		0		0		0		226		0		349	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	0		1464		253		219		1832		0		0		0		0		226		0		349	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.97		1.06		0.97		0.97		1.06		0.97		0.97		1.06		0.97		0.97		0.97		0.97	
Lanes:	0.00		3.00		1.00		1.00		3.00		0.00		0.00		0.00		0.00		0.39		0.00		0.61	
Final Sat.:	0		5700		1750		1750		5700		0		0		0		0		688		0		1062	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.26		0.14		0.13		0.32		0.00		0.00		0.00		0.00		0.33		0.00		0.33	
Crit Moves:			****				****												****					
Green Time:	0.0		35.4		80.7		17.3		52.7		0.0		0.0		0.0		0.0		45.3		0.0		45.3	
Volume/Cap:	0.00		0.80		0.20		0.80		0.67		0.00		0.00		0.00		0.00		0.80		0.00		0.80	
Delay/Veh:	0.0		27.7		3.5		44.2		17.2		0.0		0.0		0.0		0.0		25.9		0.0		25.9	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
ProgAdjFctr:	1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		0.85		0.85		0.85	
AdjDel/Veh:	0.0		23.5		2.9		44.2		14.6		0.0		0.0		0.0		0.0		22.0		0.0		22.0	
DesignQueue:	0		65		4		12		64		0		0		0		0		9		0		14	

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.0
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	266	1704	8	83	1900	177	77	6	146	23	5	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1704	8	83	1900	177	77	6	146	23	5	26
Added Vol:	7	7	0	0	14	3	2	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	1711	8	83	1914	180	79	6	154	23	5	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1711	8	83	1914	180	79	6	154	23	5	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1711	8	83	1914	180	79	6	154	23	5	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	273	1711	8	83	1914	180	79	6	154	23	5	26
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.99	0.01	1.00	2.73	0.27	1.00	1.00	1.00	0.82	0.18	1.00
Final Sat.:	1750	5574	26	1750	5118	481	1750	1900	1750	1479	321	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.31	0.05	0.37	0.37	0.05	0.00	0.09	0.02	0.02	0.01
Crit Moves:	****				****		****			****		
Green Time:	32.0	94.0	94.0	14.5	76.6	76.6	9.2	9.2	41.2	3.2	3.2	17.7
Volume/Cap:	0.63	0.42	0.42	0.42	0.63	0.63	0.63	0.04	0.28	0.63	0.63	0.11
Delay/Veh:	35.5	5.5	5.5	41.8	13.6	13.6	51.5	42.8	25.3	64.3	64.3	37.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	35.5	4.7	4.7	41.8	11.6	11.6	51.5	36.3	21.5	54.7	54.7	31.8
DesignQueue:	15	37	0	5	63	6	5	0	8	2	0	2

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.7
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 3 0 1			0 1 0 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	391	1846	54	28	1878	294	229	9	295	18	61	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	1846	54	28	1878	294	229	9	295	18	61	18
Added Vol:	7	11	0	0	18	3	2	1	8	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	1857	54	28	1896	297	231	10	303	18	62	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	1857	54	28	1896	297	231	10	303	18	62	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	1857	54	28	1896	297	231	10	303	18	62	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	398	1857	54	28	1896	297	231	10	303	18	62	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	1.06	0.97
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00
Final Sat.:	1750	5442	158	1750	5700	1750	1725	75	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.34	0.34	0.02	0.33	0.17	0.13	0.13	0.17	0.01	0.03	0.01
Crit Moves:	****				****			****			****	
Green Time:	31.6	74.4	74.4	3.5	46.2	64.8	18.6	18.6	50.2	4.5	4.5	8.0
Volume/Cap:	0.79	0.50	0.50	0.50	0.79	0.29	0.79	0.79	0.38	0.25	0.79	0.14
Delay/Veh:	33.3	6.8	6.8	45.6	22.4	8.5	42.3	42.3	15.1	39.2	66.2	36.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	33.3	5.7	5.7	45.6	19.0	7.2	36.0	36.0	12.8	39.2	56.3	30.9
DesignQueue:	18	40	1	2	74	8	12	1	11	1	4	1

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.1
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	146	2089	53	177	1737	323	73	56	99	71	112	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	2089	53	177	1737	323	73	56	99	71	112	124
Added Vol:	5	17	0	0	24	3	2	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	2106	53	177	1761	326	75	56	102	71	112	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	2106	53	177	1761	326	75	56	102	71	112	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	2106	53	177	1761	326	75	56	102	71	112	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	151	2106	53	177	1761	326	75	56	102	71	112	124
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.92	0.08	1.00	2.51	0.49	1.00	0.35	0.65	1.00	1.00	1.00
Final Sat.:	1750	5462	137	1750	4724	875	1750	638	1162	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.39	0.10	0.37	0.37	0.04	0.09	0.09	0.04	0.06	0.07
Crit Moves:		****		****					****		****	
Green Time:	15.6	65.7	65.7	17.2	67.4	67.4	15.0	15.0	15.0	10.1	10.1	27.3
Volume/Cap:	0.66	0.70	0.70	0.70	0.66	0.66	0.34	0.70	0.70	0.48	0.70	0.31
Delay/Veh:	42.6	15.7	15.7	43.0	14.4	14.4	36.9	44.7	44.7	41.9	49.4	29.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	42.6	13.3	13.3	43.0	12.2	12.2	36.9	38.0	38.0	41.9	42.0	25.0
DesignQueue:	9	71	2	10	57	10	4	3	6	4	7	6

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 140 Critical Vol./Cap. (X): 1.078
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 78.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 2 0 1			2 0 2 0 1		
Volume Module:												
Base Vol:	684	1538	298	630	890	339	473	960	289	575	1370	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	684	1538	298	630	890	339	473	960	289	575	1370	337
Added Vol:	0	19	0	2	25	1	1	4	0	0	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	684	1557	298	632	915	340	474	964	289	575	1374	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	684	1557	298	632	915	340	474	964	289	575	1374	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	1557	298	632	915	340	474	964	289	575	1374	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	684	1557	298	632	915	340	474	964	289	575	1374	339
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.17	0.20	0.16	0.19	0.15	0.25	0.17	0.18	0.36	0.19
Crit Moves:		****		****			****				****	
Green Time:	35.4	35.5	63.3	26.0	26.1	45.7	19.5	38.7	74.0	27.8	46.9	73.0
Volume/Cap:	0.86	1.08	0.38	1.08	0.86	0.60	1.08	0.92	0.31	0.92	1.08	0.37
Delay/Veh:	44.6	83.6	19.4	97.8	47.1	31.2	105.0	46.4	14.2	55.2	80.8	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	44.6	71.1	16.5	97.8	40.0	26.5	105.0	39.5	12.1	55.2	68.6	13.0
DesignQueue:	42	97	13	42	60	19	33	58	11	37	79	13

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 28.3
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Prot+Permit					Protected					Protected				
Rights:		Ovl					Include					Include					Ovl			
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	1	0	0	1	2	0	0	1	0	1	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	30		66		235	124		109		362	116		720		21	152		1512		506
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	30		66		235	124		109		362	116		720		21	152		1512		506
Added Vol:	0		0		0	0		0		0	0		22		0	0		14		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	30		66		235	124		109		362	116		742		21	152		1526		506
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95
PHF Volume:	32		69		247	131		115		381	122		781		22	160		1606		533
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	32		69		247	131		115		381	122		781		22	160		1606		533
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.03		1.00		1.00	1.00		1.05		1.05	1.00		1.05		1.00
Final Vol.:	32		69		247	134		115		381	122		820		23	160		1687		533
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	1.00		1.00		1.00	0.83		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.32		0.68		1.00	2.00		0.23		0.77	1.00		1.95		0.05	1.00		2.00		1.00
Final Sat.:	602		1298		1900	3157		441		1459	1900		3696		104	1900		3800		1900
Capacity Analysis Module:																				
Vol/Sat:	0.05		0.05		0.13	0.04		0.26		0.26	0.06		0.22		0.22	0.08		0.44		0.28
Crit Moves:								****			****							****		
Green Time:	10.3		10.3		37.3	60.8		60.8		60.8	12.4		71.2		71.2	27.0		85.8		136.3
Volume/Cap:	0.85		0.85		0.57	0.12		0.71		0.71	0.85		0.51		0.51	0.51		0.85		0.34
Delay/Veh:	77.6		77.6		38.1	28.1		31.1		31.1	73.3		22.4		22.4	41.9		24.8		2.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	77.6		77.6		38.1	28.1		31.1		31.1	73.3		22.4		22.4	41.9		24.8		2.3
DesignQueue:	3		6		18	9		7		24	11		45		1	13		84		9

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec):	90	Critical Vol./Cap. (X):	0.751
Loss Time (sec):	9 (Y+R = 4 sec)	Average Crit Del (sec/veh):	19.8
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	52	498	79	106	832	92	30	351	36	116	710	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	498	79	106	832	92	30	351	36	116	710	95
Added Vol:	0	1	0	0	1	1	2	22	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	499	79	106	833	93	32	373	36	116	724	95
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	509	81	108	850	95	33	380	37	118	738	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	509	81	108	850	95	33	380	37	118	738	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	509	81	108	850	95	33	380	37	118	738	97
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.19	1.81	1.00	0.21	1.61	0.18	1.00	0.91	0.09	1.00	1.76	0.24
Final Sat.:	349	3351	1750	369	2906	325	1750	1640	160	1750	3270	430
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.05	0.29	0.29	0.29	0.02	0.23	0.23	0.07	0.23	0.23
Crit Moves:	****					****		****				
Green Time:	18.2	18.2	18.2	35.0	35.0	35.0	27.8	27.8	27.8	27.8	27.8	27.8
Volume/Cap:	0.75	0.75	0.23	0.75	0.75	0.75	0.06	0.75	0.75	0.22	0.73	0.73
Delay/Veh:	28.6	28.6	22.9	19.7	19.7	19.7	16.7	25.2	25.2	17.6	22.8	22.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	24.3	24.3	19.5	16.7	16.7	16.7	16.7	21.4	21.4	17.6	19.4	19.4
DesignQueue:	2	21	3	4	28	3	1	14	1	4	27	4

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 30.4
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	84	568	329	467	627	81	76	176	59	425	245	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	568	329	467	627	81	76	176	59	425	245	400
Added Vol:	0	0	3	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	568	332	467	627	81	76	176	59	427	245	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	598	349	492	660	85	80	185	62	449	258	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	598	349	492	660	85	80	185	62	449	258	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.00	1.05	1.05	1.00
Final Vol.:	88	628	349	506	693	90	80	195	62	472	271	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	1.00	0.97	0.97	0.97	0.97	0.97	1.03	1.03	0.97	1.00	0.97
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	1.00	2.00	1.00	1.28	0.72	1.00
Final Sat.:	1850	3800	1850	3700	3275	425	1850	3900	1950	2373	1363	1850
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.19	0.14	0.21	0.21	0.04	0.05	0.03	0.20	0.20	0.23
Crit Moves:			****			****		****				****
Green Time:	27.3	27.3	27.3	30.6	30.6	30.6	7.2	7.2	7.2	32.9	32.9	32.9
Volume/Cap:	0.19	0.67	0.76	0.49	0.76	0.76	0.66	0.76	0.48	0.66	0.66	0.76
Delay/Veh:	21.1	25.3	29.8	21.8	25.8	25.8	40.6	41.1	34.3	22.9	22.9	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	25.3	29.8	21.8	25.8	25.8	40.6	41.1	34.3	22.9	22.9	26.8
DesignQueue:	4	30	17	23	32	4	5	11	4	21	12	19

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-30-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Sara File Name: 20AMFPM.HC9
Area Type: Other 4-21-0 AM Peak
Comment: 2010 Cumulative w/project w/mitigation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 1	1	1	2	1	2	2	< 0
Volumes	30	351	36	118	710	95	52	498	82	106	832	92
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		13.0P	44.0P			Green		10.0P	34.0P		
Yellow/AR		3.0	3.0			Yellow/AR		0.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Group: Mvmts	Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	209	1770	0.153	0.118	33.1	D	46.5	E
	T	440	3725	0.879	0.118	48.9	E		
	R	187	1583	0.203	0.118	33.4	D		
WB	L	708	1770	0.131	0.400	15.9	C	54.1	E
	LT	744	1859	1.046	0.400	63.6	F		
	R	633	1583	0.158	0.400	16.1	C		
NB	L	113	1770	0.488	0.064	40.5	E	19.3	C
	T	1490	3725	0.369	0.400	17.7	C		
	R	633	1583	0.136	0.400	15.9	C		
SB	L	238	769	0.484	0.309	24.7	C	33.8	D
	TR	1134	3670	0.901	0.309	34.8	D		

Intersection Delay = 38.6 sec/veh Intersection LOS = D
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.934

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.5
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	112	450	41	145	401	78	32	841	83	46	969	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	450	41	145	401	78	32	841	83	46	969	107
Added Vol:	0	1	0	0	1	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	451	41	145	402	78	32	844	83	46	971	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	451	41	145	402	78	32	844	83	46	971	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	451	41	145	402	78	32	844	83	46	971	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	451	41	145	402	78	32	844	83	46	971	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.37	1.49	0.14	0.46	1.29	0.25	1.00	1.82	0.18	1.00	1.80	0.20
Final Sat.:	668	2688	244	835	2316	449	1750	3368	331	1750	3332	367
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.25	0.25	0.03	0.29	0.29
Crit Moves:		****		****							****	
Green Time:	21.5	21.5	21.5	22.2	22.2	22.2	37.3	37.3	37.3	37.3	37.3	37.3
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.04	0.60	0.60	0.06	0.70	0.70
Delay/Veh:	25.6	25.6	25.6	25.2	25.2	25.2	11.9	16.1	16.1	12.0	17.6	17.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	21.8	21.8	21.8	21.4	21.4	21.4	11.9	13.7	13.7	12.0	14.9	14.9
DesignQueue:	4	18	2	6	16	3	1	26	3	1	31	3

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Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #22 Alma Street/Churchill Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 48.1
Optimal Cycle: 167 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1 0	1 1	0		1 0	2 0	1		0 1	0 0	1		0 0	1! 0	0	
Volume Module:																
Base Vol:	372	1477	55		9	1202	209		167	186	194		87	139	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	372	1477	55		9	1202	209		167	186	194		87	139	15	
Added Vol:	0	2	0		0	2	1		1	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	372	1479	55		9	1204	210		168	186	194		87	139	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	372	1479	55		9	1204	210		168	186	194		87	139	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	372	1479	55		9	1204	210		168	186	194		87	139	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	372	1479	55		9	1204	210		168	186	194		87	139	15	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.03	1.00		0.97	1.06	0.97		1.00	1.00	0.97		0.97	0.97	0.97	
Lanes:	1.00	1.93	0.07		1.00	2.00	1.00		0.47	0.53	1.00		0.36	0.58	0.06	
Final Sat.:	1750	3567	133		1750	3800	1750		854	946	1750		632	1009	109	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.41	0.41		0.01	0.32	0.12		0.20	0.20	0.11		0.14	0.14	0.14	
Crit Moves:	****					****				****				****		
Green Time:	31.5	71.5	71.5		7.0	47.0	76.1		29.1	29.1	60.6		20.4	20.4	20.4	
Volume/Cap:	0.94	0.81	0.81		0.10	0.94	0.22		0.94	0.94	0.26		0.94	0.94	0.94	
Delay/Veh:	63.5	23.8	23.8		48.3	44.7	12.6		65.2	65.2	19.3		75.0	75.0	75.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	63.5	20.2	20.2		48.3	38.0	10.7		55.4	55.4	16.4		63.8	63.8	63.8	
DesignQueue:	24	63	2		1	68	8		11	12	9		6	10	1	

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

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Cycle (sec): 180 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 92.1
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	1 0	2 0	2	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	95	786	364	324	581	239	390	2305	222	71	726	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	786	364	324	581	239	390	2305	222	71	726	201
Added Vol:	0	3	2	0	6	16	11	4	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	789	366	324	587	255	401	2309	222	72	730	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	789	366	324	587	255	401	2309	222	72	730	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	789	366	324	587	255	401	2309	222	72	730	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	789	366	324	587	255	401	2309	222	72	730	201
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.88	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	3150	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.19	0.15	0.08	0.13	0.61	0.13	0.02	0.19	0.11
Crit Moves:		****		****				****		****		
Green Time:	7.0	33.4	40.4	29.8	56.2	98.0	41.8	97.8	104.8	7.0	63.0	92.8
Volume/Cap:	0.78	1.12	0.93	1.12	0.49	0.15	0.55	1.12	0.22	0.59	0.55	0.22
Delay/Veh:	82.3	126	72.7	143.7	38.5	15.5	46.9	94.6	13.7	69.7	36.1	18.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	82.3	107	61.8	143.7	32.8	13.1	46.9	80.4	11.6	69.7	30.7	15.4
DesignQueue:	9	68	30	28	42	12	32	126	10	7	50	10

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Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.695
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 13.4
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	0
Lanes:	0 0 1	0 1		1 0 1	0 0		0 0 0	0 0		2 0 0	0 1	
Volume Module:												
Base Vol:	0	731	434	192	683	0	0	0	0	280	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	731	434	192	683	0	0	0	0	280	0	56
Added Vol:	0	7	7	1	12	0	0	0	0	10	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	738	441	193	695	0	0	0	0	290	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	738	441	193	695	0	0	0	0	290	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	738	441	193	695	0	0	0	0	290	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	738	441	193	695	0	0	0	0	290	0	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.25	0.11	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.03
Crit Moves:		****		****						****		
Green Time:	0.0	33.5	41.5	9.5	43.1	0.0	0.0	0.0	0.0	7.9	0.0	17.5
Volume/Cap:	0.00	0.70	0.36	0.70	0.51	0.00	0.00	0.00	0.00	0.70	0.00	0.11
Delay/Veh:	0.0	8.7	3.0	23.1	3.1	0.0	0.0	0.0	0.0	22.3	0.0	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	7.4	2.5	23.1	2.7	0.0	0.0	0.0	0.0	22.3	0.0	10.1
DesignQueue:	0	12	5	6	7	0	0	0	0	9	0	1

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.0
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Include					Include					Ovl				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	625	135			323	778	0			0	0	0			14	0	79		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	625	135			323	778	0			0	0	0			14	0	79		
Added Vol:	0	5	3			5	8	0			0	0	0			6	0	7		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	630	138			328	786	0			0	0	0			20	0	86		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	630	138			328	786	0			0	0	0			20	0	86		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	630	138			328	786	0			0	0	0			20	0	86		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	0	630	138			328	786	0			0	0	0			20	0	86		
Saturation Flow Module:																				
Sat/Lane:	1800	1800	1800			1800	1800	1800			1800	1800	1800			1800	1800	1800		
Adjustment:	0.97	1.06	0.97			0.97	1.06	0.97			0.97	1.06	0.97			0.97	1.06	0.97		
Lanes:	0.00	1.00	1.00			1.00	1.00	0.00			0.00	0.00	0.00			1.00	0.00	1.00		
Final Sat.:	0	1900	1750			1750	1900	0			0	0	0			1750	0	1750		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.33	0.08			0.19	0.41	0.00			0.00	0.00	0.00			0.01	0.00	0.05		
Crit Moves:		****				****										****				
Green Time:	0.0	69.4	71.8			39.2	109	0.0			0.0	0.0	0.0			2.4	0.0	41.6		
Volume/Cap:	0.00	0.57	0.13			0.57	0.46	0.00			0.00	0.00	0.00			0.57	0.00	0.14		
Delay/Veh:	0.0	12.7	8.0			26.5	0.8	0.0			0.0	0.0	0.0			58.0	0.0	20.5		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
ProgAdjFctr:	1.00	0.85	0.85			1.00	0.85	0.85			1.00	0.85	0.85			1.00	0.85	0.85		
AdjDel/Veh:	0.0	10.8	6.8			26.5	0.7	0.0			0.0	0.0	0.0			58.0	0.0	17.4		
DesignQueue:	0	19	4			15	6	0			0	0	0			1	0	4		

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 75.4
Optimal Cycle: 137 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0 1 0 1			2 0 0 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	67	454	326	831	1283	44	7	6	2	129	3	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	454	326	831	1283	44	7	6	2	129	3	203
Added Vol:	0	8	3	10	6	0	0	0	0	6	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	462	329	841	1289	44	7	6	2	135	3	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	462	329	841	1289	44	7	6	2	135	3	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	462	329	841	1289	44	7	6	2	135	3	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	462	329	841	1289	44	7	6	2	135	3	222
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.97
Lanes:	1.00	1.00	1.00	2.00	0.97	0.03	0.47	0.40	0.13	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	3150	1741	59	817	700	233	1761	39	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.19	0.27	0.74	0.74	0.01	0.01	0.01	0.08	0.08	0.13
Crit Moves:	****				****			****		****		
Green Time:	2.7	26.5	31.9	29.1	52.8	52.8	10.0	10.0	10.0	5.5	5.5	34.5
Volume/Cap:	1.12	0.73	0.47	0.73	1.12	1.12	0.07	0.07	0.07	1.12	1.12	0.29
Delay/Veh:	178.4	21.1	13.9	18.6	77.8	77.8	23.5	23.5	23.5	142.5	142	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	178.4	17.9	11.8	18.6	66.1	66.1	20.0	20.0	20.0	121.1	121	9.6
DesignQueue:	3	15	9	25	24	1	0	0	0	6	0	6

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Stanford Community Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.160
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 109.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	0 1	1 0	0
Volume Module:												
Base Vol:	76	0	495	0	0	0	0	1023	800	1088	641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	495	0	0	0	0	1023	800	1088	641	0
Added Vol:	6	0	21	0	0	0	0	0	3	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	0	516	0	0	0	0	1023	803	1101	641	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	0	516	0	0	0	0	1023	803	1101	641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	516	0	0	0	0	1023	803	1101	641	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.00
Final Vol.:	82	0	516	0	0	0	0	1074	803	1101	641	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.00	0.00
Final Sat.:	1936	0	1617	0	0	0	0	3724	1617	1936	1911	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.32	0.00	0.00	0.00	0.00	0.29	0.50	0.57	0.34	0.00
Crit Moves:	****								****	****		
Green Time:	4.0	0.0	57.9	0.0	0.0	0.0	0.0	43.1	47.1	53.9	53.9	0.0
Volume/Cap:	1.16	0.00	0.61	0.00	0.00	0.00	0.00	0.74	1.16	1.16	0.68	0.00
Delay/Veh:	196.7	0.0	12.6	0.0	0.0	0.0	0.0	19.9	111.1	100.9	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	196.7	0.0	12.6	0.0	0.0	0.0	0.0	19.9	111.1	100.9	14.4	0.0
DesignQueue:	5	0	16	0	0	0	0	43	32	40	22	0

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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 8.2
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	180	860	0	65	52	233	2065	0	0	935	122
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	65	52	233	2065	0	0	935	122
Added Vol:	0	0	0	0	0	0	0	9	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	180	0	0	65	52	233	2074	0	0	950	122
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	180	0	0	65	52	233	2074	0	0	950	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	0	0	65	52	233	2074	0	0	950	122
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	180	0	0	65	52	233	2178	0	0	998	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	1.01	0.85	1.02	1.02	1.02	0.98	0.98	0.85
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1911	1617	1936	3871	0	0	3724	1617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.03	0.03	0.12	0.56	0.00	0.00	0.27	0.08
Crit Moves:		****			****			****		****		
Green Time:	0.0	13.1	0.0	0.0	4.6	4.6	23.6	76.3	0.0	0.0	52.6	52.6
Volume/Cap:	0.00	0.74	0.00	0.00	0.74	0.70	0.51	0.74	0.00	0.00	0.51	0.14
Delay/Veh:	0.0	34.5	0.0	0.0	48.1	46.2	22.2	4.9	0.0	0.0	10.1	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.5	0.0	0.0	48.1	46.2	22.2	4.9	0.0	0.0	10.1	7.8
DesignQueue:	0	9	0	0	3	3	10	34	0	0	28	3

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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 6.0
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	150	0	192	187	2300	0	0	922	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	192	187	2300	0	0	922	133
Added Vol:	0	0	0	0	0	0	0	9	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	192	187	2309	0	0	937	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	158	0	202	197	2431	0	0	986	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	158	0	202	197	2431	0	0	986	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	158	0	202	197	2552	0	0	1036	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	1.02	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.75	0.25
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3261	463
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.12	0.10	0.66	0.00	0.00	0.32	0.32
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.3	0.0	28.2	17.9	73.7	0.0	0.0	55.8	55.8
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.38	0.51	0.81	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	39.3	0.0	15.8	21.8	3.9	0.0	0.0	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.3	0.0	15.8	21.8	3.9	0.0	0.0	6.3	6.3
DesignQueue:	0	0	0	7	0	7	8	28	0	0	21	3

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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.039
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 63.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 1	1 0	1
Volume Module:												
Base Vol:	258	835	624	329	975	305	511	1388	486	390	634	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	835	624	329	975	305	511	1388	486	390	634	183
Added Vol:	13	8	0	0	5	0	0	1	9	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	843	624	329	980	305	511	1389	495	390	635	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	843	624	329	980	305	511	1389	495	390	635	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	843	624	329	980	305	511	1389	495	390	635	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.00	1.00
Final Vol.:	271	885	624	329	1029	305	511	1458	495	410	635	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.15	1.85	1.00
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	2225	3446	1862
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.39	0.17	0.27	0.19	0.26	0.38	0.31	0.18	0.18	0.10
Crit Moves:	****				****			****			****	
Green Time:	17.5	29.1	52.2	21.7	33.3	33.3	47.1	47.1	47.1	23.1	23.1	23.1
Volume/Cap:	1.04	1.02	0.96	1.02	1.04	0.74	0.73	1.04	0.84	1.04	1.04	0.55
Delay/Veh:	91.2	61.2	43.6	79.3	63.7	33.3	25.8	55.5	32.2	66.8	66.8	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	61.2	43.6	79.3	63.7	33.3	25.8	55.5	32.2	66.8	66.8	33.1
DesignQueue:	18	53	30	21	60	17	25	75	24	26	40	11

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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 9.5
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	165	0	280	0	2152	0	0	1070	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	280	0	2152	0	0	1070	31
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	165	0	280	0	2153	0	0	1072	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	280	0	2153	0	0	1072	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	280	0	2153	0	0	1072	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	165	0	280	0	2261	0	0	1126	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	0.98	1.02	0.98	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	3871	0	0	3724	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.58	0.00	0.00	0.30	0.02
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	20.5	0.0	20.5	0.0	73.5	0.0	0.0	73.5	73.5
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.80	0.00	0.80	0.00	0.00	0.41	0.02
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	32.5	0.0	6.6	0.0	0.0	3.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	0.0	32.5	0.0	6.6	0.0	0.0	3.3	2.3
DesignQueue:	0	0	0	7	0	13	0	40	0	0	18	0

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.821
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.3
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		7		0		10		7		10		0		0		10		10	
Lanes:	2	0	0	1	0		1	0	0	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	200		10		120		14		10		30		52		1622		330		175		784		14	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	200		10		120		14		10		30		52		1622		330		175		784		14	
Added Vol:	0		0		0		0		0		0		0		1		0		0		2		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	200		10		120		14		10		30		52		1623		330		175		786		14	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	200		10		120		14		10		30		52		1623		330		175		786		14	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	200		10		120		14		10		30		52		1623		330		175		786		14	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	200		10		120		14		10		30		52		1623		330		175		786		14	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.88		1.00		1.00		0.97		1.00		1.00		0.97		1.03		1.00		0.97		1.03		1.00	
Lanes:	2.00		0.08		0.92		1.00		0.25		0.75		1.00		1.65		0.35		1.00		1.96		0.04	
Final Sat.:	3150		138		1662		1750		450		1350		1750		3074		625		1750		3635		65	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.07		0.07		0.01		0.02		0.02		0.03		0.53		0.53		0.10		0.22		0.22	
Crit Moves:			****								****				****				****					
Green Time:	8.8		8.8		8.8		10.0		10.0		10.0		7.0		64.3		64.3		12.2		69.5		69.5	
Volume/Cap:	0.72		0.82		0.82		0.08		0.22		0.22		0.42		0.82		0.82		0.82		0.31		0.31	
Delay/Veh:	39.8		52.7		52.7		31.0		31.6		31.6		35.3		12.0		12.0		47.4		4.5		4.5	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
ProgAdjFctr:	1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85	
AdjDel/Veh:	39.8		44.8		44.8		31.0		26.8		26.8		35.3		10.2		10.2		47.4		3.9		3.9	
DesignQueue:	10		1		6		1		1		2		3		37		8		9		14		0	

Stanford Community Plan
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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.4
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0
Lanes:	2 0	0 1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	138	10	46	119	19	126	35	1050	636	102	712	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	10	46	119	19	126	35	1050	636	102	712	19
Added Vol:	0	0	1	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	10	47	119	19	126	35	1051	636	102	714	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	10	47	119	19	126	35	1051	636	102	714	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	10	47	119	19	126	35	1051	636	102	714	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	10	47	119	19	126	35	1051	636	102	714	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.18	0.82	0.45	0.07	0.48	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3150	316	1484	789	126	835	1750	3800	1750	1750	3604	96
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.15	0.15	0.15	0.02	0.28	0.36	0.06	0.20	0.20
Crit Moves:			****		****				****	****		
Green Time:	10.0	10.0	10.0	21.0	21.0	21.0	4.4	39.8	49.8	8.1	43.5	43.5
Volume/Cap:	0.39	0.28	0.28	0.65	0.65	0.65	0.41	0.63	0.66	0.65	0.41	0.41
Delay/Veh:	28.7	28.1	28.1	26.2	26.2	26.2	33.4	15.3	11.9	36.1	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	28.7	23.9	23.9	22.2	22.2	22.2	33.4	13.0	10.1	36.1	9.8	9.8
DesignQueue:	6	0	2	5	1	5	2	32	16	5	19	1

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 130 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 43.3
Optimal Cycle: 160 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	463	49	163	20	48	26	26	425	755	203	447	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	49	163	20	48	26	26	425	755	203	447	11
Added Vol:	2	0	2	0	0	0	0	1	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	49	165	20	48	26	26	426	756	204	447	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	49	165	20	48	26	26	426	756	204	447	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	49	165	20	48	26	26	426	756	204	447	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	465	49	165	20	48	26	26	426	756	204	447	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	1.52	0.11	0.37	0.21	0.51	0.28	1.00	1.00	1.00	1.00	1.95	0.05
Final Sat.:	2661	192	647	372	894	484	1750	1900	1750	1750	3611	89
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.05	0.05	0.05	0.01	0.22	0.43	0.12	0.12	0.12
Crit Moves:		****			****				****	****		
Green Time:	34.3	34.3	34.3	10.0	10.0	10.0	7.0	58.1	58.1	15.7	66.7	66.7
Volume/Cap:	0.66	0.97	0.97	0.70	0.70	0.70	0.28	0.50	0.97	0.97	0.24	0.24
Delay/Veh:	33.6	55.3	55.3	54.2	54.2	54.2	45.3	19.7	40.3	82.2	13.4	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	28.5	47.0	47.0	46.1	46.1	46.1	45.3	16.7	34.3	82.2	11.4	11.4
DesignQueue:	26	3	9	1	3	2	2	18	34	13	16	0

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42) Mitigated
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 20.3
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Ovl						Include					
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	1	1	0	1	0		0	1	0	1	0		1	0	2	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	610	414			18		117	587			139		59	112			244		21	362			73	
Growth Adj:	1.02	1.02			1.02		1.02	1.02			1.02		1.02	1.02			1.02		1.02	1.02			1.02	
Initial Bse:	622	422			18		119	599			142		60	114			249		21	369			74	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	622	422			18		119	599			142		60	114			249		21	369			74	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	622	422			18		119	599			142		60	114			249		21	369			74	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	622	422			18		119	599			142		60	114			249		21	369			74	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Final Vol.:	622	422			18		119	599			142		60	114			249		21	369			74	
Saturation Flow Module:																								
Sat/Lane:	1800	1800			1800		1800	1800			1800		1800	1800			1800		1800	1800			1800	
Adjustment:	0.98	1.00			1.00		1.00	1.00			1.00		0.97	1.06			0.97		0.97	1.03			1.00	
Lanes:	1.77	1.18			0.05		0.28	1.39			0.33		1.00	2.00			1.00		1.00	1.66			0.34	
Final Sat.:	3133	2126			91		498	2507			594		1750	3800			1750		1750	3081			618	
Capacity Analysis Module:																								
Vol/Sat:	0.20	0.20			0.20		0.24	0.24			0.24		0.03	0.03			0.14		0.01	0.12			0.12	
Crit Moves:					****			****					****							****				
Green Time:	25.3	25.3			25.3		30.4	30.4			30.4		7.0	15.3			40.6		7.0	15.3			15.3	
Volume/Cap:	0.71	0.71			0.71		0.71	0.71			0.71		0.44	0.18			0.32		0.15	0.71			0.71	
Delay/Veh:	23.1	23.1			23.1		21.0	21.0			21.0		31.6	24.3			12.1		29.5	29.3			29.3	
Delay Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
ProgAdjFctr:	0.85	0.85			0.85		0.85	0.85			0.85		1.00	0.85			0.85		1.00	0.85			0.85	
AdjDel/Veh:	19.7	19.7			19.7		17.9	17.9			17.9		31.6	20.7			10.3		29.5	24.9			24.9	
DesignQueue:	24		16		1		4		21		5		3		5		7		1		16		3	

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42) Mitigated
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 49.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Ovl					
Min. Green:	7		10		10		7		10		10		0		10		10		0		10		10	
Lanes:	1	0	0	1	0		1	0	0	1	0		0	0	1	1	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	81		503		7		522		337		20		0		104		7		0		582		661	
Growth Adj:	1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02		1.02	
Initial Bse:	83		513		7		532		344		20		0		106		7		0		594		674	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	83		513		7		532		344		20		0		106		7		0		594		674	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	83		513		7		532		344		20		0		106		7		0		594		674	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	83		513		7		532		344		20		0		106		7		0		594		674	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	83		513		7		532		344		20		0		106		7		0		594		674	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.97		1.00		1.00		0.97		1.00		1.00		0.97		1.03		1.00		0.97		1.06		0.97	
Lanes:	1.00		0.99		0.01		1.00		0.95		0.05		0.00		1.87		0.13		0.00		1.00		1.00	
Final Sat.:	1750		1776		24		1750		1701		99		0		3471		229		0		1900		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.29		0.29		0.30		0.20		0.20		0.00		0.03		0.03		0.00		0.31		0.39	
Crit Moves:					****		****														****			
Green Time:	32.2		32.2		32.2		33.9		33.9		33.9		0.0		34.9		34.9		0.0		34.9		68.8	
Volume/Cap:	0.16		0.99		0.99		0.99		0.66		0.66		0.00		0.10		0.10		0.00		0.99		0.62	
Delay/Veh:	22.0		56.3		56.3		55.3		27.0		27.0		0.0		20.1		20.1		0.0		53.4		10.3	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
ProgAdjFctr:	1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85	
AdjDel/Veh:	22.0		47.8		47.8		55.3		23.0		23.0		0.0		17.1		17.1		0.0		45.4		8.8	
DesignQueue:	4		24		0		24		15		1		0		4		0		0		27		17	

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42) Mitigated
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	290	0	69	0	231	0	0	860	638
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	0.00
Initial Bse:	0	0	0	296	0	70	0	236	0	0	877	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	296	0	70	0	236	0	0	877	0
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	308	0	73	0	245	0	0	912	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	73	0	245	0	0	912	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	308	0	73	0	257	0	0	912	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1900	0	1900	0	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.04	0.00	0.07	0.00	0.00	0.48	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	38.1	0.0	0.0	38.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.18	0.00	0.11	0.00	0.00	0.76	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	0.0	12.5	0.0	2.8	0.0	0.0	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	0.0	12.5	0.0	2.8	0.0	0.0	6.9	0.0
DesignQueue:	0	0	0	8	0	2	0	3	0	0	13	0

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42) Mitigated
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 7.7
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0	0 0	0	1 0	0 1	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	344	122	27	0	14	6	19	18	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	351	124	28	0	14	6	19	18	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	351	124	28	0	14	6	19	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	351	124	28	0	14	6	19	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	351	124	28	0	14	6	19	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	351	124	28	0	14	6	19	18	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.82	0.18	0.00	0.70	0.30	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1468	332	0	1260	540	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.08	0.08	0.00	0.01	0.01	0.01	0.01	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	31.0	31.0	31.0	0.0	10.0	10.0	7.0	17.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.16	0.16	0.00	0.07	0.07	0.09	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	6.8	5.8	5.8	0.0	16.0	16.0	18.0	11.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	6.8	5.0	5.0	0.0	13.6	13.6	18.0	10.0	0.0
DesignQueue:	0	0	0	6	2	0	0	0	0	1	0	0

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42) Mitigated
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.223
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.8
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	15	88	53	0	0	0	33	327	0	0	19	197
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	15	90	54	0	0	0	34	334	0	0	19	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	90	54	0	0	0	34	334	0	0	19	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	90	54	0	0	0	34	334	0	0	19	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	90	54	0	0	0	34	334	0	0	19	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	90	54	0	0	0	34	334	0	0	19	201
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.19	1.13	0.68	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	340	2038	1223	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.02	0.18	0.00	0.00	0.01	0.11
Crit Moves:		****					****					****
Green Time:	11.4	11.4	11.4	0.0	0.0	0.0	7.0	36.6	0.0	0.0	29.6	29.6
Volume/Cap:	0.23	0.23	0.23	0.00	0.00	0.00	0.17	0.29	0.00	0.00	0.02	0.23
Delay/Veh:	15.7	15.7	15.7	0.0	0.0	0.0	18.2	4.2	0.0	0.0	5.9	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	13.3	13.3	13.3	0.0	0.0	0.0	18.2	3.6	0.0	0.0	5.0	5.6
DesignQueue:	0	2	1	0	0	0	1	5	0	0	0	3

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42) Mitigated
AM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec):	80	Critical Vol./Cap. (X):	0.587
Loss Time (sec):	12 (Y+R = 4 sec)	Average Crit Del (sec/veh):	17.3
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 1! 0 0			1 0 1! 0 0			1 0 1 1 0			1 0 1 0 1		
Volume Module:												
Base Vol:	5	7	7	212	34	73	67	124	12	14	339	558
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	7	7	216	35	74	68	126	12	14	346	569
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	7	7	216	35	74	68	126	12	14	346	569
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	7	7	216	35	74	68	126	12	14	346	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	7	7	216	35	74	68	126	12	14	346	569
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	7	7	216	35	74	68	126	12	14	346	569
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.26	0.37	0.37	1.50	0.16	0.34	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	461	645	645	2621	282	597	1750	3378	322	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.12	0.12	0.04	0.04	0.04	0.01	0.18	0.33
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	14.1	14.1	14.1	7.0	25.8	25.8	18.1	36.9	36.9
Volume/Cap:	0.09	0.09	0.09	0.47	0.70	0.70	0.44	0.12	0.12	0.04	0.39	0.70
Delay/Veh:	23.5	23.5	23.5	22.9	26.9	26.9	27.7	14.5	14.5	18.4	10.9	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	20.0	20.0	20.0	19.4	22.9	22.9	27.7	12.3	12.3	18.4	9.3	12.8
DesignQueue:	0	0	0	8	1	3	3	4	0	0	9	15

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42) Mitigated
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 7.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0		0		0	69		0		87	288		635		0	0		336		111
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	0		0		0	70		0		89	294		648		0	0		343		113
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	70		0		89	294		648		0	0		343		113
User Adj:	1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0		0		0	72		0		91	303		667		0	0		353		117
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	72		0		91	303		667		0	0		353		117
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	0		0		0	72		0		91	303		667		0	0		353		117
Saturation Flow Module:																				
Sat/Lane:	0		0		0	232	232			232	431		431		431	379		379		379
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	0.00		0.00		1.00	0.00		1.00		1.00	2.00		0.00		0.00	1.00		1.00	
Final Sat.:	0		0		0	232		0		232	431		862		0	0		379		379
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.31	0.00		0.39		0.70	0.77		0.00		0.00	0.93		0.31	
Crit Moves:				****					****			****					****			
ApproachV/S:	xxxxx						0.35					0.75					0.62			
Delay/Veh:	0.0	0.0		0.0		3.3	0.0		4.4		14.5	18.9		0.0		0.0	34.4		3.2	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	0.0	0.0		0.0		3.3	0.0		4.4		14.5	18.9		0.0		0.0	34.4		3.2	
LOS by Move:	*	*		*		A	*		A		C	C		*		*	E		A	
ApproachDel:	xxxxxx						3.8					17.3					10.6			
Delay Adj:	xxxxx						1.00					1.00					1.00			
ApprAdjDel:	xxxxxx						3.8					17.3					10.6			
LOS by Appr:	F						A					C					C			

Stanford Community Plan
2010 Cumulative With Project Internal Intersections (35-42) Mitigated
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.243
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 5.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	84	46	295	123	28	31	14	6	17	1	185
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14	86	47	301	125	29	32	14	6	17	1	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	86	47	301	125	29	32	14	6	17	1	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	86	47	301	125	29	32	14	6	17	1	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	86	47	301	125	29	32	14	6	17	1	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	86	47	301	125	29	32	14	6	17	1	189
Saturation Flow Module:												
Sat/Lane:	624	624	624	951	951	951	266	266	266	152	152	152
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.58	0.32	0.67	0.27	0.06	0.61	0.27	0.12	0.94	0.06	1.00
Final Sat.:	59	365	200	629	261	61	164	72	31	144	8	152
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.48	0.48	0.48	0.20	0.20	0.20	0.12	0.12	1.24
Crit Moves:	****					****		****				****
ApproachV/S:		0.24			0.48			0.20			0.68	
Delay/Veh:	2.4	2.4	2.4	6.2	6.2	6.2	2.1	2.1	2.1	1.6	1.6	112.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	2.4	2.4	6.2	6.2	6.2	2.1	2.1	2.1	1.6	1.6	112.7
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	F
ApproachDel:		2.4			6.2			2.1			13.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		2.4			6.2			2.1			13.3	
LOS by Appr:		A			B			A			C	

Stanford Community Plan
2010 Cumulative Plus Project With Mitigations
AM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 11.2
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	360	0	105	0	0	0	0	617	494	87	401	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	0	105	0	0	0	0	617	494	87	401	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	0	105	0	0	0	0	621	494	87	403	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	0	105	0	0	0	0	621	494	87	403	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	0	105	0	0	0	0	621	494	87	403	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	360	0	105	0	0	0	0	621	494	87	403	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.93	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.98	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1758	0	1758	0	0	0	0	1862	1764	1764	1862	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.28	0.05	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	30.7	30.7	4.5	35.2	0.0
Volume/Cap:	0.65	0.00	0.19	0.00	0.00	0.00	0.00	0.65	0.55	0.65	0.37	0.00
Delay/Veh:	13.4	0.0	9.7	0.0	0.0	0.0	0.0	8.1	7.0	24.7	4.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	0.0	9.7	0.0	0.0	0.0	0.0	8.1	7.0	24.7	4.3	0.0
DesignQueue:	9	0	2	0	0	0	0	11	9	3	6	0

Stanford General Use Permit

2010 With Project No Arena and Theater Conditions With Mitigations

PM Peak Hour

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 0.990
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 44.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			1 1 0 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	290	2297	44	55	1788	319	312	117	110	117	277	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	2297	44	55	1788	319	312	117	110	117	277	44
Added Vol:	0	57	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	2354	44	55	1805	319	312	117	110	117	277	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	2478	46	58	1900	336	328	123	116	123	292	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2478	46	58	1900	336	328	123	116	123	292	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	305	2726	51	58	2090	369	345	129	116	123	292	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.94	0.06	1.00	2.54	0.46	1.46	0.54	1.00	1.00	1.00	1.00
Final Sat.:	1715	5554	104	1715	4801	848	2497	934	1715	1715	1715	1715
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.49	0.03	0.44	0.44	0.14	0.14	0.07	0.07	0.17	0.03
Crit Moves:	****				****			****			****	
Green Time:	23.3	75.3	75.3	5.2	57.2	57.2	18.1	18.1	18.1	22.4	22.4	22.4
Volume/Cap:	0.99	0.85	0.85	0.85	0.99	0.99	0.99	0.99	0.48	0.42	0.99	0.16
Delay/Veh:	71.2	16.2	16.2	79.5	35.3	35.3	65.3	65.3	34.6	31.6	72.4	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	16.2	16.2	79.5	35.3	35.3	65.3	65.3	34.6	31.6	72.4	29.6
DesignQueue:	19	95	2	4	95	17	22	8	7	7	18	3

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 25.0
Optimal Cycle: 161 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	0 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	2120	99	0	1819	209	202	106	161	89	94	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2120	99	0	1819	209	202	106	161	89	94	96
Added Vol:	0	45	0	0	14	3	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2165	99	0	1833	212	214	106	161	89	94	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2279	104	0	1929	223	225	112	169	94	99	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2279	104	0	1929	223	225	112	169	94	99	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2393	104	0	2026	223	225	112	169	94	99	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	870	888
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.06	0.00	0.54	0.12	0.13	0.06	0.10	0.05	0.11	0.11
Crit Moves:		****					****				****	
Green Time:	0.0	87.9	87.9	0.0	87.9	87.9	17.5	17.5	17.5	15.6	15.6	15.6
Volume/Cap:	0.00	0.95	0.08	0.00	0.80	0.18	0.95	0.47	0.71	0.45	0.95	0.95
Delay/Veh:	0.0	18.9	4.7	0.0	11.1	5.0	68.6	34.7	41.3	35.4	71.6	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	4.7	0.0	11.1	5.0	68.6	34.7	41.3	35.4	71.6	71.6
DesignQueue:	0	67	2	0	55	5	15	7	11	6	6	7

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.125
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 92.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 1 1 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	313	2269	351	310	1957	92	45	440	75	310	311	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	2269	351	310	1957	92	45	440	75	310	311	133
Added Vol:	0	45	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	2314	351	310	1971	92	45	440	75	310	311	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	329	2436	369	326	2075	97	47	463	79	326	327	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2436	369	326	2075	97	47	463	79	326	327	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.05	1.05	1.00	1.03	1.00	1.00
Final Vol.:	329	2679	406	326	2282	107	50	486	79	336	327	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.61	0.39	1.00	2.87	0.13	0.19	1.81	1.00	2.00	1.00	1.00
Final Sat.:	1862	4851	735	1862	5336	250	347	3377	1862	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.18	0.55	0.55	0.18	0.43	0.43	0.14	0.14	0.04	0.09	0.18	0.08
Crit Moves:		****		****				****			****	
Green Time:	24.6	63.8	63.8	20.2	59.5	59.5	16.6	16.6	16.6	20.3	20.3	20.3
Volume/Cap:	0.93	1.12	1.12	1.12	0.93	0.93	1.12	1.12	0.33	0.58	1.12	0.48
Delay/Veh:	56.3	81.2	81.2	123.8	26.9	26.9	114.5	114	33.7	33.9	124	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	81.2	81.2	123.8	26.9	26.9	114.5	114	33.7	33.9	124	33.3
DesignQueue:	20	115	17	21	100	5	3	32	5	21	21	9

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 7.6
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	165	2410	39	102	2113	46	51	2	48	89	42	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	2410	39	102	2113	46	51	2	48	89	42	66
Added Vol:	0	45	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	2455	39	102	2127	46	51	2	48	89	42	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	2584	41	107	2239	48	54	2	51	94	44	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2584	41	107	2239	48	54	2	51	94	44	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	2843	45	107	2463	53	54	2	51	94	44	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.95	0.05	1.00	2.94	0.06	0.50	0.02	0.48	0.68	0.32	1.00
Final Sat.:	1794	5299	84	1794	5270	113	906	34	855	1222	572	1794
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.54	0.06	0.47	0.47	0.06	0.06	0.06	0.08	0.08	0.04
Crit Moves:		****		****							****	
Green Time:	18.9	98.8	98.8	11.0	91.0	91.0	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.67	0.71	0.71	0.71	0.67	0.67	0.55	0.55	0.55	0.71	0.71	0.35
Delay/Veh:	38.4	5.6	5.6	46.6	7.4	7.4	37.9	37.9	37.9	43.5	43.5	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	5.6	5.6	46.6	7.4	7.4	37.9	37.9	37.9	43.5	43.5	35.1
DesignQueue:	11	57	1	7	60	1	4	0	3	6	3	4

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 1.126
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 87.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	0 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	657	2368	21	0	2419	151	281	1	170	6	4	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	2368	21	0	2419	151	281	1	170	6	4	12
Added Vol:	0	45	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	2413	21	0	2433	151	281	1	170	6	4	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	692	2540	22	0	2561	159	296	1	179	6	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	692	2540	22	0	2561	159	296	1	179	6	4	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	692	2794	24	0	2817	159	296	1	179	6	4	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.97	0.03	0.00	3.00	1.00	0.99	0.01	1.00	0.26	0.17	0.57
Final Sat.:	1794	5337	46	0	5383	1794	1788	6	1794	468	312	1014
Capacity Analysis Module:												
Vol/Sat:	0.39	0.52	0.52	0.00	0.52	0.09	0.17	0.17	0.10	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	44.5	105	104.9	0.0	60.4	60.4	19.1	19.1	19.1	19.1	19.1	19.1
Volume/Cap:	1.13	0.65	0.65	0.00	1.13	0.19	1.13	1.13	0.68	0.09	0.09	0.09
Delay/Veh:	102.1	3.5	3.5	0.0	83.7	13.2	127.3	127	38.6	31.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.1	3.5	3.5	0.0	83.7	13.2	127.3	127	38.6	31.0	31.0	31.0
DesignQueue:	36	45	0	0	125	6	19	0	11	0	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-30-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Alex File Name: 5PMFPNAM.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/o arena w/project w/mitigation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	1
Volumes	281	1	170	6	4	12	657	2413	21		2433	151
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left		*		
Thru	*				Thru	*	*		
Right	*				Right	*	*		
Peds					Peds				
WB Left	*				SB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	19.0P				Green	62.0P	40.0P		
Yellow/AR	3.0				Yellow/AR	3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	223	1524	1.333	0.146	*	*	*	*
	R	231	1583	0.774	0.146	50.7	E		
WB	LTR	127	866	0.182	0.146	37.1	D	37.1	D
NB	L	544	1770	1.271	0.308	*	*	*	*
	TR	4508	5581	0.625	0.808	3.9	A		
SB	T	2665	5588	1.057	0.477	*	*	*	*
	R	755	1583	0.211	0.477	15.0	B		

Intersection Delay = * (sec/veh) Intersection LOS = *
(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 12.3
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	225	2821	2	50	2505	57	41	0	74	39	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2821	2	50	2505	57	41	0	74	39	0	41
Added Vol:	0	45	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2866	2	50	2519	57	41	0	74	39	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	3017	2	53	2652	60	43	0	78	41	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	3017	2	53	2652	60	43	0	78	41	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	3319	2	53	2917	66	43	0	78	41	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.36	0.00	0.64	0.49	0.00	0.51
Final Sat.:	1794	5380	3	1794	5264	119	638	0	1157	876	0	919
Capacity Analysis Module:												
Vol/Sat:	0.13	0.62	0.62	0.03	0.55	0.55	0.07	0.00	0.07	0.05	0.00	0.05
Crit Moves:	****				****		****					
Green Time:	21.7	108	107.7	5.2	91.2	91.2	11.1	0.0	11.1	11.1	0.0	11.1
Volume/Cap:	0.79	0.74	0.74	0.74	0.79	0.79	0.79	0.00	0.79	0.55	0.00	0.55
Delay/Veh:	42.6	3.7	3.7	61.6	9.2	9.2	53.4	0.0	53.4	40.0	0.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	3.7	3.7	61.6	9.2	9.2	53.4	0.0	53.4	40.0	0.0	40.0
DesignQueue:	15	49	0	4	73	2	3	0	5	3	0	3

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 31.7
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Ovl					Ovl					Ignore				
Min. Green:	0	0		0		0	0		0		7	0		10		0	0		0	
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	0	0	1	0	0	0	0	1
Volume Module: >> Count Date: 21 Oct 1998 <<																				
Base Vol:	150	1749		221		746	1473		400		850		0	100		0		0	1018	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	0.00	
Initial Bse:	150	1749		221		746	1473		400		850		0	100		0		0	0	
Added Vol:	0	39		0		0	12		2		6		0	0		0		0	0	
PasserByVol:	0	0		0		0	0		0		0		0	0		0		0	0	
Initial Fut:	150	1788		221		746	1485		402		856		0	100		0		0	0	
User Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02	1.02		1.02		1.02	0.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	0.00	
PHF Volume:	153	1824		225		761	1515		410		873		0	102		0		0	0	
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0	0	
Reduced Vol:	153	1824		225		761	1515		410		873		0	102		0		0	0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	0.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	0.00	
Final Vol.:	153	1824		225		761	1515		410		873		0	102		0		0	0	
Saturation Flow Module:																				
Sat/Lane:	1800	1800		1800		1800	1800		1800		1800		1800	1800		1800		1800	1800	
Adjustment:	0.97	1.06		0.97		0.88	1.06		0.97		0.88		1.06	0.97		0.97		1.06	0.97	
Lanes:	1.00	3.00		1.00		2.00	3.00		1.00		2.00		0.00	1.00		0.00		0.00	1.00	
Final Sat.:	1750	5700		1750		3150	5700		1750		3150		0	1750		0		0	1750	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.32		0.13		0.24	0.27		0.23		0.28		0.00	0.06		0.00		0.00	0.00	
Crit Moves:		****				****					****									
Green Time:	18.9	43.5		43.5		32.8	57.4		95.1		37.7		0.0	56.6		0.0		0.0	0.0	
Volume/Cap:	0.56	0.88		0.35		0.88	0.56		0.30		0.88		0.00	0.12		0.00		0.00	0.00	
Delay/Veh:	37.3	30.8		21.4		39.3	17.1		2.6		36.5		0.0	13.5		0.0		0.0	0.0	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00	
ProgAdjFctr:	1.00	0.85		0.85		1.00	0.85		0.85		1.00		0.85	0.85		1.00		0.85	0.85	
AdjDel/Veh:	37.3	26.2		18.2		39.3	14.5		2.2		36.5		0.0	11.5		0.0		0.0	0.0	
DesignQueue:	9	85		10		39	57		6		43		0	4		0		0	0	

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 El Camino Real/Stanford Shopping Center Entrance

Average Crit Del (sec/veh): 36.0 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 3	0	0	0 0 2	1	0	0 0 0	0	1	0 0 0	0	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	272 1860		0	0 1303		288	0	0	324	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	272 1860		0	0 1303		288	0	0	324	0	0	0
Added Vol:	0 39		0	0 12		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	272 1899		0	0 1315		288	0	0	324	0	0	0
User Adj:	1.02 1.02		1.02	1.02 1.02		1.02	1.02 1.02		1.02	1.02 1.02		1.02
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	277 1937		0	0 1341		294	0	0	330	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Final Vol.:	277 1937		0	0 1341		294	0	0	330	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx xxxx			xxxx xxxx			xxxx xxxx			xxxx xxxx		
% Truck/Comb:	xxxx xxxx			xxxx xxxx			xxxx xxxx			xxxx xxxx		
PCE Adj:	1.10 1.00		1.00	1.10 1.00		1.00	1.10 1.10		1.10	1.10 1.10		1.10
Cycl/Car PCE:	xxxx xxxx			xxxx xxxx			xxxx xxxx			xxxx xxxx		
Trck/Cmb PCE:	xxxx xxxx			xxxx xxxx			xxxx xxxx			xxxx xxxx		
Adj Vol.:	305 1937		0	0 1341		294	0	0	364	0	0	0
Critical Gap Module:												
MoveUp Time:	2.1 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx		2.6	xxxxx xxxx		xxxxx
Critical Gp:	5.5 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx		5.5	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	1635 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx		594	xxxx xxxx		xxxxx
Potent Cap.:	227 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx		692	xxxx xxxx		xxxxx
Adj Cap:	1.00 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx		1.00	xxxx xxxx		xxxxx
Move Cap.:	227 xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx		692	xxxx xxxx		xxxxx
Level Of Service Module:												
Stopped Del:	488.1 xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx		9.9	xxxxx xxxx		xxxxx
LOS by Move:	F *		*	* *		*	*		B	* *		*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Shrd StpDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx		
Shared LOS:	* *		*	* *		*	*		*	* *		*
ApproachDel:	66.4			0.0			9.9			0.0		

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #9 El Camino Real/Quarry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 25.6
Optimal Cycle: 53 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0	4 0	0	0 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	550	1650	0	0	1147	550	480	0	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1650	0	0	1147	550	480	0	504	0	0	0
Added Vol:	0	39	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1689	0	0	1159	550	480	0	504	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1689	0	0	1159	550	480	0	504	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1689	0	0	1159	550	480	0	504	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	550	1689	0	0	1159	550	480	0	504	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.88	0.97	1.06	0.97
Lanes:	2.00	4.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	5700	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.00	0.20	0.31	0.27	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	27.0	58.5	0.0	0.0	31.5	74.0	42.5	0.0	69.5	0.0	0.0	0.0
Volume/Cap:	0.71	0.42	0.00	0.00	0.71	0.47	0.71	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	30.9	11.8	0.0	0.0	27.8	6.8	24.1	0.0	6.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	30.9	10.0	0.0	0.0	23.6	5.8	24.1	0.0	5.7	0.0	0.0	0.0
DesignQueue:	26	51	0	0	53	12	19	0	12	0	0	0

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #10 El Camino Real/Palm Drive-University ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.133
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 87.4
Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1 0		0 1 0	1 0		0 1 0	1 0		0 1 1	0 1	
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	116	0	314	315	0	117	158	915	288	295	920	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	0	314	315	0	117	158	915	288	295	920	209
Added Vol:	3	13	0	0	5	7	26	81	11	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	13	314	315	5	124	184	996	299	295	943	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	13	315	316	5	124	185	1000	300	296	947	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	13	315	316	5	124	185	1000	300	296	947	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	119	13	315	316	5	124	185	1000	300	296	947	210
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	0.97
Lanes:	0.90	0.10	1.00	1.00	0.04	0.96	0.25	1.35	0.40	0.49	1.51	1.00
Final Sat.:	1623	177	1800	1800	70	1730	448	2424	727	881	2818	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.17	0.18	0.07	0.07	0.41	0.41	0.41	0.34	0.34	0.12
Crit Moves:		****		****					****	****		
Green Time:	6.5	6.5	36.1	15.5	15.5	51.9	36.4	36.4	36.4	29.6	29.6	29.6
Volume/Cap:	1.13	1.13	0.48	1.13	0.46	0.14	1.13	1.13	1.13	1.13	1.13	0.40
Delay/Veh:	121.7	122	19.1	118.8	29.5	9.5	95.4	95.4	95.4	99.2	99.2	21.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	103.4	103	16.3	101.0	25.1	8.1	81.1	81.1	81.1	84.3	84.3	18.4
DesignQueue:	6	1	12	16	0	3	7	39	12	13	41	8

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Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.3
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0	3 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	1748	149	62	1258	0	0	0	0	579	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1748	149	62	1258	0	0	0	0	579	0	139
Added Vol:	0	16	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1764	149	62	1274	0	0	0	0	579	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1764	149	62	1274	0	0	0	0	579	0	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1764	149	62	1274	0	0	0	0	579	0	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1764	149	62	1274	0	0	0	0	579	0	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	2932	0	568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.04	0.22	0.00	0.00	0.00	0.00	0.20	0.00	0.24
Crit Moves:		****		****								****
Green Time:	0.0	46.9	84.0	7.0	53.9	0.0	0.0	0.0	0.0	37.1	0.0	37.1
Volume/Cap:	0.00	0.66	0.10	0.51	0.41	0.00	0.00	0.00	0.00	0.53	0.00	0.66
Delay/Veh:	0.0	16.0	1.1	36.9	10.5	0.0	0.0	0.0	0.0	19.1	0.0	21.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	13.6	0.9	36.9	8.9	0.0	0.0	0.0	0.0	16.2	0.0	17.8
DesignQueue:	0	57	1	3	35	0	0	0	0	21	0	5

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

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Cycle (sec): 120 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 40.7
Optimal Cycle: 129 Level Of Service: E

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 3 0 1			2 0 2 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	276	1289	95	482	1403	42	300	632	207	351	390	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1289	95	482	1403	42	300	632	207	351	390	335
Added Vol:	3	16	0	0	16	0	0	8	11	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1305	95	482	1419	42	300	640	218	351	392	335
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1356	99	501	1474	44	312	665	227	365	407	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1356	99	501	1474	44	312	665	227	365	407	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	290	1356	99	501	1474	44	312	665	227	365	407	348
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.04	1.00	0.97	1.06	0.97	0.97	1.05	1.00
Lanes:	1.00	3.00	1.00	2.00	2.91	0.09	1.00	2.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	5700	1750	3150	5437	162	1750	3800	1750	1750	1993	1704
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.06	0.16	0.27	0.27	0.18	0.17	0.13	0.21	0.20	0.20
Crit Moves:	****				****		****			****		
Green Time:	21.7	34.3	61.7	22.9	35.5	35.5	23.4	23.4	45.1	27.3	27.3	27.3
Volume/Cap:	0.92	0.83	0.11	0.83	0.92	0.92	0.92	0.90	0.35	0.92	0.90	0.90
Delay/Veh:	57.8	33.2	11.4	42.2	37.0	37.0	56.1	45.7	20.5	52.4	42.9	42.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	57.8	28.2	9.7	42.2	31.5	31.5	56.1	38.9	17.5	52.4	36.4	36.4
DesignQueue:	16	69	3	28	74	2	18	37	10	20	22	19

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Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.3
Optimal Cycle: 87 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:			Ovl						Include						Include						Include			
Min. Green:	0		10		10		7		10		0		0		0		0		7		0		10	
Lanes:	0	0	3	0	1		1	0	3	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module: >> Count Date: 21 Oct 1998 <<																								
Base Vol:	0		1997		260		358		2346		0		0		0		0		240		0		267	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		1997		260		358		2346		0		0		0		0		240		0		267	
Added Vol:	0		19		0		0		28		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		2016		260		358		2374		0		0		0		0		240		0		267	
User Adj:	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		2095		270		372		2467		0		0		0		0		249		0		277	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		2095		270		372		2467		0		0		0		0		249		0		277	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	0		2095		270		372		2467		0		0		0		0		249		0		277	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.97		1.06		0.97		0.97		1.06		0.97		0.97		1.06		0.97		0.97		1.06		0.97	
Lanes:	0.00		3.00		1.00		1.00		3.00		0.00		0.00		0.00		0.00		1.00		0.00		1.00	
Final Sat.:	0		5700		1750		1750		5700		0		0		0		0		1750		0		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.37		0.15		0.21		0.43		0.00		0.00		0.00		0.00		0.14		0.00		0.16	
Crit Moves:			****				****																****	
Green Time:	0.0		48.8		69.8		28.2		77.0		0.0		0.0		0.0		0.0		21.0		0.0		21.0	
Volume/Cap:	0.00		0.83		0.24		0.83		0.62		0.00		0.00		0.00		0.00		0.75		0.00		0.83	
Delay/Veh:	0.0		22.2		6.6		37.8		6.8		0.0		0.0		0.0		0.0		37.9		0.0		43.4	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
ProgAdjFctr:	1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85	
AdjDel/Veh:	0.0		18.9		5.6		37.8		5.8		0.0		0.0		0.0		0.0		37.9		0.0		36.9	
DesignQueue:	0		79		6		18		51		0		0		0		0		13		0		14	

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.6
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1 0		1 0 2	1 0		1 0 1	0 1		0 1	0 0 1	
Volume Module:												
Base Vol:	263	2016	36	46	2529	97	182	29	397	26	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	2016	36	46	2529	97	182	29	397	26	25	33
Added Vol:	6	15	0	0	26	1	3	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	2031	36	46	2555	98	185	29	415	26	25	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	2031	36	46	2555	98	185	29	415	26	25	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	2031	36	46	2555	98	185	29	415	26	25	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	269	2031	36	46	2555	98	185	29	415	26	25	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.95	0.05	1.00	2.89	0.11	1.00	1.00	1.00	0.51	0.49	1.00
Final Sat.:	1750	5502	98	1750	5393	207	1750	1900	1750	918	882	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.37	0.03	0.47	0.47	0.11	0.02	0.24	0.03	0.03	0.02
Crit Moves:	****				****		****					
Green Time:	25.4	96.7	96.7	6.9	78.2	78.2	17.4	17.4	42.8	17.4	17.4	17.4
Volume/Cap:	0.79	0.50	0.50	0.50	0.79	0.79	0.79	0.11	0.72	0.21	0.21	0.14
Delay/Veh:	45.8	5.2	5.2	48.9	15.8	15.8	52.4	37.6	32.1	38.2	38.2	37.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	45.8	4.4	4.4	48.9	13.5	13.5	52.4	32.0	27.3	32.5	32.5	32.1
DesignQueue:	16	42	1	3	84	3	12	2	21	2	2	2

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 24.3
Optimal Cycle: 117 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	245	2126	61	47	2379	254	206	0	363	21	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	2126	61	47	2379	254	206	0	363	21	0	28
Added Vol:	6	16	0	0	42	2	5	3	20	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	2142	61	47	2421	256	211	3	383	21	1	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	2142	61	47	2421	256	211	3	383	21	1	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	2142	61	47	2421	256	211	3	383	21	1	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	2142	61	47	2421	256	211	3	383	21	1	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	2.91	0.09	1.00	2.70	0.30	0.99	0.01	1.00	0.42	0.02	0.56
Final Sat.:	1750	5445	155	1750	5064	535	1775	25	1750	735	35	980
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.39	0.03	0.48	0.48	0.12	0.12	0.22	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	17.2	69.9	69.9	4.8	57.5	57.5	26.3	26.3	26.3	26.3	26.3	26.3
Volume/Cap:	0.92	0.62	0.62	0.62	0.92	0.92	0.50	0.50	0.92	0.12	0.12	0.12
Delay/Veh:	58.1	9.4	9.4	48.8	22.0	22.0	28.2	28.2	48.5	24.9	24.9	24.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	58.1	8.0	8.0	48.8	18.7	18.7	24.0	24.0	41.2	21.2	21.2	21.2
DesignQueue:	13	53	1	3	81	8	10	0	19	1	0	1

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.0
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	92	1946	128	178	2354	144	168	96	115	96	99	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1946	128	178	2354	144	168	96	115	96	99	181
Added Vol:	3	19	0	0	60	1	3	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1965	128	178	2414	145	171	96	122	96	99	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1965	128	178	2414	145	171	96	122	96	99	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1965	128	178	2414	145	171	96	122	96	99	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	1965	128	178	2414	145	171	96	122	96	99	181
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.81	0.19	1.00	2.82	0.18	1.00	0.44	0.56	1.00	1.00	1.00
Final Sat.:	1750	5257	342	1750	5282	317	1750	793	1007	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.10	0.46	0.46	0.10	0.12	0.12	0.05	0.05	0.10
Crit Moves:	****				****			****		****		
Green Time:	8.5	63.2	63.2	17.2	71.8	71.8	18.0	19.0	19.0	8.6	9.6	26.8
Volume/Cap:	0.76	0.71	0.71	0.71	0.76	0.76	0.65	0.76	0.76	0.76	0.65	0.46
Delay/Veh:	57.4	16.9	16.9	43.4	14.3	14.3	40.3	44.6	44.6	57.2	47.1	31.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	57.4	14.4	14.4	43.4	12.2	12.2	40.3	37.9	37.9	57.2	40.0	26.6
DesignQueue:	6	69	4	10	73	4	10	6	7	6	6	10

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 125 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 50.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 2 0 1			2 0 2 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Added Vol:	1	19	0	4	62	1	1	8	2	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	1106	323	516	1660	258	547	1411	234	356	1181	485
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	1129	330	527	1695	263	558	1441	239	363	1206	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1129	330	527	1695	263	558	1441	239	363	1206	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	359	1129	330	527	1695	263	558	1441	239	363	1206	495
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.19	0.17	0.30	0.15	0.18	0.38	0.14	0.12	0.32	0.28
Crit Moves:	****				****		****				****	
Green Time:	14.2	27.8	42.2	23.5	37.1	59.2	22.1	47.3	61.5	14.4	39.6	63.1
Volume/Cap:	1.00	0.89	0.56	0.89	1.00	0.32	1.00	1.00	0.28	1.00	1.00	0.56
Delay/Veh:	79.2	41.7	26.6	48.6	50.7	15.6	69.0	48.2	14.2	78.9	52.9	16.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	79.2	35.4	22.6	48.6	43.1	13.2	69.0	41.0	12.1	78.9	45.0	14.3
DesignQueue:	23	64	16	31	90	10	33	69	9	23	62	18

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Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 33.7
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	2 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	39	150	564	309	96	92	69	1129	34	170	1006	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	150	564	309	96	92	69	1129	34	170	1006	352
Added Vol:	0	0	0	0	0	0	0	64	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	150	564	309	96	92	69	1193	34	170	1025	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	158	594	325	101	97	73	1256	36	179	1079	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	158	594	325	101	97	73	1256	36	179	1079	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.00
Final Vol.:	41	158	594	335	101	97	73	1319	38	179	1133	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.79	1.00	2.00	0.51	0.49	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	391	1509	1900	1093	969	931	1900	3694	106	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.31	0.31	0.10	0.10	0.04	0.36	0.36	0.09	0.30	0.20
Crit Moves:			****	****				****		****		
Green Time:	45.8	45.8	65.6	64.3	64.3	64.3	10.8	74.9	74.9	19.8	83.9	102.4
Volume/Cap:	0.38	0.38	0.79	0.79	0.27	0.27	0.59	0.79	0.79	0.79	0.59	0.31
Delay/Veh:	31.3	31.3	32.0	52.6	22.2	22.2	53.3	26.5	26.5	56.7	18.7	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	31.3	32.0	52.6	22.2	22.2	53.3	26.5	26.5	56.7	18.7	9.6
DesignQueue:	3	11	36	28	6	6	6	73	2	15	55	14

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #19 Middlefield Road/University Avenue

Cycle (sec): 90 Critical Vol./Cap. (X): 1.012
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 42.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	1 0	1	0 1	0	1 0	1 0	0 1	0	1 0	1 1	0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	95	516	160	232	929	90	49	571	42	84	473	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	516	160	232	929	90	49	571	42	84	473	108
Added Vol:	0	1	0	0	0	2	7	64	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	517	160	232	929	92	56	635	42	84	492	108
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	529	164	238	951	94	57	650	43	86	504	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	529	164	238	951	94	57	650	43	86	504	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	529	164	238	951	94	57	650	43	86	504	111
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.32	1.68	1.00	0.37	1.48	0.15	1.00	0.94	0.06	1.00	1.63	0.37
Final Sat.:	573	3126	1750	668	2668	264	1750	1688	112	1750	3032	668
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.09	0.36	0.36	0.36	0.03	0.39	0.39	0.05	0.17	0.17
Crit Moves:		****			****			****				
Green Time:	15.1	15.1	15.1	31.7	31.7	31.7	34.2	34.2	34.2	34.2	34.2	34.2
Volume/Cap:	1.01	1.01	0.56	1.01	1.01	1.01	0.09	1.01	1.01	0.13	0.44	0.44
Delay/Veh:	59.4	59.4	28.0	44.5	44.5	44.5	13.6	50.7	50.7	13.8	15.9	15.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	50.5	50.5	23.8	37.8	37.8	37.8	13.6	43.1	43.1	13.8	13.5	13.5
DesignQueue:	4	23	7	8	34	3	2	22	1	3	16	4

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 59.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	106	691	515	343	680	18	24	330	179	480	34	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	691	515	343	680	18	24	330	179	480	34	478
Added Vol:	0	0	8	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	691	523	343	680	18	24	330	179	482	34	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	727	551	361	716	19	25	347	188	507	36	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	727	551	361	716	19	25	347	188	507	36	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.00	1.05	1.05	1.00
Final Vol.:	112	764	551	372	752	20	25	365	188	533	38	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.95	0.95	0.95	0.95	1.01	1.01	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.95	0.05	1.00	2.00	1.00	1.87	0.13	1.00
Final Sat.:	1813	3724	1813	3626	3532	94	1813	3822	1911	3385	241	1813
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.30	0.10	0.21	0.21	0.01	0.10	0.10	0.16	0.16	0.28
Crit Moves:			****			****			****			****
Green Time:	33.4	33.4	33.4	23.4	23.4	23.4	10.8	10.8	10.8	30.5	30.5	30.5
Volume/Cap:	0.20	0.68	1.00	0.48	1.00	1.00	0.14	0.97	1.00	0.57	0.57	1.00
Delay/Veh:	18.4	22.8	54.7	24.9	53.4	53.4	29.3	61.1	83.1	22.6	22.6	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	22.8	54.7	24.9	53.4	53.4	29.3	61.1	83.1	22.6	22.6	57.1
DesignQueue:	5	34	25	18	38	1	1	21	11	25	2	24

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-30-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Alex File Name: 20PMFPM.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative w/project w/mitigation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 1	1	1	2	1	2	2	< 0
Volumes	49	571	42	88	473	108	95	516	168	232	929	90
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A	29.0A			Green		16.0A	33.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	322	1770	0.162	0.182	24.5	C	40.5	E
	T	677	3725	0.932	0.182	42.9	E		
	R	288	1583	0.153	0.182	24.5	C		
WB	L	467	1770	0.199	0.264	20.4	C	49.2	E
	LT	491	1863	1.014	0.264	61.1	F		
	R	417	1583	0.273	0.264	20.9	C		
NB	L	257	1770	0.389	0.145	28.0	D	13.5	B
	T	1761	3725	0.324	0.473	11.7	B		
	R	748	1583	0.236	0.473	11.2	B		
SB	L	239	796	1.051	0.300	79.5	F	54.0	E
	TR	1103	3676	1.022	0.300	48.3	E		

Intersection Delay = 41.0 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.907

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.8
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0	1	0	0 1 0	1	0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	103	443	55	197	601	89	50	1367	123	42	1049	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	443	55	197	601	89	50	1367	123	42	1049	202
Added Vol:	0	1	0	0	0	0	0	8	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	444	55	197	601	89	50	1375	123	42	1051	202
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	454	56	202	615	91	51	1407	126	43	1075	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	454	56	202	615	91	51	1407	126	43	1075	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	454	56	202	615	91	51	1407	126	43	1075	207
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.34	1.48	0.18	0.44	1.36	0.20	1.00	1.83	0.17	1.00	1.67	0.33
Final Sat.:	615	2658	328	801	2438	361	1750	3396	304	1750	3102	597
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.03	0.41	0.41	0.02	0.35	0.35
Crit Moves:			****		****			****				
Green Time:	16.5	16.5	16.5	24.4	24.4	24.4	40.1	40.1	40.1	40.1	40.1	40.1
Volume/Cap:	0.93	0.93	0.93	0.93	0.93	0.93	0.07	0.93	0.93	0.06	0.78	0.78
Delay/Veh:	41.8	41.8	41.8	35.1	35.1	35.1	10.8	25.2	25.2	10.8	17.8	17.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.6	35.6	35.6	29.8	29.8	29.8	10.8	21.4	21.4	10.8	15.1	15.1
DesignQueue:	4	19	2	8	24	4	1	44	4	1	33	6

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

****

Intersection #22 Alma Street/Churchill Avenue

****

Cycle (sec): 140 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 53.9
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1	1 0		1 0 2	0 1		0 1 0	0 1		0 0 1!	0 0	
Volume Module: >> Count Date: 15 May 1997 <<												
Base Vol:	144	1079	49	31	1852	247	165	123	316	121	104	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1079	49	31	1852	247	165	123	316	121	104	19
Added Vol:	0	4	0	0	2	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1083	49	31	1854	248	168	123	316	121	104	19
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1167	53	33	1999	267	181	133	341	130	112	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1167	53	33	1999	267	181	133	341	130	112	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	1167	53	33	1999	267	181	133	341	130	112	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	0.58	0.42	1.00	0.49	0.43	0.08
Final Sat.:	1750	3539	161	1750	3800	1750	1038	762	1750	868	748	134
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.02	0.53	0.15	0.17	0.17	0.19	0.15	0.15	0.15
Crit Moves:	****				****		****					****
Green Time:	12.1	76.8	76.8	7.0	71.7	95.5	23.8	23.8	35.9	20.4	20.4	20.4
Volume/Cap:	1.03	0.60	0.60	0.38	1.03	0.22	1.03	1.03	0.76	1.03	1.03	1.03
Delay/Veh:	114.0	16.5	16.5	50.2	49.0	6.4	91.8	91.8	41.7	97.1	97.1	97.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	114.0	14.1	14.1	50.2	41.7	5.4	78.1	78.1	35.4	82.5	82.5	82.5
DesignQueue:	11	45	2	2	88	7	12	9	21	9	8	1

****

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

Cycle (sec): 180 Critical Vol./Cap. (X): 1.205
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 142.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 2 0 1			1 0 2 0 2			2 0 2 0 1			2 0 2 0 1		
Volume Module: >> Count Date: 22 Oct 1998 <<												
Base Vol:	367	561	133	88	760	620	248	885	125	217	2722	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	561	133	88	760	620	248	885	125	217	2722	132
Added Vol:	0	4	1	1	14	45	14	3	0	3	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	565	134	89	774	665	262	888	125	220	2730	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	567	134	89	776	667	263	891	125	221	2738	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	567	134	89	776	667	263	891	125	221	2738	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	368	567	134	89	776	667	263	891	125	221	2738	132
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.88	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	2.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	3150	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.08	0.05	0.20	0.21	0.08	0.23	0.07	0.07	0.72	0.08
Crit Moves:	****				****		****				****	
Green Time:	17.4	35.8	63.4	12.2	30.5	43.0	12.5	92.4	109.9	27.7	108	119.8
Volume/Cap:	1.21	0.75	0.22	0.75	1.21	0.89	1.21	0.46	0.12	0.46	1.21	0.11
Delay/Veh:	196.4	54.6	31.1	77.8	178	59.1	207.1	21.3	11.2	53.2	148	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	196.4	46.4	26.4	77.8	152	50.3	207.1	18.1	9.5	53.2	126	7.0
DesignQueue:	34	47	9	8	68	53	25	46	5	19	136	4

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #24 Junipero Serra Boulevard/Stanford Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 16.7
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module: >> Count Date: 22 Oct 1998 <<												
Base Vol:	0	772	170	127	986	0	0	0	0	634	0	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	772	170	127	986	0	0	0	0	634	0	125
Added Vol:	0	10	8	1	35	0	0	0	0	25	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	782	178	128	1021	0	0	0	0	659	0	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	784	179	128	1024	0	0	0	0	661	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	784	179	128	1024	0	0	0	0	661	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	784	179	128	1024	0	0	0	0	661	0	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.10	0.07	0.54	0.00	0.00	0.00	0.00	0.21	0.00	0.07
Crit Moves:	****				****					****		
Green Time:	0.0	29.7	44.0	7.0	36.7	0.0	0.0	0.0	0.0	14.3	0.0	21.3
Volume/Cap:	0.00	0.83	0.14	0.63	0.88	0.00	0.00	0.00	0.00	0.88	0.00	0.21
Delay/Veh:	0.0	14.5	1.8	23.3	13.2	0.0	0.0	0.0	0.0	25.1	0.0	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	12.3	1.5	23.3	11.3	0.0	0.0	0.0	0.0	25.1	0.0	8.7
DesignQueue:	0	15	2	4	15	0	0	0	0	18	0	3

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #25 Junipero Serra/Campus Drive East

Cycle (sec): 120 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.8
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	700	57	197	911	0	0	0	0	120	0	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	700	57	197	911	0	0	0	0	120	0	288
Added Vol:	0	9	5	6	19	0	0	0	0	18	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	709	62	203	930	0	0	0	0	138	0	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	709	62	203	930	0	0	0	0	138	0	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	709	62	203	930	0	0	0	0	138	0	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	709	62	203	930	0	0	0	0	138	0	306
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.04	0.12	0.49	0.00	0.00	0.00	0.00	0.08	0.00	0.17
Crit Moves:		****		****								****
Green Time:	0.0	62.4	62.4	19.4	81.8	0.0	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	0.00	0.72	0.07	0.72	0.72	0.00	0.00	0.00	0.00	0.32	0.00	0.72
Delay/Veh:	0.0	18.5	10.9	42.0	10.4	0.0	0.0	0.0	0.0	28.5	0.0	35.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	15.8	9.3	42.0	8.9	0.0	0.0	0.0	0.0	28.5	0.0	30.2
DesignQueue:	0	25	2	12	23	0	0	0	0	7	0	16

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #26 Junipero Serra Boulevard/Campus Drive West

****

Cycle (sec): 80 Critical Vol./Cap. (X): 1.175
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 155.2
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	7	10	10	0	0	0
Lanes:	1 0 1	0 1		1 0 0	1 0		0 0 1!	0 0		0 1	0 0 2	
Volume Module: >> Count Date: 28 Oct 1998 <<												
Base Vol:	10	1003	153	227	577	24	118	5	12	446	5	782
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1003	153	227	577	24	118	5	12	446	5	782
Added Vol:	1	22	5	15	7	1	0	0	0	17	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1025	158	242	584	25	118	5	12	463	5	837
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1054	162	249	600	26	121	5	12	476	5	860
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1054	162	249	600	26	121	5	12	476	5	860
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1054	162	249	600	26	121	5	12	476	5	860
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	0.97	0.97	1.00	1.00	0.88
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.88	0.03	0.09	0.99	0.01	2.00
Final Sat.:	1750	1900	1750	1750	1725	75	1534	63	152	1781	19	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.55	0.09	0.14	0.35	0.35	0.08	0.08	0.08	0.27	0.27	0.27
Crit Moves:		****		****				****			****	
Green Time:	0.8	35.1	52.0	9.0	43.3	43.3	10.0	10.0	10.0	16.9	16.9	25.9
Volume/Cap:	0.64	1.26	0.14	1.26	0.64	0.64	0.63	0.63	0.63	1.26	1.26	0.84
Delay/Veh:	65.4	180	4.1	216.1	10.8	10.8	29.3	29.3	29.3	196.1	196	23.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	65.4	153	3.5	216.1	9.2	9.2	24.9	24.9	24.9	166.7	167	20.2
DesignQueue:	0	31	3	10	13	1	5	0	0	18	0	27

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Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

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Intersection #27 Junipero Serra/Alpine-Santa Cruz

****

Cycle (sec): 110 Critical Vol./Cap. (X): 1.133
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 97.1
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Ovl					Include					Ovl					Include				
Min. Green:	0	0		0		0	0		0		0	0		0		0	0		0	
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	1	1	0	0
Volume Module:																				
Base Vol:	724		0		1026	0		0		0	0		667		88	593		991		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	724		0		1026	0		0		0	0		667		88	593		991		0
Added Vol:	17		0		60	0		0		0	0		0		5	18		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	741		0		1086	0		0		0	0		667		93	611		991		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	780		0		1143	0		0		0	0		702		98	643		1043		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	780		0		1143	0		0		0	0		702		98	643		1043		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.05		1.00		1.00	1.00		1.00	
Final Vol.:	780		0		1143	0		0		0	0		737		98	643		1043		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	1.02	0.98		0.85		0.98	0.98		0.98		0.98	0.98		0.85		1.02	1.01		0.98	
Lanes:	1.00	0.00		1.00		0.00	0.00		0.00		0.00	2.00		1.00		0.76	1.24		0.00	
Final Sat.:	1936		0		1617	0		0		0	0		3724		1617	1465		2376		0
Capacity Analysis Module:																				
Vol/Sat:	0.40	0.00		0.71		0.00	0.00		0.00		0.00	0.20		0.06		0.44	0.44		0.00	
Crit Moves:	****											****					****			
Green Time:	39.1	0.0		81.8		0.0	0.0		0.0		0.0	19.2		58.4		42.6	42.6		0.0	
Volume/Cap:	1.13	0.00		0.95		0.00	0.00		0.00		0.00	1.13		0.11		1.13	1.13		0.00	
Delay/Veh:	98.8	0.0		19.5		0.0	0.0		0.0		0.0	106		8.3		89.4	89.4		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	98.8	0.0		19.5		0.0	0.0		0.0		0.0	106		8.3		89.4	89.4		0.0	
DesignQueue:	34		0		21	0		0		0	0		39		3	27		44		0

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Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.978
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 27.9
Optimal Cycle: 179 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	31	413	0	168	340	52	683	0	0	2157	50
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	31	0	0	168	340	52	683	0	0	2157	50
Added Vol:	0	0	0	0	0	0	0	12	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	0	168	340	52	695	0	0	2197	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	33	0	0	177	358	55	732	0	0	2313	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	0	0	177	358	55	732	0	0	2313	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	33	0	0	177	358	55	768	0	0	2428	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	1.01	0.85	1.02	1.02	1.02	0.98	0.98	0.85
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1911	1617	1936	3871	0	0	3724	1617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.09	0.22	0.03	0.20	0.00	0.00	0.65	0.03
Crit Moves:		****				****	****				****	
Green Time:	0.0	1.8	0.0	0.0	22.6	22.6	2.9	69.6	0.0	0.0	66.7	66.7
Volume/Cap:	0.00	0.98	0.00	0.00	0.41	0.98	0.98	0.29	0.00	0.00	0.98	0.05
Delay/Veh:	0.0	141	0.0	0.0	21.7	55.7	115.2	3.8	0.0	0.0	20.3	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	141	0.0	0.0	21.7	55.7	115.2	3.8	0.0	0.0	20.3	3.7
DesignQueue:	0	2	0	0	8	16	3	14	0	0	54	1

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #29 Sharon Park/Sand Hill

Cycle (sec): 90 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 19.8
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	283	0	242	205	1196	0	0	1546	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	0	242	205	1196	0	0	1546	253
Added Vol:	0	0	0	0	0	0	0	12	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	283	0	242	205	1208	0	0	1586	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	298	0	255	216	1272	0	0	1669	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	255	216	1272	0	0	1669	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	298	0	255	216	1335	0	0	1753	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	0.98	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.72	0.28
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3211	513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.15	0.11	0.34	0.00	0.00	0.55	0.55
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.6	0.0	28.8	11.3	66.4	0.0	0.0	55.2	55.2
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.46	0.89	0.47	0.00	0.00	0.89	0.89
Delay/Veh:	0.0	0.0	0.0	39.8	0.0	16.2	46.5	3.1	0.0	0.0	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.8	0.0	16.2	46.5	3.1	0.0	0.0	13.1	13.1
DesignQueue:	0	0	0	13	0	9	10	19	0	0	40	6

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.141
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 112.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 1 1 0 1		
Volume Module:												
Base Vol:	364	1087	418	225	798	352	458	773	233	626	1150	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1087	418	225	798	352	458	773	233	626	1150	290
Added Vol:	37	23	0	0	7	0	0	1	11	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	31	121	31
Initial Fut:	401	1110	418	225	805	352	458	774	244	657	1275	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	422	1168	440	237	847	371	482	815	257	692	1342	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	1168	440	237	847	371	482	815	257	692	1342	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.00	1.00
Final Vol.:	422	1227	440	237	890	371	482	855	257	726	1342	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.03	1.97	1.00
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1988	3674	1862
Capacity Analysis Module:												
Vol/Sat:	0.22	0.32	0.27	0.12	0.23	0.23	0.25	0.22	0.16	0.37	0.37	0.18
Crit Moves:	****				****		****			****		
Green Time:	24.8	36.8	78.4	14.2	26.2	26.2	28.4	28.4	28.4	41.6	41.6	55.8
Volume/Cap:	1.14	1.12	0.45	1.12	1.14	1.14	1.14	1.01	0.73	1.14	1.14	0.42
Delay/Veh:	125.1	94.0	9.3	131.5	112	126.3	121.3	59.6	35.6	99.4	99.4	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.1	94.0	9.3	131.5	112	126.3	121.3	59.6	35.6	99.4	99.4	16.9
DesignQueue:	26	69	13	16	55	23	29	51	15	40	73	15

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 6.8
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	184	0	1428	0	0	2023	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	184	0	1428	0	0	2023	67
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	184	0	1429	0	0	2028	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	63	0	194	0	1504	0	0	2135	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	194	0	1504	0	0	2135	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	63	0	194	0	1579	0	0	2241	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	3871	0	0	3724	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.11	0.00	0.41	0.00	0.00	0.60	0.04
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	14.9	0.0	14.9	0.0	79.1	0.0	0.0	79.1	79.1
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.76	0.00	0.52	0.00	0.00	0.76	0.05
Delay/Veh:	0.0	0.0	0.0	24.4	0.0	34.9	0.0	2.5	0.0	0.0	4.4	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.4	0.0	34.9	0.0	2.5	0.0	0.0	4.4	1.5
DesignQueue:	0	0	0	3	0	9	0	21	0	0	31	1

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	10	7	10	10
Lanes:	2 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	175	10	100	12	10	30	31	1156	125	90	1888	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	10	100	12	10	30	31	1156	125	90	1888	48
Added Vol:	0	0	0	0	0	0	0	1	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	10	100	12	10	30	31	1157	125	90	1893	48
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	11	106	13	11	32	33	1222	132	95	1999	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	11	106	13	11	32	33	1222	132	95	1999	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	185	11	106	13	11	32	33	1222	132	95	1999	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.09	0.91	1.00	0.26	0.74	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	3150	169	1631	1750	460	1340	1750	3339	361	1750	3608	92
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.01	0.02	0.02	0.02	0.37	0.37	0.05	0.55	0.55
Crit Moves:			****		****		****				****	
Green Time:	8.2	8.2	8.2	3.0	3.0	3.0	7.0	69.8	69.8	7.0	69.8	69.8
Volume/Cap:	0.72	0.79	0.79	0.25	0.79	0.79	0.27	0.52	0.52	0.78	0.79	0.79
Delay/Veh:	40.3	50.9	50.9	36.5	71.5	71.5	33.8	5.6	5.6	51.9	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	40.3	43.2	43.2	36.5	60.8	60.8	33.8	4.8	4.8	51.9	7.7	7.7
DesignQueue:	10	1	5	1	1	2	2	23	2	5	39	1

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Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.1
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	699	25	156	15	5	10	10	1055	193	85	1314	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	25	156	15	5	10	10	1055	193	85	1314	25
Added Vol:	0	0	2	0	0	0	0	1	0	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	699	25	158	15	5	10	10	1056	193	86	1319	25
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	741	27	167	16	5	11	11	1119	205	91	1398	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	27	167	16	5	11	11	1119	205	91	1398	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	741	27	167	16	5	11	11	1119	205	91	1398	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.14	0.86	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	251	1549	875	273	602	1750	3800	1750	1750	3630	70
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.02	0.02	0.02	0.01	0.29	0.12	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	23.1	23.1	23.1	10.0	10.0	10.0	7.0	37.9	61.0	7.0	37.9	37.9
Volume/Cap:	0.92	0.42	0.42	0.16	0.16	0.16	0.08	0.70	0.17	0.67	0.92	0.92
Delay/Veh:	35.4	21.5	21.5	27.6	27.6	27.6	29.3	17.2	4.0	38.6	25.0	25.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.4	18.3	18.3	23.4	23.4	23.4	29.3	14.6	3.4	38.6	21.3	21.3
DesignQueue:	29	1	6	1	0	0	1	35	3	4	45	1

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 130 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 67.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	609	25	250	15	25	15	15	662	523	281	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	609	25	250	15	25	15	15	662	523	281	709	15
Added Vol:	5	0	4	0	0	0	0	2	1	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	614	25	254	15	25	15	15	664	524	282	710	15
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	664	27	275	16	27	16	16	718	567	305	768	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	664	27	275	16	27	16	16	718	567	305	768	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	664	27	275	16	27	16	16	718	567	305	768	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.05	1.00	0.97	1.03	1.00
Lanes:	1.53	0.04	0.43	0.27	0.46	0.27	1.00	1.09	0.91	1.00	1.96	0.04
Final Sat.:	2666	75	759	475	801	475	1750	2066	1632	1750	3624	76
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.36	0.03	0.03	0.03	0.01	0.35	0.35	0.17	0.21	0.21
Crit Moves:		****			****			****		****		
Green Time:	44.3	44.3	44.3	10.0	10.0	10.0	7.0	42.5	42.5	21.3	56.7	56.7
Volume/Cap:	0.73	1.06	1.06	0.44	0.44	0.44	0.17	1.06	1.06	1.06	0.49	0.49
Delay/Veh:	30.1	75.9	75.9	45.0	45.0	45.0	44.7	73.3	73.3	103.8	20.1	20.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	25.6	64.5	64.5	38.3	38.3	38.3	44.7	62.3	62.3	103.8	17.1	17.1
DesignQueue:	34	1	14	1	2	1	1	38	30	19	33	1

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 46.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1 0	1 0		0 1 0	1 0		1 0 2	0 1		1 0 1	1 0	
Volume Module: >> Count Date: 20 Oct 1998 <<												
Base Vol:	399	533	61	107	672	154	174	712	455	315	227	121
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	413	552	63	111	696	160	180	738	471	326	235	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	552	63	111	696	160	180	738	471	326	235	125
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	575	66	115	725	166	188	768	491	340	245	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	575	66	115	725	166	188	768	491	340	245	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	430	575	66	115	725	166	188	768	491	340	245	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.00	1.00	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.04	1.00
Lanes:	1.22	1.60	0.18	0.23	1.44	0.33	1.00	2.00	1.00	1.00	1.29	0.71
Final Sat.:	2148	2872	330	412	2594	594	1750	3800	1750	1750	2416	1282
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.28	0.28	0.28	0.11	0.20	0.28	0.19	0.10	0.10
Crit Moves:		****				****		****		****		
Green Time:	17.8	17.8	17.8	24.9	24.9	24.9	25.3	18.0	35.8	17.3	10.0	10.0
Volume/Cap:	1.01	1.01	1.01	1.01	1.01	1.01	0.38	1.01	0.70	1.01	0.91	0.91
Delay/Veh:	51.3	51.3	51.3	49.4	49.4	49.4	20.1	55.2	19.5	68.4	47.4	47.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	43.6	43.6	43.6	42.0	42.0	42.0	20.1	46.9	16.6	68.4	40.3	40.3
DesignQueue:	18	24	3	4	28	6	7	32	16	14	11	6

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 37.8
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	0	10	10	0	10	10
Lanes:	1 0 0	1 0		1 0 0	1 0		0 0 1	1 0		0 0 1	0 1	
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	25	370	32	614	522	28	0	501	20	0	340	375
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	383	33	636	541	29	0	519	21	0	352	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	383	33	636	541	29	0	519	21	0	352	389
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	415	36	688	585	31	0	562	22	0	381	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	415	36	688	585	31	0	562	22	0	381	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	415	36	688	585	31	0	562	22	0	381	420
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	1.00	0.92	0.08	1.00	0.95	0.05	0.00	1.92	0.08	0.00	1.00	1.00
Final Sat.:	1750	1656	144	1750	1709	91	0	3561	139	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.39	0.34	0.34	0.00	0.16	0.16	0.00	0.20	0.24
Crit Moves:		****		****							****	
Green Time:	30.0	30.0	30.0	47.0	47.0	47.0	0.0	24.0	24.0	0.0	24.0	71.0
Volume/Cap:	0.06	0.92	0.92	0.92	0.80	0.80	0.00	0.72	0.72	0.00	0.92	0.37
Delay/Veh:	22.5	45.7	45.7	34.4	25.0	25.0	0.0	32.6	32.6	0.0	50.2	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	22.5	38.8	38.8	34.4	21.3	21.3	0.0	27.7	27.7	0.0	42.6	6.0
DesignQueue:	1	20	2	27	22	1	0	28	1	0	19	10

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Cycle (sec):	60	Critical Vol./Cap. (X):	0.659
Loss Time (sec):	9 (Y+R = 4 sec)	Average Crit Del (sec/veh):	9.9
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 2 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	0	0	0	496	0	47	0	939	0	0	363	470
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
Initial Bse:	0	0	0	514	0	49	0	973	0	0	376	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	514	0	49	0	973	0	0	376	0
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	534	0	51	0	1011	0	0	391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	534	0	51	0	1011	0	0	391	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	534	0	51	0	1061	0	0	391	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1900	0	1900	0	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.00	0.28	0.00	0.00	0.21	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.6	0.0	25.6	0.0	25.4	0.0	0.0	25.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.06	0.00	0.66	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	10.3	0.0	6.6	0.0	9.6	0.0	0.0	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.3	0.0	6.6	0.0	9.6	0.0	0.0	8.5	0.0
DesignQueue:	0	0	0	11	0	1	0	22	0	0	8	0

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.368
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.2
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0 0 0 0			1 0 0 1 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	205	186	23	0	126	21	150	417	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	212	193	24	0	131	22	155	432	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	193	24	0	131	22	155	432	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	212	193	24	0	131	22	155	432	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	193	24	0	131	22	155	432	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	212	193	24	0	131	22	155	432	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1601	199	0	1541	259	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.09	0.08	0.09	0.23	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	13.8	13.8	14.4	28.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.37	0.37	0.37	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	11.9	11.9	11.9	0.0	15.0	15.0	14.7	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	11.9	10.1	10.1	0.0	12.8	12.8	14.7	7.3	0.0
DesignQueue:	0	0	0	5	4	1	0	3	1	4	8	0

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec):	60	Critical Vol./Cap. (X):	0.627
Loss Time (sec):	12 (Y+R = 4 sec)	Average Crit Del (sec/veh):	12.7
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	114	98	328	0	0	0	77	254	0	0	438	116
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	118	102	340	0	0	0	80	263	0	0	454	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	102	340	0	0	0	80	263	0	0	454	120
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	108	360	0	0	0	85	279	0	0	481	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	108	360	0	0	0	85	279	0	0	481	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	108	360	0	0	0	85	279	0	0	481	127
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.54	0.46	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	966	834	1800	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.20	0.00	0.00	0.00	0.05	0.15	0.00	0.00	0.25	0.07
Crit Moves:			****				****				****	
Green Time:	18.1	18.1	18.1	0.0	0.0	0.0	7.0	29.9	0.0	0.0	22.9	22.9
Volume/Cap:	0.43	0.43	0.66	0.00	0.00	0.00	0.42	0.29	0.00	0.00	0.66	0.19
Delay/Veh:	12.9	12.9	15.2	0.0	0.0	0.0	19.5	6.8	0.0	0.0	13.3	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	11.0	11.0	12.9	0.0	0.0	0.0	19.5	5.8	0.0	0.0	11.3	8.0
DesignQueue:	3	3	9	0	0	0	3	5	0	0	11	3

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) Mitigated
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec):	80	Critical Vol./Cap. (X):	0.632
Loss Time (sec):	12 (Y+R = 4 sec)	Average Crit Del (sec/veh):	17.9
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0 1! 0 0			1 0 1! 0 0			1 0 1 1 0			1 0 1 0 1		
Volume Module: >> Count Date: 7 May 1997 <<												
Base Vol:	66	71	20	45	14	100	98	327	10	16	489	431
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	68	74	21	47	15	104	102	339	10	17	507	447
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	74	21	47	15	104	102	339	10	17	507	447
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	80	22	50	16	112	110	367	11	18	548	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	80	22	50	16	112	110	367	11	18	548	483
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	80	22	50	16	112	110	367	11	18	548	483
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.42	0.46	0.12	1.17	0.10	0.73	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	736	795	219	2043	187	1312	1750	3592	108	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.09	0.09	0.06	0.10	0.10	0.01	0.29	0.28
Crit Moves:		****			****		****				****	
Green Time:	12.7	12.7	12.7	10.8	10.8	10.8	8.0	26.2	26.2	18.3	36.5	47.3
Volume/Cap:	0.63	0.63	0.63	0.18	0.63	0.63	0.63	0.31	0.31	0.04	0.63	0.47
Delay/Veh:	27.1	27.1	27.1	23.3	28.0	28.0	31.3	15.4	15.4	18.3	13.7	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	23.0	23.0	23.0	19.8	23.8	23.8	31.3	13.1	13.1	18.3	11.6	6.2
DesignQueue:	3	3	1	2	1	4	4	11	0	1	14	9

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 2.816
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 134.3
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	0	1
Volume Module: >> Count Date: 27 Oct 1998 <<																				
Base Vol:	0	0	0	130		0	344		231	426		0		0	1119		132			
Growth Adj:	1.04	1.04	1.04	1.04		1.04	1.04		1.04	1.04		1.04		1.04	1.04		1.04			
Initial Bse:	0	0	0	135		0	356		239	441		0		0	1159		137			
Added Vol:	0	0	0	0		0	0		0	0		0		0	0		0			
PasserByVol:	0	0	0	0		0	0		0	0		0		0	0		0			
Initial Fut:	0	0	0	135		0	356		239	441		0		0	1159		137			
User Adj:	1.03	1.03	1.03	1.03		1.03	1.03		1.03	1.03		1.03		1.03	1.03		1.03			
PHF Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
PHF Volume:	0	0	0	139		0	367		246	455		0		0	1194		141			
Reduct Vol:	0	0	0	0		0	0		0	0		0		0	0		0			
Reduced Vol:	0	0	0	139		0	367		246	455		0		0	1194		141			
PCE Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
MLF Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
Final Vol.:	0	0	0	139		0	367		246	455		0		0	1194		141			
Saturation Flow Module:																				
Sat/Lane:	0	0	0	292		292	292		400	400		400		424	424		424			
Adjustment:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
Lanes:	0.00	0.00	0.00	1.00		0.00	1.00		1.00	2.00		0.00		0.00	1.00		1.00			
Final Sat.:	0	0	0	292		0	292		400	800		0		0	424		424			
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.48		0.00	1.26		0.61	0.57		0.00		0.00	2.82		0.33			
Crit Moves:			****				****		****						****					
ApproachV/S:	xxxxx					0.87				0.58					1.57					
Delay/Veh:	0.0	0.0	0.0	6.1		0.0	118.6		10.4	8.7		0.0		0.0	xxxx		3.5			
Delay Adj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00			
AdjDel/Veh:	0.0	0.0	0.0	6.1		0.0	118.6		10.4	8.7		0.0		0.0	xxxx		3.5			
LOS by Move:	*	*	*	B		*	F		C	B		*		*	F		A			
ApproachDel:	xxxxxx					26.9				9.2					396.4					
Delay Adj:	xxxxx					1.00				1.00					1.00					
ApprAdjDel:	xxxxxx					26.9				9.2					396.4					
LOS by Appr:	F					D				B					F					

Stanford Community Plan
2010 Cumulative Without Arena Internal Intersections (35-42) Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.384
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -		R	L -	T -		R	L -	T -		R	L -	T -		R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1!	0	0	0 0	1!	0	0	0 0	1!	0	0	0 1	0	0	1
Volume Module: >> Count Date: 28 Oct 1998 <<																
Base Vol:	12	93		27	149	174		29	72	19		19	57		3	368
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04		1.04	1.04
Initial Bse:	12	96		28	154	180		30	75	20		20	59		3	381
Added Vol:	0	0		0	0	0		0	0	0		0	0		0	0
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0	0
Initial Fut:	12	96		28	154	180		30	75	20		20	59		3	381
User Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03		1.03	1.03
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	13	99		29	159	186		31	77	20		20	61		3	393
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	13	99		29	159	186		31	77	20		20	61		3	393
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	13	99		29	159	186		31	77	20		20	61		3	393
Saturation Flow Module:																
Sat/Lane:	504	504		504	692	692		692	468	468		468	284		284	284
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	0.09	0.70		0.21	0.42	0.50		0.08	0.66	0.17		0.17	0.95		0.05	1.00
Final Sat.:	46	354		104	293	342		57	308	80		80	271		13	284
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28		0.28	0.54	0.54		0.54	0.25	0.25		0.25	0.23		0.23	1.38
Crit Moves:				****				****				****				****
ApproachV/S:		0.28				0.54				0.25				0.80		
Delay/Veh:	2.9	2.9		2.9	7.9	7.9		7.9	2.6	2.6		2.6	2.4		2.4	192.2
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	2.9	2.9		2.9	7.9	7.9		7.9	2.6	2.6		2.6	2.4		2.4	192.2
LOS by Move:	A	A		A	B	B		B	A	A		A	A		A	F
ApproachDel:		2.9				7.9				2.6				21.3		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		2.9				7.9				2.6				21.3		
LOS by Appr:		A				B				A				D		

Stanford Community Plan
2010 Cumulative No Arena Mitigated
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	476	0	238	0	0	0	0	463	362	132	655	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	0	238	0	0	0	0	463	362	132	655	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	0	238	0	0	0	0	475	362	132	658	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	501	0	251	0	0	0	0	500	381	139	693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	0	251	0	0	0	0	500	381	139	693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	501	0	251	0	0	0	0	500	381	139	693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.98	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1758	0	1758	0	0	0	0	1862	1764	1764	1862	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.14	0.00	0.00	0.00	0.00	0.27	0.22	0.08	0.37	0.00
Crit Moves:	****						****				****	
Green Time:	23.4	0.0	23.4	0.0	0.0	0.0	0.0	23.6	23.6	6.9	30.6	0.0
Volume/Cap:	0.73	0.00	0.37	0.00	0.00	0.00	0.00	0.68	0.55	0.68	0.73	0.00
Delay/Veh:	12.8	0.0	8.6	0.0	0.0	0.0	0.0	11.5	9.8	22.5	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	0.0	8.6	0.0	0.0	0.0	0.0	11.5	9.8	22.5	9.4	0.0
DesignQueue:	11	0	5	0	0	0	0	11	8	4	13	0

Stanford General Use Permit

2010 With Project With Arena and Theater Conditions With Mitigations

PM Peak Hour

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 El Camino/Valpariso/Glenwood

Cycle (sec): 130 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 45.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	290	2297	44	55	1788	319	312	117	110	117	277	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	2297	44	55	1788	319	312	117	110	117	277	44
Added Vol:	0	57	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	2354	44	55	1825	319	312	117	110	117	277	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	2478	46	58	1921	336	328	123	116	123	292	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2478	46	58	1921	336	328	123	116	123	292	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.05	1.05	1.00	1.00	1.00	1.00
Final Vol.:	305	2726	51	58	2113	369	345	129	116	123	292	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.98	0.90	0.99	0.98	0.90	0.90	0.90	0.90	0.90	0.90
Lanes:	1.00	2.94	0.06	1.00	2.55	0.45	1.46	0.54	1.00	1.00	1.00	1.00
Final Sat.:	1715	5554	104	1715	4809	840	2497	934	1715	1715	1715	1715
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.49	0.03	0.44	0.44	0.14	0.14	0.07	0.07	0.17	0.03
Crit Moves:	****				****			****			****	
Green Time:	23.2	75.5	75.5	5.2	57.4	57.4	18.1	18.1	18.1	22.3	22.3	22.3
Volume/Cap:	0.99	0.85	0.85	0.85	0.99	0.99	0.99	0.99	0.49	0.42	0.99	0.16
Delay/Veh:	72.5	16.1	16.1	79.0	36.1	36.1	66.5	66.5	34.7	31.7	73.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	16.1	16.1	79.0	36.1	36.1	66.5	66.5	34.7	31.7	73.7	29.7
DesignQueue:	19	95	2	4	96	17	22	8	7	7	18	3

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 El Camino/Sanata Cruz

Cycle (sec): 130 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 25.0
Optimal Cycle: 161 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	0 0 2	0	1	1 0 1	0	1	1 0 0	1	0
Volume Module:												
Base Vol:	0	2120	99	0	1819	209	202	106	161	89	94	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2120	99	0	1819	209	202	106	161	89	94	96
Added Vol:	0	45	0	0	28	8	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2165	99	0	1847	217	214	106	161	89	94	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2279	104	0	1944	228	225	112	169	94	99	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2279	104	0	1944	228	225	112	169	94	99	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2393	104	0	2041	228	225	112	169	94	99	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.93	0.93	0.93	0.93
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	0	3724	1862	0	3724	1862	1758	1758	1758	1758	870	888
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.06	0.00	0.55	0.12	0.13	0.06	0.10	0.05	0.11	0.11
Crit Moves:		****					****				****	
Green Time:	0.0	87.9	87.9	0.0	87.9	87.9	17.5	17.5	17.5	15.6	15.6	15.6
Volume/Cap:	0.00	0.95	0.08	0.00	0.81	0.18	0.95	0.47	0.71	0.45	0.95	0.95
Delay/Veh:	0.0	18.9	4.7	0.0	11.2	5.0	68.6	34.7	41.3	35.4	71.6	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	4.7	0.0	11.2	5.0	68.6	34.7	41.3	35.4	71.6	71.6
DesignQueue:	0	67	2	0	56	6	15	7	11	6	6	7

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #3 El Camino/Ravenswood

Cycle (sec): 130 Critical Vol./Cap. (X): 1.125
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 92.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 1 1 0 1			2 0 1 0 1		
Volume Module:												
Base Vol:	313	2269	351	310	1957	92	45	440	75	310	311	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	2269	351	310	1957	92	45	440	75	310	311	133
Added Vol:	0	45	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	2314	351	310	1985	92	45	440	75	310	311	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	329	2436	369	326	2089	97	47	463	79	326	327	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2436	369	326	2089	97	47	463	79	326	327	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.05	1.05	1.00	1.03	1.00	1.00
Final Vol.:	329	2679	406	326	2298	107	50	486	79	336	327	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Lanes:	1.00	2.61	0.39	1.00	2.87	0.13	0.19	1.81	1.00	2.00	1.00	1.00
Final Sat.:	1862	4851	735	1862	5337	249	347	3377	1862	3724	1862	1862
Capacity Analysis Module:												
Vol/Sat:	0.18	0.55	0.55	0.18	0.43	0.43	0.14	0.14	0.04	0.09	0.18	0.08
Crit Moves:		****		****				****			****	
Green Time:	24.5	63.8	63.8	20.2	59.6	59.6	16.6	16.6	16.6	20.3	20.3	20.3
Volume/Cap:	0.94	1.12	1.12	1.12	0.94	0.94	1.12	1.12	0.33	0.58	1.12	0.48
Delay/Veh:	57.2	81.2	81.2	123.8	27.3	27.3	114.5	114	33.7	33.9	124	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	81.2	81.2	123.8	27.3	27.3	114.5	114	33.7	33.9	124	33.3
DesignQueue:	20	115	17	21	101	5	3	32	5	21	21	9

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 El Camino/Roble

Cycle (sec): 130 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 7.6
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			0 0 1! 0 0			0 1 0 0 1		
Volume Module:												
Base Vol:	165	2410	39	102	2113	46	51	2	48	89	42	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	2410	39	102	2113	46	51	2	48	89	42	66
Added Vol:	0	45	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	2455	39	102	2141	46	51	2	48	89	42	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	2584	41	107	2254	48	54	2	51	94	44	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	2584	41	107	2254	48	54	2	51	94	44	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	2843	45	107	2479	53	54	2	51	94	44	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.95	0.05	1.00	2.94	0.06	0.50	0.02	0.48	0.68	0.32	1.00
Final Sat.:	1794	5299	84	1794	5270	113	906	34	855	1222	572	1794
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.54	0.06	0.47	0.47	0.06	0.06	0.06	0.08	0.08	0.04
Crit Moves:		****		****							****	
Green Time:	18.8	98.8	98.8	11.0	91.1	91.1	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.67	0.71	0.71	0.71	0.67	0.67	0.55	0.55	0.55	0.71	0.71	0.35
Delay/Veh:	38.6	5.6	5.6	46.6	7.5	7.5	37.9	37.9	37.9	43.5	43.5	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	5.6	5.6	46.6	7.5	7.5	37.9	37.9	37.9	43.5	43.5	35.1
DesignQueue:	11	57	1	7	61	1	4	0	3	6	3	4

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #5 El Camino/Middle

Cycle (sec): 130 Critical Vol./Cap. (X): 1.130
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 88.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			0 0 3 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	657	2368	21	0	2419	151	281	1	170	6	4	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	2368	21	0	2419	151	281	1	170	6	4	12
Added Vol:	0	45	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	2413	21	0	2447	151	281	1	170	6	4	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	692	2540	22	0	2576	159	296	1	179	6	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	692	2540	22	0	2576	159	296	1	179	6	4	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	692	2794	24	0	2833	159	296	1	179	6	4	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.97	0.03	0.00	3.00	1.00	0.99	0.01	1.00	0.26	0.17	0.57
Final Sat.:	1794	5337	46	0	5383	1794	1788	6	1794	468	312	1014
Capacity Analysis Module:												
Vol/Sat:	0.39	0.52	0.52	0.00	0.53	0.09	0.17	0.17	0.10	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	44.4	105	105.0	0.0	60.6	60.6	19.0	19.0	19.0	19.0	19.0	19.0
Volume/Cap:	1.13	0.65	0.65	0.00	1.13	0.19	1.13	1.13	0.68	0.09	0.09	0.09
Delay/Veh:	103.8	3.5	3.5	0.0	85.2	13.2	129.0	129	38.7	31.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.8	3.5	3.5	0.0	85.2	13.2	129.0	129	38.7	31.0	31.0	31.0
DesignQueue:	36	45	0	0	126	6	19	0	11	0	0	1

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-30-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middle (N-S) El Camino
Analyst: Alex File Name: 5PMFPM.HC9
Area Type: Other 4-21-0 PM Peak
Comment: 2010 Cumulative w/project w/mitigation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	1	0	> 1	< 0	1	3	< 0	0	3	1
Volumes	281	1	170	6	4	12	657	2413	21		2447	151
Lane W (ft)		12.0	12.0		12.0		12.0	12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left		*		
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left	*				SB	Left				
	Thru	*					Thru	*			
	Right	*					Right	*			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		22.0P				Green		56.0P	43.0P		
Yellow/AR		3.0				Yellow/AR		3.0	3.0		

Cycle Length: 130 secs Phase combination order: #1 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	LT	260	1539	1.140	0.169	*	*	*	*
	R	268	1583	0.668	0.169	42.7	E		
WB	LTR	178	1054	0.129	0.169	34.9	D	34.9	D
NB	L	585	1770	1.182	0.331	*	*	*	*
	TR	4379	5581	0.644	0.785	4.9	A		
SB	T	2407	5588	1.177	0.431	*	*	*	*
	R	682	1583	0.233	0.431	17.8	C		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #6 El Camino/Cambridge

Cycle (sec): 130 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 12.3
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	225	2821	2	50	2505	57	41	0	74	39	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	2821	2	50	2505	57	41	0	74	39	0	41
Added Vol:	0	45	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	2866	2	50	2533	57	41	0	74	39	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	3017	2	53	2666	60	43	0	78	41	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	3017	2	53	2666	60	43	0	78	41	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	3319	2	53	2933	66	43	0	78	41	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.36	0.00	0.64	0.49	0.00	0.51
Final Sat.:	1794	5380	3	1794	5265	118	638	0	1157	876	0	919
Capacity Analysis Module:												
Vol/Sat:	0.13	0.62	0.62	0.03	0.56	0.56	0.07	0.00	0.07	0.05	0.00	0.05
Crit Moves:	****				****		****					
Green Time:	21.6	108	107.8	5.2	91.3	91.3	11.1	0.0	11.1	11.1	0.0	11.1
Volume/Cap:	0.79	0.74	0.74	0.74	0.79	0.79	0.79	0.00	0.79	0.55	0.00	0.55
Delay/Veh:	42.9	3.7	3.7	61.6	9.3	9.3	53.8	0.0	53.8	40.0	0.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	3.7	3.7	61.6	9.3	9.3	53.8	0.0	53.8	40.0	0.0	40.0
DesignQueue:	15	48	0	4	73	2	3	0	5	3	0	3

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 El Camino Real/Alma Street-Sand Hill Road

****

Cycle (sec): 120 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 6 (Y+R = 4 sec) Average Crit Del (sec/veh): 31.7
Optimal Cycle: 89 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	1 0 3 0 1			2 0 3 0 1			2 0 0 0 1			0 0 0 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	150	1749	221	746	1473	400	850	0	100	0	0	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Initial Bse:	150	1749	221	746	1473	400	850	0	100	0	0	0
Added Vol:	0	39	0	0	24	5	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1788	221	746	1497	405	856	0	100	0	0	0
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	153	1824	225	761	1527	413	873	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1824	225	761	1527	413	873	0	102	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	153	1824	225	761	1527	413	873	0	102	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	0	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.13	0.24	0.27	0.24	0.28	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	18.8	43.5	43.5	32.8	57.5	95.2	37.7	0.0	56.5	0.0	0.0	0.0
Volume/Cap:	0.56	0.88	0.35	0.88	0.56	0.30	0.88	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	37.5	30.8	21.4	39.3	17.1	2.6	36.5	0.0	13.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	37.5	26.2	18.2	39.3	14.5	2.2	36.5	0.0	11.5	0.0	0.0	0.0
DesignQueue:	9	85	10	39	57	6	43	0	4	0	0	0

****

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

****
Intersection #8 El Camino Real/Stanford Shopping Center Entrance
****
Average Crit Del (sec/veh): 38.1 Worst Case Level Of Service: F
****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0
Volume Module: >> Count Date: 21 Oct 1998 <<																				
Base Vol:	272	1860		0		0	1303		288		0		0		324		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	272	1860		0		0	1303		288		0		0		324		0		0	
Added Vol:	0	39		0		0	24		0		0		0		0		0		0	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0	
Initial Fut:	272	1899		0		0	1327		288		0		0		324		0		0	
User Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02		1.02		1.02	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	277	1937		0		0	1354		294		0		0		330		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
Final Vol.:	277	1937		0		0	1354		294		0		0		330		0		0	
Adjusted Volume Module:																				
Grade:		0%					0%					0%					0%			
% Cycle/Cars:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
% Truck/Comb:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
PCE Adj:	1.10	1.00		1.00		1.10	1.00		1.00		1.10	1.10		1.10		1.10	1.10		1.10	
Cycl/Car PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Trck/Cmb PCE:	xxxx	xxxx				xxxx	xxxx				xxxx	xxxx				xxxx	xxxx			
Adj Vol.:	305	1937		0		0	1354		294		0		0		364		0		0	
Critical Gap Module:																				
MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		2.6	xxxxx	xxxx	xxxxx							
Critical Gp:	5.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		5.5	xxxxx	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	1647	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		598	xxxx	xxxx	xxxxx							
Potent Cap.:	224	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		689	xxxx	xxxx	xxxxx							
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		1.00	xxxx	xxxx	xxxxx							
Move Cap.:	224	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		689	xxxx	xxxx	xxxxx							
Level Of Service Module:																				
Stopped Del:	519.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.0	xxxxx	xxxx	xxxxx							
LOS by Move:	F	*		*		*	*		*		C	*		*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*		*		*	*		*		*	*		*						
ApproachDel:		70.7					0.0					10.0					0.0			

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #9 El Camino Real/Quarry Road

Cycle (sec): 110 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 25.6
Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	7	0	10	0	0	0
Lanes:	2 0	4 0	0	0 0	3 0	1	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	550	1650	0	0	1147	550	480	0	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	1650	0	0	1147	550	480	0	504	0	0	0
Added Vol:	0	39	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1689	0	0	1171	550	480	0	504	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	550	1689	0	0	1171	550	480	0	504	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1689	0	0	1171	550	480	0	504	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	550	1689	0	0	1171	550	480	0	504	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.88	0.97	1.06	0.97
Lanes:	2.00	4.00	0.00	0.00	3.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	5700	1750	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.00	0.21	0.31	0.27	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	27.0	58.7	0.0	0.0	31.7	74.0	42.3	0.0	69.3	0.0	0.0	0.0
Volume/Cap:	0.71	0.42	0.00	0.00	0.71	0.47	0.71	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	31.0	11.7	0.0	0.0	27.7	6.7	24.3	0.0	6.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	31.0	10.0	0.0	0.0	23.5	5.7	24.3	0.0	5.8	0.0	0.0	0.0
DesignQueue:	26	51	0	0	54	12	19	0	12	0	0	0

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Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #10 El Camino Real/Palm Drive-University ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.145
Loss Time (sec): 12 (Y+R = 8 sec) Average Crit Del (sec/veh): 92.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	116	0	314	315	0	117	158	915	288	295	920	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	0	314	315	0	117	158	915	288	295	920	209
Added Vol:	11	13	0	0	5	19	26	81	11	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	13	314	315	5	136	184	996	299	295	963	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	13	315	316	5	137	185	1000	300	296	967	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	13	315	316	5	137	185	1000	300	296	967	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	128	13	315	316	5	137	185	1000	300	296	967	210
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	0.97
Lanes:	0.91	0.09	1.00	1.00	0.04	0.96	0.25	1.35	0.40	0.48	1.52	1.00
Final Sat.:	1634	166	1800	1800	63	1737	448	2424	727	867	2832	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.17	0.18	0.08	0.08	0.41	0.41	0.41	0.34	0.34	0.12
Crit Moves:		****		****					****	****		
Green Time:	6.8	6.8	36.7	15.3	15.3	51.3	36.0	36.0	36.0	29.8	29.8	29.8
Volume/Cap:	1.15	1.15	0.48	1.15	0.51	0.15	1.15	1.15	1.15	1.15	1.15	0.40
Delay/Veh:	127.5	128	18.8	124.7	30.0	9.8	102.0	102	102.0	105.4	105	21.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	108.4	108	16.0	106.0	25.5	8.3	86.7	86.7	86.7	89.6	89.6	18.3
DesignQueue:	7	1	12	16	0	4	7	40	12	13	41	8

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #11 El Camino Real/PAMF Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 15.3
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Lanes:	0 0 3	0	1	1 0 3	0	0	0 0 0	0	0	1 0 1!	0	0
Volume Module:												
Base Vol:	0	1748	149	62	1258	0	0	0	0	579	0	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1748	149	62	1258	0	0	0	0	579	0	139
Added Vol:	0	23	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1771	149	62	1274	0	0	0	0	579	0	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1771	149	62	1274	0	0	0	0	579	0	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1771	149	62	1274	0	0	0	0	579	0	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1771	149	62	1274	0	0	0	0	579	0	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	2932	0	568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.09	0.04	0.22	0.00	0.00	0.00	0.00	0.20	0.00	0.24
Crit Moves:		****		****								****
Green Time:	0.0	47.0	84.0	7.0	54.0	0.0	0.0	0.0	0.0	37.0	0.0	37.0
Volume/Cap:	0.00	0.66	0.10	0.51	0.41	0.00	0.00	0.00	0.00	0.53	0.00	0.66
Delay/Veh:	0.0	15.9	1.1	36.9	10.4	0.0	0.0	0.0	0.0	19.1	0.0	21.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	0.0	13.5	0.9	36.9	8.9	0.0	0.0	0.0	0.0	16.2	0.0	17.9
DesignQueue:	0	57	1	3	35	0	0	0	0	21	0	5

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #12 El Camino Real/Embarcadero Road-Galvez Street

Cycle (sec): 120 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 41.3
Optimal Cycle: 133 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 3 0 1			2 0 2 1 0			1 0 2 0 1			1 0 1 1 0		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	276	1289	95	482	1403	42	300	632	207	351	390	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	1289	95	482	1403	42	300	632	207	351	390	335
Added Vol:	11	23	0	0	16	0	0	8	11	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1312	95	482	1419	42	300	640	218	351	394	335
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1363	99	501	1474	44	312	665	227	365	409	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1363	99	501	1474	44	312	665	227	365	409	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	1363	99	501	1474	44	312	665	227	365	409	348
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.88	1.04	1.00	0.97	1.06	0.97	0.97	1.05	1.00
Lanes:	1.00	3.00	1.00	2.00	2.91	0.09	1.00	2.00	1.00	1.00	1.06	0.94
Final Sat.:	1750	5700	1750	3150	5437	162	1750	3800	1750	1750	1998	1700
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.06	0.16	0.27	0.27	0.18	0.17	0.13	0.21	0.20	0.20
Crit Moves:	****				****		****			****		
Green Time:	22.2	34.6	61.8	23.0	35.3	35.3	23.2	23.2	45.5	27.2	27.2	27.2
Volume/Cap:	0.92	0.83	0.11	0.83	0.92	0.92	0.92	0.90	0.34	0.92	0.90	0.90
Delay/Veh:	58.2	33.0	11.4	42.1	37.6	37.6	57.1	46.3	20.3	53.3	43.7	43.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	58.2	28.1	9.7	42.1	31.9	31.9	57.1	39.4	17.3	53.3	37.1	37.1
DesignQueue:	17	69	3	28	75	2	18	37	10	20	22	19

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #13 El Camino Real/Churchill Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.3
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-		R	L	-	T	-		R	L	-	T	-		R	L	-	T	-		R
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:			Ovl						Include						Include						Include			
Min. Green:	0		10			10	7		10			0	0		0			0	7		0			10
Lanes:	0	0	3	0		1	1	0	3	0		0	0	0	0	0		0	1	0	0	0		1
Volume Module: >> Count Date: 21 Oct 1998 <<																								
Base Vol:	0		1997			260	358		2346			0	0		0			0	240		0			267
Growth Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
Initial Bse:	0		1997			260	358		2346			0	0		0			0	240		0			267
Added Vol:	0		34			0	0		28			0	0		0			0	0		0			0
PasserByVol:	0		0			0	0		0			0	0		0			0	0		0			0
Initial Fut:	0		2031			260	358		2374			0	0		0			0	240		0			267
User Adj:	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04	1.04		1.04			1.04
PHF Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
PHF Volume:	0		2110			270	372		2467			0	0		0			0	249		0			277
Reduct Vol:	0		0			0	0		0			0	0		0			0	0		0			0
Reduced Vol:	0		2110			270	372		2467			0	0		0			0	249		0			277
PCE Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
MLF Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
Final Vol.:	0		2110			270	372		2467			0	0		0			0	249		0			277
Saturation Flow Module:																								
Sat/Lane:	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800			1800
Adjustment:	0.97		1.06			0.97	0.97		1.06			0.97	0.97		1.06			0.97	0.97		1.06			0.97
Lanes:	0.00		3.00			1.00	1.00		3.00			0.00	0.00		0.00			0.00	1.00		0.00			1.00
Final Sat.:	0		5700			1750	1750		5700			0	0		0			0	1750		0			1750
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.37			0.15	0.21		0.43			0.00	0.00		0.00			0.00	0.14		0.00			0.16
Crit Moves:			****				****																	****
Green Time:	0.0		49.0			69.9	28.1		77.1			0.0	0.0		0.0			0.0	20.9		0.0			20.9
Volume/Cap:	0.00		0.83			0.24	0.83		0.62			0.00	0.00		0.00			0.00	0.75		0.00			0.83
Delay/Veh:	0.0		22.2			6.6	38.1		6.8			0.0	0.0		0.0			0.0	38.1		0.0			43.7
Delay Adj:	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00
ProgAdjFctr:	1.00		0.85			0.85	1.00		0.85			0.85	1.00		0.85			0.85	1.00		0.85			0.85
AdjDel/Veh:	0.0		18.9			5.6	38.1		5.8			0.0	0.0		0.0			0.0	38.1		0.0			37.1
DesignQueue:	0		79			6	18		51			0	0		0			0	13		0			14

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #14 El Camino Real/Serra

Cycle (sec): 130 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.9
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			1 0 1 0 1			0 1 0 0 1		
Volume Module:												
Base Vol:	263	2016	36	46	2529	97	182	29	397	26	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	2016	36	46	2529	97	182	29	397	26	25	33
Added Vol:	14	30	0	0	26	1	3	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	2046	36	46	2555	98	185	29	415	26	25	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	2046	36	46	2555	98	185	29	415	26	25	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	2046	36	46	2555	98	185	29	415	26	25	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	277	2046	36	46	2555	98	185	29	415	26	25	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.06	0.97	1.00	1.00	0.97
Lanes:	1.00	2.95	0.05	1.00	2.89	0.11	1.00	1.00	1.00	0.51	0.49	1.00
Final Sat.:	1750	5503	97	1750	5393	207	1750	1900	1750	918	882	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.37	0.03	0.47	0.47	0.11	0.02	0.24	0.03	0.03	0.02
Crit Moves:	****				****		****					
Green Time:	26.0	96.8	96.8	6.8	77.7	77.7	17.3	17.3	43.3	17.3	17.3	17.3
Volume/Cap:	0.79	0.50	0.50	0.50	0.79	0.79	0.79	0.11	0.71	0.21	0.21	0.14
Delay/Veh:	45.7	5.2	5.2	49.0	16.2	16.2	52.9	37.7	31.6	38.3	38.3	37.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	45.7	4.4	4.4	49.0	13.7	13.7	52.9	32.0	26.9	32.5	32.5	32.2
DesignQueue:	17	42	1	3	85	3	12	2	21	2	2	2

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #15 El Camino Real/Stanford

Cycle (sec): 110 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 24.8
Optimal Cycle: 120 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	245	2126	61	47	2379	254	206	0	363	21	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	2126	61	47	2379	254	206	0	363	21	0	28
Added Vol:	14	39	0	0	42	2	5	3	20	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	2165	61	47	2421	256	211	3	383	21	1	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	2165	61	47	2421	256	211	3	383	21	1	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	2165	61	47	2421	256	211	3	383	21	1	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	2165	61	47	2421	256	211	3	383	21	1	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	2.91	0.09	1.00	2.70	0.30	0.99	0.01	1.00	0.42	0.02	0.56
Final Sat.:	1750	5446	153	1750	5064	535	1775	25	1750	735	35	980
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.40	0.03	0.48	0.48	0.12	0.12	0.22	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	17.7	70.1	70.1	4.7	57.1	57.1	26.2	26.2	26.2	26.2	26.2	26.2
Volume/Cap:	0.92	0.62	0.62	0.62	0.92	0.92	0.50	0.50	0.92	0.12	0.12	0.12
Delay/Veh:	58.4	9.4	9.4	49.2	22.5	22.5	28.4	28.4	49.3	25.0	25.0	25.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	58.4	8.0	8.0	49.2	19.1	19.1	24.1	24.1	41.9	21.3	21.3	21.3
DesignQueue:	14	54	1	3	81	9	10	0	19	1	0	1

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Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #16 El Camino Real/California

Cycle (sec): 120 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 17.0
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	92	1946	128	178	2354	144	168	96	115	96	99	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1946	128	178	2354	144	168	96	115	96	99	181
Added Vol:	3	49	0	0	60	1	3	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1995	128	178	2414	145	171	96	122	96	99	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1995	128	178	2414	145	171	96	122	96	99	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1995	128	178	2414	145	171	96	122	96	99	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	1995	128	178	2414	145	171	96	122	96	99	181
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.04	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	1.00	2.81	0.19	1.00	2.82	0.18	1.00	0.44	0.56	1.00	1.00	1.00
Final Sat.:	1750	5262	338	1750	5282	317	1750	793	1007	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.10	0.46	0.46	0.10	0.12	0.12	0.05	0.05	0.10
Crit Moves:	****				****			****		****		
Green Time:	8.5	63.4	63.4	17.0	71.8	71.8	18.0	19.0	19.0	8.6	9.6	26.6
Volume/Cap:	0.76	0.72	0.72	0.72	0.76	0.76	0.65	0.76	0.76	0.76	0.65	0.47
Delay/Veh:	57.4	17.0	17.0	43.9	14.3	14.3	40.3	44.6	44.6	57.2	47.1	31.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	57.4	14.4	14.4	43.9	12.2	12.2	40.3	37.9	37.9	57.2	40.0	26.7
DesignQueue:	6	70	4	10	73	4	10	6	7	6	6	10

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #17 El Camino Real/Page Mill Expressway

Cycle (sec): 125 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 50.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	1087	323	512	1598	257	546	1403	232	356	1178	483
Added Vol:	1	49	0	4	62	1	1	8	2	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	1136	323	516	1660	258	547	1411	234	356	1181	485
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	1160	330	527	1695	263	558	1441	239	363	1206	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1160	330	527	1695	263	558	1441	239	363	1206	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	359	1160	330	527	1695	263	558	1441	239	363	1206	495
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.19	0.17	0.30	0.15	0.18	0.38	0.14	0.12	0.32	0.28
Crit Moves:	****				****		****				****	
Green Time:	14.2	28.2	42.5	23.2	37.1	59.2	22.1	47.3	61.5	14.4	39.6	62.7
Volume/Cap:	1.00	0.90	0.55	0.90	1.00	0.32	1.00	1.00	0.28	1.00	1.00	0.56
Delay/Veh:	79.2	42.4	26.3	50.3	50.7	15.6	69.0	48.2	14.2	78.9	52.9	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	79.2	36.0	22.4	50.3	43.1	13.2	69.0	41.0	12.1	78.9	45.0	14.5
DesignQueue:	23	66	16	31	90	10	33	69	9	23	62	18

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #18 Woodland/University

Cycle (sec): 165 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 33.7
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Prot+Permit						Protected						Protected					
Rights:		Ovl						Include						Include						Ovl				
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		2	0	0	1	0		1	0	1	1	0		1	0	2	0	1	
Volume Module:																								
Base Vol:		39	150		564		309		96		92		69	1129			34		170	1006			352	
Growth Adj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Initial Bse:		39	150		564		309		96		92		69	1129			34		170	1006			352	
Added Vol:		0	0		0		0		0		0		0	64			0		0	32			0	
PasserByVol:		0	0		0		0		0		0		0	0			0		0	0			0	
Initial Fut:		39	150		564		309		96		92		69	1193			34		170	1038			352	
User Adj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:		0.95	0.95		0.95		0.95		0.95		0.95		0.95	0.95			0.95		0.95	0.95			0.95	
PHF Volume:		41	158		594		325		101		97		73	1256			36		179	1093			371	
Reduct Vol:		0	0		0		0		0		0		0	0			0		0	0			0	
Reduced Vol:		41	158		594		325		101		97		73	1256			36		179	1093			371	
PCE Adj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:		1.00	1.00		1.00		1.03		1.00		1.00		1.00	1.05			1.05		1.00	1.05			1.00	
Final Vol.:		41	158		594		335		101		97		73	1319			38		179	1147			371	
Saturation Flow Module:																								
Sat/Lane:		1900	1900		1900		1900		1900		1900		1900	1900			1900		1900	1900			1900	
Adjustment:		1.00	1.00		1.00		0.29		1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:		0.21	0.79		1.00		2.00		0.51		0.49		1.00	1.94			0.06		1.00	2.00			1.00	
Final Sat.:		391	1509		1900		1093		969		931		1900	3694			106		1900	3800			1900	
Capacity Analysis Module:																								
Vol/Sat:		0.10	0.10		0.31		0.31		0.10		0.10		0.04	0.36			0.36		0.09	0.30			0.20	
Crit Moves:					****		****							****					****					
Green Time:		45.8	45.8		65.6		64.3		64.3		64.3		10.7	74.9			74.9		19.8	84.0			102.5	
Volume/Cap:		0.38	0.38		0.79		0.79		0.27		0.27		0.59	0.79			0.79		0.79	0.59			0.31	
Delay/Veh:		31.3	31.3		32.0		52.6		22.2		22.2		53.7	26.5			26.5		56.7	18.8			9.6	
User DelAdj:		1.00	1.00		1.00		1.00		1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:		31.3	31.3		32.0		52.6		22.2		22.2		53.7	26.5			26.5		56.7	18.8			9.6	
DesignQueue:		3	11		36		28		6		6		6	73			2		15	56			14	

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #19 Middlefield Road/University Avenue

****

Cycle (sec): 90 Critical Vol./Cap. (X): 1.012
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 42.3
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 1 0 1			0 1 0 1 0			1 0 0 1 0			1 0 1 1 0		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	95	516	160	232	929	90	49	571	42	84	473	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	516	160	232	929	90	49	571	42	84	473	108
Added Vol:	0	1	0	0	0	3	7	64	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	517	160	232	929	93	56	635	42	84	505	108
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	529	164	238	951	95	57	650	43	86	517	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	529	164	238	951	95	57	650	43	86	517	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	529	164	238	951	95	57	650	43	86	517	111
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00
Lanes:	0.32	1.68	1.00	0.37	1.48	0.15	1.00	0.94	0.06	1.00	1.64	0.36
Final Sat.:	573	3126	1750	667	2666	266	1750	1688	112	1750	3046	654
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.09	0.36	0.36	0.36	0.03	0.39	0.39	0.05	0.17	0.17
Crit Moves:		****			****			****				
Green Time:	15.0	15.0	15.0	31.7	31.7	31.7	34.2	34.2	34.2	34.2	34.2	34.2
Volume/Cap:	1.01	1.01	0.56	1.01	1.01	1.01	0.09	1.01	1.01	0.13	0.45	0.45
Delay/Veh:	59.4	59.4	28.0	44.6	44.6	44.6	13.6	50.8	50.8	13.8	16.0	16.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	50.5	50.5	23.8	37.9	37.9	37.9	13.6	43.2	43.2	13.8	13.6	13.6
DesignQueue:	4	23	7	8	34	3	2	22	1	3	17	4

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Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #20 Middlefield/Willow

Cycle (sec): 110 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 12 (Y+R = 3 sec) Average Crit Del (sec/veh): 59.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	2 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	106	691	515	343	680	18	24	330	179	480	34	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	691	515	343	680	18	24	330	179	480	34	478
Added Vol:	0	0	8	0	0	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	691	523	343	680	18	24	330	179	484	34	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	727	551	361	716	19	25	347	188	509	36	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	727	551	361	716	19	25	347	188	509	36	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.03	1.05	1.05	1.00	1.05	1.00	1.05	1.05	1.00
Final Vol.:	112	764	551	372	752	20	25	365	188	535	38	503
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.95	0.95	0.95	0.95	1.01	1.01	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.95	0.05	1.00	2.00	1.00	1.87	0.13	1.00
Final Sat.:	1813	3724	1813	3626	3532	94	1813	3822	1911	3386	240	1813
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.30	0.10	0.21	0.21	0.01	0.10	0.10	0.16	0.16	0.28
Crit Moves:			****			****			****			****
Green Time:	33.4	33.4	33.4	23.4	23.4	23.4	10.8	10.8	10.8	30.5	30.5	30.5
Volume/Cap:	0.20	0.68	1.00	0.48	1.00	1.00	0.14	0.97	1.00	0.57	0.57	1.00
Delay/Veh:	18.4	22.8	54.7	24.9	53.4	53.4	29.3	61.1	83.1	22.7	22.7	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	22.8	54.7	24.9	53.4	53.4	29.3	61.1	83.1	22.7	22.7	57.1
DesignQueue:	5	34	25	18	38	1	1	21	11	25	2	24

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4e 05-30-2000
Center For Microcomputers In Transportation

Streets: (E-W) Middlefield (N-S) Willow
Analyst: Alex File Name: 20PMFPNM.HC9
Area Type: Other 4-21-0 PM peak
Comment: 2010 Cumulative w/o arena w/project w/mitigation

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	> 1	1	1	2	1	2	2	< 0
Volumes	49	571	42	86	473	108	95	516	168	232	929	90
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru	*					Thru	*	*		
	Right	*					Right	*	*		
	Peds						Peds				
WB	Left		*			SB	Left		*		
	Thru		*				Thru		*		
	Right		*				Right		*		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0A	29.0A			Green		16.0A	33.0A		
Yellow/AR		3.0	3.0			Yellow/AR		3.0	3.0		

Cycle Length: 110 secs Phase combination order: #1 #2 #5 #6

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	322	1770	0.162	0.182	24.5	C	40.5	E
	T	677	3725	0.932	0.182	42.9	E		
	R	288	1583	0.153	0.182	24.5	C		
WB	L	467	1770	0.195	0.264	20.3	C	49.3	E
	LT	491	1863	1.014	0.264	61.1	F		
	R	417	1583	0.273	0.264	20.9	C		
NB	L	257	1770	0.389	0.145	28.0	D	13.5	B
	T	1761	3725	0.324	0.473	11.7	B		
	R	748	1583	0.236	0.473	11.2	B		
SB	L	239	796	1.051	0.300	79.5	F	54.0	E
	TR	1103	3676	1.022	0.300	48.3	E		

Intersection Delay = 41.0 sec/veh Intersection LOS = E
Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.907

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #21 Middlefield Road/Embarcadero Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.8
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0	1 0		0 1 0	1 0		1 0	1 1 0		1 0	1 1 0	
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	103	443	55	197	601	89	50	1367	123	42	1049	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	443	55	197	601	89	50	1367	123	42	1049	202
Added Vol:	0	1	0	0	0	0	0	8	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	444	55	197	601	89	50	1375	123	42	1053	202
User Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	454	56	202	615	91	51	1407	126	43	1077	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	454	56	202	615	91	51	1407	126	43	1077	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	454	56	202	615	91	51	1407	126	43	1077	207
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	0.34	1.48	0.18	0.44	1.36	0.20	1.00	1.83	0.17	1.00	1.67	0.33
Final Sat.:	615	2658	328	801	2438	361	1750	3396	304	1750	3103	596
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.03	0.41	0.41	0.02	0.35	0.35
Crit Moves:			****		****			****				
Green Time:	16.5	16.5	16.5	24.4	24.4	24.4	40.1	40.1	40.1	40.1	40.1	40.1
Volume/Cap:	0.93	0.93	0.93	0.93	0.93	0.93	0.07	0.93	0.93	0.06	0.78	0.78
Delay/Veh:	41.8	41.8	41.8	35.1	35.1	35.1	10.8	25.2	25.2	10.8	17.9	17.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.6	35.6	35.6	29.8	29.8	29.8	10.8	21.4	21.4	10.8	15.2	15.2
DesignQueue:	4	19	2	8	24	4	1	44	4	1	33	6

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #22 Alma Street/Churchill Avenue

Cycle (sec): 140 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 53.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 1 1 0			1 0 2 0 1			0 1 0 0 1			0 0 1! 0 0		
Volume Module: >> Count Date: 15 May 1997 <<												
Base Vol:	144	1079	49	31	1852	247	165	123	316	121	104	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1079	49	31	1852	247	165	123	316	121	104	19
Added Vol:	0	4	0	0	2	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1083	49	31	1854	248	168	123	316	121	104	19
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1167	53	33	1999	267	181	133	341	130	112	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1167	53	33	1999	267	181	133	341	130	112	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	1167	53	33	1999	267	181	133	341	130	112	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.06	0.97	1.00	1.00	0.97	0.97	0.97	0.97
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	0.58	0.42	1.00	0.49	0.43	0.08
Final Sat.:	1750	3539	161	1750	3800	1750	1038	762	1750	868	748	134
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.02	0.53	0.15	0.17	0.17	0.19	0.15	0.15	0.15
Crit Moves:	****				****		****					****
Green Time:	12.1	76.8	76.8	7.0	71.7	95.5	23.8	23.8	35.9	20.4	20.4	20.4
Volume/Cap:	1.03	0.60	0.60	0.38	1.03	0.22	1.03	1.03	0.76	1.03	1.03	1.03
Delay/Veh:	114.0	16.5	16.5	50.2	49.0	6.4	91.8	91.8	41.7	97.1	97.1	97.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
AdjDel/Veh:	114.0	14.1	14.1	50.2	41.7	5.4	78.1	78.1	35.4	82.5	82.5	82.5
DesignQueue:	11	45	2	2	88	7	12	9	21	9	8	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #23 Junipero Serra Boulevard/Page Mill Expressway

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Cycle (sec): 180 Critical Vol./Cap. (X): 1.208
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 144.0
Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Ovl						Ovl						Ovl			
Min. Green:	7		10		10		7		10		10		7		10		10		7		10		10	
Lanes:	2	0	2	0	1		1	0	2	0	2		2	0	2	0	1		2	0	2	0	1	
Volume Module: >> Count Date: 22 Oct 1998 <<																								
Base Vol:	367		561		133		88		760		620		248		885		125		217		2722		132	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	367		561		133		88		760		620		248		885		125		217		2722		132	
Added Vol:	0		12		1		1		14		45		23		3		0		3		8		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	367		573		134		89		774		665		271		888		125		220		2730		132	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	368		575		134		89		776		667		272		891		125		221		2738		132	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	368		575		134		89		776		667		272		891		125		221		2738		132	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	368		575		134		89		776		667		272		891		125		221		2738		132	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.88		1.06		0.97		0.97		1.06		0.88		0.88		1.06		0.97		0.88		1.06		0.97	
Lanes:	2.00		2.00		1.00		1.00		2.00		2.00		2.00		2.00		1.00		2.00		2.00		1.00	
Final Sat.:	3150		3800		1750		1750		3800		3150		3150		3800		1750		3150		3800		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.12		0.15		0.08		0.05		0.20		0.21		0.09		0.23		0.07		0.07		0.72		0.08	
Crit Moves:	****								****				****								****			
Green Time:	17.4		35.8		63.5		12.0		30.4		43.3		12.9		92.5		109.9		27.7		107		119.3	
Volume/Cap:	1.21		0.76		0.22		0.76		1.21		0.88		1.21		0.46		0.12		0.46		1.21		0.11	
Delay/Veh:	198.5		54.9		31.1		79.0		181		58.4		208.1		21.2		11.2		53.2		150		8.4	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
ProgAdjFctr:	1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85		1.00		0.85		0.85	
AdjDel/Veh:	198.5		46.7		26.4		79.0		153		49.6		208.1		18.1		9.5		53.2		128		7.1	
DesignQueue:	34		48		9		8		68		53		26		46		5		19		137		5	

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Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #24 Junipero Serra Boulevard/Stanford Avenue

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Cycle (sec): 60 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 18.4
Optimal Cycle: 62 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	7	10	0	0	0	0	7	0	0
Lanes:	0 0 1	0 1		1 0 1	0 0		0 0 0	0 0		2 0 0	0 1	
Volume Module: >> Count Date: 22 Oct 1998 <<												
Base Vol:	0	772	170	127	986	0	0	0	0	634	0	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	772	170	127	986	0	0	0	0	634	0	125
Added Vol:	0	22	13	1	35	0	0	0	0	25	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	794	183	128	1021	0	0	0	0	659	0	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	796	184	128	1024	0	0	0	0	661	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	796	184	128	1024	0	0	0	0	661	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	796	184	128	1024	0	0	0	0	661	0	129
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.11	0.07	0.54	0.00	0.00	0.00	0.00	0.21	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	29.3	44.0	7.0	36.3	0.0	0.0	0.0	0.0	14.7	0.0	21.7
Volume/Cap:	0.00	0.86	0.14	0.63	0.89	0.00	0.00	0.00	0.00	0.86	0.00	0.20
Delay/Veh:	0.0	16.0	1.8	23.3	14.1	0.0	0.0	0.0	0.0	23.2	0.0	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	13.6	1.5	23.3	12.0	0.0	0.0	0.0	0.0	23.2	0.0	8.6
DesignQueue:	0	15	2	4	16	0	0	0	0	17	0	3

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Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

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Intersection #25 Junipero Serra/Campus Drive East

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Cycle (sec): 120 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 23.9
Optimal Cycle: 56 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	700	57	197	911	0	0	0	0	120	0	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	700	57	197	911	0	0	0	0	120	0	288
Added Vol:	0	15	11	9	19	0	0	0	0	18	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	715	68	206	930	0	0	0	0	138	0	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	715	68	206	930	0	0	0	0	138	0	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	68	206	930	0	0	0	0	138	0	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	715	68	206	930	0	0	0	0	138	0	306
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.04	0.12	0.49	0.00	0.00	0.00	0.00	0.08	0.00	0.17
Crit Moves:		****		****								****
Green Time:	0.0	62.4	62.4	19.5	82.0	0.0	0.0	0.0	0.0	29.0	0.0	29.0
Volume/Cap:	0.00	0.72	0.07	0.72	0.72	0.00	0.00	0.00	0.00	0.33	0.00	0.72
Delay/Veh:	0.0	18.7	10.9	42.2	10.3	0.0	0.0	0.0	0.0	28.6	0.0	35.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	15.9	9.3	42.2	8.8	0.0	0.0	0.0	0.0	28.6	0.0	30.5
DesignQueue:	0	25	2	12	23	0	0	0	0	7	0	16

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Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #26 Junipero Serra Boulevard/Campus Drive West

Cycle (sec): 80 Critical Vol./Cap. (X): 1.186
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 163.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Ovl		
Min. Green:	0	0		0	0	0		0	7	10		10	0	0		0
Lanes:	1 0	1 0		1	1 0	0 1		0	0 0	1! 0		0	0 1	0 0		2
Volume Module: >> Count Date: 28 Oct 1998 <<																
Base Vol:	10	1003	153		227	577	24		118	5	12		446	5	782	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	10	1003	153		227	577	24		118	5	12		446	5	782	
Added Vol:	1	22	10		31	10	1		0	0	0		17	0	55	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	1025	163		258	587	25		118	5	12		463	5	837	
User Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	1054	168		265	603	26		121	5	12		476	5	860	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	1054	168		265	603	26		121	5	12		476	5	860	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	11	1054	168		265	603	26		121	5	12		476	5	860	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.97	1.06	0.97		0.97	1.00	1.00		0.97	0.97	0.97		1.00	1.00	0.88	
Lanes:	1.00	1.00	1.00		1.00	0.96	0.04		0.88	0.03	0.09		0.99	0.01	2.00	
Final Sat.:	1750	1900	1750		1750	1726	74		1534	63	152		1781	19	3150	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.55	0.10		0.15	0.35	0.35		0.08	0.08	0.08		0.27	0.27	0.27	
Crit Moves:		****			****					****				****		
Green Time:	0.8	34.8	51.5		9.5	43.5	43.5		10.0	10.0	10.0		16.7	16.7	26.2	
Volume/Cap:	0.64	1.28	0.15		1.28	0.64	0.64		0.63	0.63	0.63		1.28	1.28	0.83	
Delay/Veh:	65.5	190	4.3		223.7	10.8	10.8		29.3	29.3	29.3		205.8	206	23.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
ProgAdjFctr:	1.00	0.85	0.85		1.00	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	
AdjDel/Veh:	65.5	161	3.6		223.7	9.2	9.2		24.9	24.9	24.9		175.0	175	19.6	
DesignQueue:	0	31	3		11	13	1		5	0	0		18	0	27	

Stanford Community Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #27 Junipero Serra/Alpine-Santa Cruz

Cycle (sec): 110 Critical Vol./Cap. (X): 1.137
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 99.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	0 1	1 0	0
Volume Module:												
Base Vol:	724	0	1026	0	0	0	0	667	88	593	991	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	724	0	1026	0	0	0	0	667	88	593	991	0
Added Vol:	17	0	60	0	0	0	0	0	8	33	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	741	0	1086	0	0	0	0	667	96	626	991	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	780	0	1143	0	0	0	0	702	101	659	1043	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	0	1143	0	0	0	0	702	101	659	1043	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.00
Final Vol.:	780	0	1143	0	0	0	0	737	101	659	1043	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	0.98	0.85	0.98	0.98	0.98	0.98	0.98	0.85	1.02	1.01	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.77	1.23	0.00
Final Sat.:	1936	0	1617	0	0	0	0	3724	1617	1487	2354	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.00	0.71	0.00	0.00	0.00	0.00	0.20	0.06	0.44	0.44	0.00
Crit Moves:	****							****			****	
Green Time:	39.0	0.0	81.9	0.0	0.0	0.0	0.0	19.1	58.1	42.9	42.9	0.0
Volume/Cap:	1.14	0.00	0.95	0.00	0.00	0.00	0.00	1.14	0.12	1.14	1.14	0.00
Delay/Veh:	101.2	0.0	19.3	0.0	0.0	0.0	0.0	108	8.4	91.7	91.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.2	0.0	19.3	0.0	0.0	0.0	0.0	108	8.4	91.7	91.7	0.0
DesignQueue:	35	0	21	0	0	0	0	39	3	28	44	0

Stanford Community Plan
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PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #28 I-280/Sand Hill Cir./Sand Hill Rd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.978
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 27.9
Optimal Cycle: 179 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	31	413	0	168	340	52	683	0	0	2157	50
Growth Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	31	0	0	168	340	52	683	0	0	2157	50
Added Vol:	0	0	0	0	0	0	0	22	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	0	168	340	52	705	0	0	2197	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	33	0	0	177	358	55	742	0	0	2313	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	0	0	177	358	55	742	0	0	2313	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.05	1.00	1.05	1.05	1.00
Final Vol.:	0	33	0	0	177	358	55	779	0	0	2428	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.98	1.01	0.85	1.02	1.02	1.02	0.98	0.98	0.85
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	1862	1862	0	1911	1617	1936	3871	0	0	3724	1617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.09	0.22	0.03	0.20	0.00	0.00	0.65	0.03
Crit Moves:		****				****	****				****	
Green Time:	0.0	1.8	0.0	0.0	22.6	22.6	2.9	69.6	0.0	0.0	66.7	66.7
Volume/Cap:	0.00	0.98	0.00	0.00	0.41	0.98	0.98	0.29	0.00	0.00	0.98	0.05
Delay/Veh:	0.0	141	0.0	0.0	21.7	55.7	115.2	3.8	0.0	0.0	20.3	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	141	0.0	0.0	21.7	55.7	115.2	3.8	0.0	0.0	20.3	3.7
DesignQueue:	0	2	0	0	8	16	3	14	0	0	54	1

Stanford Community Plan
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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

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Intersection #29 Sharon Park/Sand Hill

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Cycle (sec): 90 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 19.8
Optimal Cycle: 85 Level Of Service: C

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	283	0	242	205	1196	0	0	1546	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	0	242	205	1196	0	0	1546	253
Added Vol:	0	0	0	0	0	0	0	22	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	283	0	242	205	1218	0	0	1586	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	298	0	255	216	1282	0	0	1669	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	255	216	1282	0	0	1669	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	298	0	255	216	1346	0	0	1753	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.98	0.90	1.02	1.02	0.98	0.98	0.98	0.98
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.72	0.28
Final Sat.:	0	0	0	1715	0	1715	1936	3871	0	1862	3211	513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.15	0.11	0.35	0.00	0.00	0.55	0.55
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	17.6	0.0	28.8	11.3	66.4	0.0	0.0	55.2	55.2
Volume/Cap:	0.00	0.00	0.00	0.89	0.00	0.46	0.89	0.47	0.00	0.00	0.89	0.89
Delay/Veh:	0.0	0.0	0.0	39.8	0.0	16.2	46.5	3.1	0.0	0.0	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.8	0.0	16.2	46.5	3.1	0.0	0.0	13.1	13.1
DesignQueue:	0	0	0	13	0	9	10	19	0	0	40	6

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Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #30 Santa Cruz/Sand Hill

Cycle (sec): 130 Critical Vol./Cap. (X): 1.143
Loss Time (sec): 9 (Y+R = 3 sec) Average Crit Del (sec/veh): 113.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 1 1 0 1		
Volume Module:												
Base Vol:	364	1087	418	225	798	352	458	773	233	626	1150	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1087	418	225	798	352	458	773	233	626	1150	290
Added Vol:	37	23	0	1	14	0	0	2	19	0	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	31	121	31
Initial Fut:	401	1110	418	226	812	352	458	775	252	657	1275	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	422	1168	440	238	855	371	482	816	265	692	1342	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	1168	440	238	855	371	482	816	265	692	1342	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.05	1.00	1.00
Final Vol.:	422	1227	440	238	897	371	482	857	265	726	1342	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.85	1.02	1.02	0.85	1.02	1.02	0.85	1.02	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.03	1.97	1.00
Final Sat.:	1936	3871	1617	1936	3871	1617	1936	3871	1617	1988	3674	1862
Capacity Analysis Module:												
Vol/Sat:	0.22	0.32	0.27	0.12	0.23	0.23	0.25	0.22	0.16	0.37	0.37	0.18
Crit Moves:	****				****		****			****		
Green Time:	24.8	36.8	78.4	14.3	26.4	26.4	28.3	28.3	28.3	41.5	41.5	55.8
Volume/Cap:	1.14	1.12	0.45	1.12	1.14	1.13	1.14	1.02	0.75	1.14	1.14	0.42
Delay/Veh:	126.2	93.3	9.3	130.7	113	122.5	122.4	60.7	36.7	100.5	101	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.2	93.3	9.3	130.7	113	122.5	122.4	60.7	36.7	100.5	101	16.9
DesignQueue:	26	69	13	16	55	23	29	51	16	40	73	15

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #31 Oak Ave./Sand Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 6.8
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	184	0	1428	0	0	2023	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	184	0	1428	0	0	2023	67
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	184	0	1431	0	0	2028	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	63	0	194	0	1506	0	0	2135	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	194	0	1506	0	0	2135	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	63	0	194	0	1582	0	0	2241	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	1.02	1.02	1.02	0.98	0.98	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1715	0	1715	0	3871	0	0	3724	1715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.11	0.00	0.41	0.00	0.00	0.60	0.04
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	14.9	0.0	14.9	0.0	79.1	0.0	0.0	79.1	79.1
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.76	0.00	0.52	0.00	0.00	0.76	0.05
Delay/Veh:	0.0	0.0	0.0	24.4	0.0	34.9	0.0	2.5	0.0	0.0	4.4	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.4	0.0	34.9	0.0	2.5	0.0	0.0	4.4	1.5
DesignQueue:	0	0	0	3	0	9	0	21	0	0	31	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #32 Oak Creek-Stockfarm/Sand Hill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	7	10	10	7	10	10
Lanes:	2 0 0	1 0		1 0 0	1 0		1 0	1 1 0		1 0	1 1 0	
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	175	10	100	12	10	30	31	1156	125	90	1888	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	10	100	12	10	30	31	1156	125	90	1888	48
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	10	100	12	10	30	31	1159	125	90	1893	48
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	11	106	13	11	32	33	1224	132	95	1999	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	11	106	13	11	32	33	1224	132	95	1999	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	185	11	106	13	11	32	33	1224	132	95	1999	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	2.00	0.09	0.91	1.00	0.26	0.74	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	3150	169	1631	1750	460	1340	1750	3340	360	1750	3608	92
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.01	0.02	0.02	0.02	0.37	0.37	0.05	0.55	0.55
Crit Moves:			****		****		****				****	
Green Time:	8.2	8.2	8.2	3.0	3.0	3.0	7.0	69.8	69.8	7.0	69.8	69.8
Volume/Cap:	0.72	0.79	0.79	0.25	0.79	0.79	0.27	0.53	0.53	0.78	0.79	0.79
Delay/Veh:	40.3	50.9	50.9	36.5	71.5	71.5	33.8	5.6	5.6	51.9	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	40.3	43.2	43.2	36.5	60.8	60.8	33.8	4.8	4.8	51.9	7.7	7.7
DesignQueue:	10	1	5	1	1	2	2	23	2	5	39	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pasteur Drive/Sand Hill Road

Cycle (sec): 90 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 26.1
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	0 1	0	0 0	1! 0	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	699	25	156	15	5	10	10	1055	193	85	1314	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	699	25	156	15	5	10	10	1055	193	85	1314	25
Added Vol:	0	0	2	0	0	0	0	3	0	2	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	699	25	158	15	5	10	10	1058	193	87	1319	25
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	741	27	167	16	5	11	11	1121	205	92	1398	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	741	27	167	16	5	11	11	1121	205	92	1398	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	741	27	167	16	5	11	11	1121	205	92	1398	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	1.00	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.03	1.00
Lanes:	2.00	0.14	0.86	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	251	1549	875	273	602	1750	3800	1750	1750	3630	70
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.02	0.02	0.02	0.01	0.29	0.12	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	23.1	23.1	23.1	10.0	10.0	10.0	7.0	37.9	61.0	7.0	37.9	37.9
Volume/Cap:	0.92	0.42	0.42	0.16	0.16	0.16	0.08	0.70	0.17	0.68	0.92	0.92
Delay/Veh:	35.4	21.5	21.5	27.6	27.6	27.6	29.3	17.3	4.0	39.0	25.0	25.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	35.4	18.3	18.3	23.4	23.4	23.4	29.3	14.7	3.4	39.0	21.3	21.3
DesignQueue:	29	1	6	1	0	0	1	35	3	4	45	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #34 Arboretum Road/Sand Hill Road

Cycle (sec): 130 Critical Vol./Cap. (X): 1.013
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 68.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	609	25	250	15	25	15	15	662	523	281	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	609	25	250	15	25	15	15	662	523	281	709	15
Added Vol:	5	0	4	0	0	0	0	2	3	3	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	614	25	254	15	25	15	15	664	526	284	711	15
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	664	27	275	16	27	16	16	718	569	307	769	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	664	27	275	16	27	16	16	718	569	307	769	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	664	27	275	16	27	16	16	718	569	307	769	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	1.05	1.00	0.97	1.03	1.00
Lanes:	1.53	0.04	0.43	0.27	0.46	0.27	1.00	1.09	0.91	1.00	1.96	0.04
Final Sat.:	2666	75	759	475	801	475	1750	2063	1635	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.36	0.03	0.03	0.03	0.01	0.35	0.35	0.18	0.21	0.21
Crit Moves:		****			****			****		****		
Green Time:	44.2	44.2	44.2	10.0	10.0	10.0	7.0	42.4	42.4	21.4	56.8	56.8
Volume/Cap:	0.73	1.07	1.07	0.44	0.44	0.44	0.17	1.07	1.07	1.07	0.49	0.49
Delay/Veh:	30.2	76.7	76.7	45.0	45.0	45.0	44.7	74.2	74.2	104.4	20.1	20.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	25.6	65.2	65.2	38.3	38.3	38.3	44.7	63.0	63.0	104.4	17.0	17.0
DesignQueue:	34	1	14	1	2	1	1	38	30	19	33	1

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42) Mitigat
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #35 Arboretum Road/Quarry Road

Cycle (sec): 90 Critical Vol./Cap. (X): 1.020
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 48.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1 0	1	0	0 1 0	1	0	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 20 Oct 1998 <<												
Base Vol:	399	533	61	107	672	154	174	712	455	315	227	121
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	417	557	64	112	702	161	182	744	475	329	237	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	557	64	112	702	161	182	744	475	329	237	126
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	580	66	116	731	168	189	775	495	343	247	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	580	66	116	731	168	189	775	495	343	247	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	434	580	66	116	731	168	189	775	495	343	247	132
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.00	1.00	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.04	1.00
Lanes:	1.22	1.60	0.18	0.23	1.44	0.33	1.00	2.00	1.00	1.00	1.28	0.72
Final Sat.:	2150	2873	327	411	2593	596	1750	3800	1750	1750	2410	1288
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.28	0.28	0.28	0.11	0.20	0.28	0.20	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	17.8	17.8	17.8	24.9	24.9	24.9	25.3	18.0	35.8	17.3	10.0	10.0
Volume/Cap:	1.02	1.02	1.02	1.02	1.02	1.02	0.38	1.02	0.71	1.02	0.92	0.92
Delay/Veh:	53.7	53.7	53.7	51.8	51.8	51.8	20.1	57.6	19.6	71.1	48.8	48.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	45.7	45.7	45.7	44.0	44.0	44.0	20.1	49.0	16.7	71.1	41.5	41.5
DesignQueue:	18	24	3	5	28	7	7	33	16	15	11	6

Stanford Community Plan
2010 Cumulative Plus Project With Arena Internal Intersections (35-42) Mitigat
PM Peak Hour

Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #36 Arboretum Road/Palm Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.927
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 38.7
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	0	10	10	0	10	10
Lanes:	1 0 0 1 0			1 0 0 1 0			0 0 1 1 0			0 0 1 0 1		
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	25	370	32	614	522	28	0	501	20	0	340	375
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	26	387	33	642	545	29	0	524	21	0	355	392
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	387	33	642	545	29	0	524	21	0	355	392
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	418	36	694	590	32	0	566	23	0	384	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	418	36	694	590	32	0	566	23	0	384	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	418	36	694	590	32	0	566	23	0	384	424
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	1.00	0.92	0.08	1.00	0.95	0.05	0.00	1.92	0.08	0.00	1.00	1.00
Final Sat.:	1750	1657	143	1750	1707	93	0	3555	144	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.40	0.35	0.35	0.00	0.16	0.16	0.00	0.20	0.24
Crit Moves:			****	****							****	
Green Time:	29.9	29.9	29.9	47.1	47.1	47.1	0.0	24.0	24.0	0.0	24.0	71.1
Volume/Cap:	0.06	0.93	0.93	0.93	0.81	0.81	0.00	0.73	0.73	0.00	0.93	0.38
Delay/Veh:	22.5	46.8	46.8	35.4	25.4	25.4	0.0	32.8	32.8	0.0	51.3	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	22.5	39.8	39.8	35.4	21.6	21.6	0.0	27.8	27.8	0.0	43.6	6.0
DesignQueue:	1	20	2	27	23	1	0	28	1	0	19	10

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Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #37 Arboretum Road/Galvez Street

Cycle (sec): 60 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 9 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.9
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 2 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 21 Oct 1998 <<												
Base Vol:	0	0	0	496	0	47	0	939	0	0	363	470
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
Initial Bse:	0	0	0	518	0	49	0	981	0	0	379	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	518	0	49	0	981	0	0	379	0
User Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	539	0	51	0	1020	0	0	394	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	539	0	51	0	1020	0	0	394	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	539	0	51	0	1071	0	0	394	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1900	0	1900	0	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.03	0.00	0.28	0.00	0.00	0.21	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.6	0.0	25.6	0.0	25.4	0.0	0.0	25.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.06	0.00	0.67	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	10.4	0.0	6.6	0.0	9.7	0.0	0.0	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	0.0	6.6	0.0	9.7	0.0	0.0	8.5	0.0
DesignQueue:	0	0	0	11	0	1	0	22	0	0	8	0

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pasteur Drive/Welch Road (SB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.2
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	7	10	10	0	10	10	7	10	0
Lanes:	0 0 0 0 0			1 0 0 1 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	205	186	23	0	126	21	150	417	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	214	194	24	0	132	22	157	436	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	214	194	24	0	132	22	157	436	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	214	194	24	0	132	22	157	436	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	194	24	0	132	22	157	436	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	214	194	24	0	132	22	157	436	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.86	0.14	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1602	198	0	1543	257	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.09	0.09	0.09	0.23	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	13.8	13.8	14.5	28.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.37	0.37	0.37	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	11.9	11.9	11.9	0.0	15.1	15.1	14.7	8.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	11.9	10.1	10.1	0.0	12.8	12.8	14.7	7.3	0.0
DesignQueue:	0	0	0	5	4	1	0	3	1	4	8	0

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #39 Pasteur Drive/Welch Road (NB)

Cycle (sec): 60 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 12 (Y+R = 4 sec) Average Crit Del (sec/veh): 12.8
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	0	0	0	7	10	0	0	10	10
Lanes:	0 1	0 1	0	0 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 8 May 1997 <<												
Base Vol:	114	98	328	0	0	0	77	254	0	0	438	116
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	119	102	343	0	0	0	80	265	0	0	458	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	102	343	0	0	0	80	265	0	0	458	121
User Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	109	363	0	0	0	85	281	0	0	485	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	109	363	0	0	0	85	281	0	0	485	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	109	363	0	0	0	85	281	0	0	485	128
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.54	0.46	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	965	835	1800	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.20	0.00	0.00	0.00	0.05	0.15	0.00	0.00	0.26	0.07
Crit Moves:			****				****				****	
Green Time:	18.1	18.1	18.1	0.0	0.0	0.0	7.0	29.9	0.0	0.0	22.9	22.9
Volume/Cap:	0.43	0.43	0.67	0.00	0.00	0.00	0.42	0.30	0.00	0.00	0.67	0.19
Delay/Veh:	12.9	12.9	15.3	0.0	0.0	0.0	19.5	6.8	0.0	0.0	13.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	11.0	11.0	13.0	0.0	0.0	0.0	19.5	5.8	0.0	0.0	11.4	8.0
DesignQueue:	3	3	9	0	0	0	3	5	0	0	11	3

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Level Of Service Computation Report
1985 HCM Operations Method (Future Volume Alternative)

Intersection #40 Welch Road/Quarry Road

Cycle (sec):	80	Critical Vol./Cap. (X):	0.638
Loss Time (sec):	12 (Y+R = 4 sec)	Average Crit Del (sec/veh):	18.0
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	1 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module: >> Count Date: 7 May 1997 <<												
Base Vol:	66	71	20	45	14	100	98	327	10	16	489	431
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	69	74	21	47	15	105	102	342	10	17	511	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	74	21	47	15	105	102	342	10	17	511	450
User Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	80	23	51	16	113	111	370	11	18	553	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	80	23	51	16	113	111	370	11	18	553	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	80	23	51	16	113	111	370	11	18	553	487
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	0.97	0.97	0.97	1.00	1.00	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	0.42	0.45	0.13	1.17	0.10	0.73	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	737	787	226	2046	186	1310	1750	3593	107	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.09	0.09	0.06	0.10	0.10	0.01	0.29	0.28
Crit Moves:		****			****		****				****	
Green Time:	12.8	12.8	12.8	10.8	10.8	10.8	8.0	26.1	26.1	18.3	36.5	47.3
Volume/Cap:	0.64	0.64	0.64	0.18	0.64	0.64	0.64	0.32	0.32	0.04	0.64	0.47
Delay/Veh:	27.3	27.3	27.3	23.3	28.2	28.2	31.5	15.4	15.4	18.3	13.8	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	1.00	0.85	0.85	1.00	0.85	0.85
AdjDel/Veh:	23.2	23.2	23.2	19.8	24.0	24.0	31.5	13.1	13.1	18.3	11.7	6.2
DesignQueue:	3	3	1	2	1	4	5	11	0	1	14	9

Stanford Community Plan
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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #41 Welch Road/Campus Drive West

Cycle (sec): 1 Critical Vol./Cap. (X): 2.840
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 140.9
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 0	1
Volume Module: >> Count Date: 27 Oct 1998 <<												
Base Vol:	0	0	0	130	0	344	231	426	0	0	1119	132
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	136	0	359	241	445	0	0	1169	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	136	0	359	241	445	0	0	1169	138
User Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	370	249	459	0	0	1204	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	370	249	459	0	0	1204	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	140	0	370	249	459	0	0	1204	142
Saturation Flow Module:												
Sat/Lane:	0	0	0	292	292	292	400	400	400	424	424	424
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	292	0	292	400	800	0	0	424	424
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.00	1.27	0.62	0.57	0.00	0.00	2.84	0.33
Crit Moves:			****			****	****				****	
ApproachV/S:	xxxxx			0.87			0.59			1.59		
Delay/Veh:	0.0	0.0	0.0	6.2	0.0	123.4	10.6	8.8	0.0	0.0	xxxx	3.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.2	0.0	123.4	10.6	8.8	0.0	0.0	xxxx	3.6
LOS by Move:	*	*	*	B	*	F	C	B	*	*	F	A
ApproachDel:	xxxxxx			27.6			9.4			416.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			27.6			9.4			416.4		
LOS by Appr:	F			D			B			F		

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #42 Pasteur Drive/Blake Wilbur Road

Cycle (sec): 1 Critical Vol./Cap. (X): 1.394
Loss Time (sec): 0 (Y+R = 4 sec) Average Crit Del (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -		R	L -	T -		R	L -	T -		R	L -	T -		R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	1!	0	0	0 0	1!	0	0	0 0	1!	0	0	0 1	0	0	1
Volume Module: >> Count Date: 28 Oct 1998 <<																
Base Vol:	12	93		27	149	174		29	72	19		19	57		3	368
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04		1.04	1.04
Initial Bse:	13	97		28	156	182		30	75	20		20	60		3	385
Added Vol:	0	0		0	0	0		0	0	0		0	0		0	0
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0	0
Initial Fut:	13	97		28	156	182		30	75	20		20	60		3	385
User Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03		1.03	1.03
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	13	100		29	160	187		31	77	20		20	61		3	396
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	13	100		29	160	187		31	77	20		20	61		3	396
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	13	100		29	160	187		31	77	20		20	61		3	396
Saturation Flow Module:																
Sat/Lane:	504	504		504	692	692		692	468	468		468	284		284	284
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	0.09	0.71		0.20	0.42	0.50		0.08	0.66	0.17		0.17	0.95		0.05	1.00
Final Sat.:	46	355		103	293	342		57	308	80		80	271		13	284
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28		0.28	0.55	0.55		0.55	0.25	0.25		0.25	0.23		0.23	1.39
Crit Moves:	****							****				****				****
ApproachV/S:		0.28				0.55				0.25				0.81		
Delay/Veh:	2.9	2.9		2.9	8.0	8.0		8.0	2.6	2.6		2.6	2.4		2.4	200.1
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	2.9	2.9		2.9	8.0	8.0		8.0	2.6	2.6		2.6	2.4		2.4	200.1
LOS by Move:	A	A		A	B	B		B	A	A		A	A		A	F
ApproachDel:		2.9				8.0				2.6				21.7		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		2.9				8.0				2.6				21.7		
LOS by Appr:		A				B				A				D		

Stanford Community Plan
2010 Cumulative Plus Project With Arena With Mitigations
PM Peak Hour

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #43 University (NB)/Santa Cruz

Cycle (sec): 60 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 6 (Y+R = 3 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	476	0	238	0	0	0	0	463	362	132	655	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	0	238	0	0	0	0	463	362	132	655	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	0	238	0	0	0	0	475	362	132	663	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	501	0	251	0	0	0	0	500	381	139	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	0	251	0	0	0	0	500	381	139	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	501	0	251	0	0	0	0	500	381	139	698	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.98	0.98	0.98	0.98	0.98	0.93	0.93	0.98	0.98
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1758	0	1758	0	0	0	0	1862	1764	1764	1862	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.14	0.00	0.00	0.00	0.00	0.27	0.22	0.08	0.37	0.00
Crit Moves:	****						****				****	
Green Time:	23.3	0.0	23.3	0.0	0.0	0.0	0.0	23.7	23.7	7.0	30.7	0.0
Volume/Cap:	0.73	0.00	0.37	0.00	0.00	0.00	0.00	0.68	0.55	0.68	0.73	0.00
Delay/Veh:	13.0	0.0	8.6	0.0	0.0	0.0	0.0	11.5	9.7	22.4	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	0.0	8.6	0.0	0.0	0.0	0.0	11.5	9.7	22.4	9.5	0.0
DesignQueue:	11	0	5	0	0	0	0	11	8	4	13	0

C3

PARKING LOCATIONS AND SUPPLY

Appendix C

Stanford University Existing Parking

Location	Spaces	Location	Spaces	Location	Spaces
1047 Campus	36	Encina Courtyard	3	Oak Road	96
1115 Campus	42	Encina Hall	18	Oval	240
1135 Campus	46	Environ. Health & Safety	63	Panama	210
535 Campus	58	Escondido Road	108	Panmpas	106
651 Serra North	151	Evening Shift	118	Parking Structure 1	1113
651 Serra West	89	Fire	10	Parking Structure 2	748
655 Serra East	557	Flo Mo Dock	12	Phi Sig	4
658 Lomita Court	41	Flo Mo South East	59	Public Safety	52
664 Lomita Court	41	Galveg	80	Quarry Psychiatry	202
675 Lomita	40	Ginzton	216	Quarry South	456
680 Lomita	66	Gould House	30	Rains	335
Alandra	8	Governer's Corner South	173	Rains	335
Alumni Center	12	Grove Lausen	5	Rains East	328
Alvarado 1	39	Grove Mayfiled	28	Rains East	328
Anatomy	30	Hammarskjold	15	Rear of Knoll	58
Arguello	41	Haus Mitteleuropa	7	Rectangle Lot	400
Bakevell Dock	5	Hoskins & Thoburn	222	Ricker Dock	5
Barnes & Abrams	350	HRP	63	Robert Moore	123
Beckman South	268	Hulme	166	Roble	258
Beckman West	126	Jordon Quad	181	Roth Way	172
Blackwelder	686	Kairos	9	Roth Way	10
Boathouse	78	Kimball	27	Salvatierra 1	28
Bolivar House	5	Kimball Dining	86	Salvatierra 1	28
Bonair	14	Knoll & Lomita	52	Santa Teresa @ Sterling	61
Bowdoin	158	Lane L	65	Santa Teresa @Laugunita	72
Bowdoin	158	Laquinita	260	Santa terresa & Press	89
Bowman	73	Lasuen @ Arboretum	134	Searsville road	90
Brown	137	Lasuen @ Arboretum	181	Serra & Schwab	34
Burnham Pavilion	42	Law School	208	Serra @ Encina	20
Censtanzo 3	8	Lomita @ Rodin	138	Serra @ Schwab	34
CERAS	13	Lucas Center	7	Slarvianskii Dom	26
Comstock	215	Lyman	18	Slern Dock	10
Constanzo 1	34	Lyman Dock	13	Stern	245
Constanzo 2	31	Maples	333	Stern	245
Cowell @ Bowdoin	91	Mariposa	139	Stock Farm Wedge	490
Cowell @ Bowdoin	91	Mariposa	139	Stockfarm Lot	737
Cowell cluster	140	Mayfield @ Florence Moore	57	Storey	20
Cowell Health	37	Mayfield 1	25	Synergy	28
Credit Union	25	Mayfiled 3	60	TAXI	6
Crothers Way	26	Mayfileld 2	53	Toyon	174
Cypress	46	Memorial Way	84	Track House	359
Dean's Lawn	77	Mernorial Lot	67	Tresidder	413
DKE	11	Miniclees & EV5	194	Varsity	376
Dolore 1	21	Mirlo	26	Ventura	21

Location	Spaces	Location	Spaces	Location	Spaces
Drama	39	Mirrielees & EV5	194	Via Palou	17
Dudley & Angell	473	MSOB	223	Welch Road	61
Eating Clubs	104	Museum Loading	8	Wilbur Dock	8
Electioneer	101	Museum Way	237	Wilbur Dock	540
Total				**Total Existing Spaces**	**19,405**
Future Buildout					

Location	Type	Spaces
Oak Road Wedge	GUP2 Surface Buildout	80
Stock Farm Expansion	BUP2 Suface Displacement	485
Stock Farm Parking Structure	GUP2 Structure Buildout	1500
East of Failchild	GUP2 Structure Buildout	312
Mudd & Keck	GUP2 Structure Buildout	92
	Total Existing and Future GUP Buildout Spaces	**21,874**

APPENDIX D

SPECIAL STATUS SPECIES

APPENDIX D
SPECIAL-STATUS SPECIES

The following tables include special-status plant and animal species identified by the U.S. Fish and Wildlife Service (USFWS), California Natural Diversity Data Base (CNDDB), and the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants of California (Skinner and Pavlik 1994) as occurring in the vicinity of Stanford University. These tables identify the common and scientific names of each species, the special status categories that apply to each species, the habitat requirements of the species, and a brief overview of where the species occurs in relation to the Community Plan boundary (project area). Shading denotes species that are known to occur or that have suitable habitat within the project area.

Several locational terms are used to describe the occurrence and distribution of special-status species in the project area and vicinity. These terms are defined as follows:

Project Area - The project area is defined by the Stanford University Community Plan boundary. The project area includes lands that are planned for development as well as lands where no change in use is proposed.

Stanford lands - This includes all lands owned by Stanford University, including lands within the project area (Santa Clara County) and lands outside of the project area (City of Palo Alto, City of Menlo Park, San Mateo County, City of Woodside, and Portola Valley).

Jasper Ridge - Jasper Ridge is located on Stanford lands southwest of the project area, on the west side of I-280.

Dish Area - This term is used to refer to the undeveloped portions of the foothills area, generally bound by I-280, Page Mill Road, Junipero Serra Boulevard, and Alpine Road (with the exception of the Stanford Golf Course and other existing developed areas).

Lagunita - This refers to a managed lake (Lake Lagunita) near the intersection of Campus East Drive and Junipero Serra Boulevard.

Webb Ranch - Webb Ranch is located on Stanford lands outside of the project area.

Piers Ranch - Piers Ranch straddles I-280 to the southwest of the project area.

Table D-1

Special-Status Plant Species that Occur in the Vicinity of Stanford University

Species	Status			Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	CNPS[4]	Habitat[5]	Occurrence in Project Area[6]
Acanthomintha duttonii (*Acanthomintha obovata* ssp. *duttonii*) San Mateo thorn-mint	SE	FE	1B	Chaparral and valley and foothill grasslands with serpentine.	Annual herb. Known from only two extant occurrences at Edgewood County Park (5 miles from Stanford); most historical occurrences have been extirpated. Not likely to occur in project area. Bloom period: April-June.
Astragalus tener var. *tener* Alkali milk-vetch	--	--	1B	Alkali flats, vernal pools, valley and foothill grasslands; in adobe clay.	Annual herb. Marginal habitat present; however, thought to be extirpated in Santa Clara County. Not likely to occur in the project area. Bloom period: March – June.
Chorizanthe cuspidata var. *cuspidata* San Francisco Bay spineflower	--	FSC	1B	Sandy places in coastal scrub, coastal prairie, coastal dunes.	Annual herb. No suitable habitat in the project area. Bloom period: April - July.
Chorizanthe robusta var. *robusta* Robust spineflower	--	FE	1B	Openings in oak woodlands, coastal dunes, coastal scrub.	Annual herb. Potential habitat present, but believed to be extirpated from Santa Clara County. Not likely to occur in the project area. Bloom period: May – September.
Cirsium fontinale var. *campylon* Mt. Hamilton thistle	--	FSC	1B	Openings in oak woodlands.	Perennial herb. Potential habitat in the project area, but not likely to occur there due to species' restricted distribution. Bloom period: April – October.

Table D-1

Special-Status Plant Species that Occur in the Vicinity of Stanford University

	Status			Habitat and Occurrence in Project Area	
Species	**State[2]**	**Federal[3]**	**CNPS[4]**	**Habitat[5]**	**Occurrence in Project Area[6]**
Cirsium fontinale var. *fontinale* Fountain thistle	SE	FE	1B	Openings in oak woodland and serpentine seeps in valley and foothill grasslands.	Perennial herb. Potential habitat in the project area; however, species is known only from four occurrences from Crystal Springs Reservoir, 10 miles from Stanford. Not likely to occur in the project area. Bloom period: June – October.
Cirsium praeteriens Palo Alto thistle	--	--	--	Unknown.	Little information exists on this plant. It was collected from the Palo Alto area at the turn of the 20th century. Not seen since 1901. It is now presumed extinct.
Clarkia concinna ssp. *automixa* Santa Clara red ribbons	--	FSC	1B	Mesic shaded oak woodland below 1,500 meters elevation.	Annual herb. Potential habitat in the project area. Bloom period: April – July.
Cordylanthus maritimus ssp. *palustris* Point Reyes bird's beak	--	FSC	1B	Marshes and swamps.	Annual herb. Extirpated in Santa Clara County. No suitable habitat in the project area. Bloom period: June – October.
Cupressus abramsiana Santa Cruz cypress	SE	FE	1B	Coastal closed-cone forest with sandstone or granitic soils.	Endemic to Santa Cruz mountains. Known from only four groves at Butano Ridge, Eagle Rock, Brackenbae, and Bonnie Doon. Unlikely to occur in the project area.
Cypripedium fasciculatum Clustered lady's slipper	--	FSC	4	Lower montane coniferous forests, north coast coniferous forest; usually serpentinite seeps and streambanks.	Perennial herb. No suitable habitat in the project area. Bloom period: March – July.
Dirca occidentalis Western leatherwood	--	--	1B	Mesic riparian woodland and oak woodland.	Deciduous shrub. Potential habitat in the project area. Bloom period: January – April.

Table D-1

Special-Status Plant Species that Occur in the Vicinity of Stanford University

Species	Status			Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	CNPS[4]	Habitat[5]	Occurrence in Project Area[6]
Eriogonum nudum var. *decurrens* Ben Lomond buckwheat	--	--	1B	Chaparral and oak woodland.	Perrenial herb. Potential habitat in the project area. Bloom period: June – October.
Eriophyllum latilobum San Mateo woolly sunflower	SE	FE	1B	Oak woodlands with serpentine soils (often road cuts).	Perennial herb. Known only from 1 extant occurrence. Potential habitat is present, but species is not likely to occur in the project area due to its restricted distribution. Bloom period: May – June.
Fritillaria biflora var. *ineziana* Hillsborough chocolate lily	--	--	1B	Oak woodland and serpentine areas in valley and foothill grassland.	Perennial herb. Occurs in the Hillsborough area. Potential habitat in the project area, but not likely to occur there due to the species' restricted distribution. Bloom period: March – April.
Fritillaria liliacea Fragrant fritillary	--	FSC	1B	Valley and foothill grassland, often in serpentine.	Perrenial herb. Historic record from "hills around Stanford University." Potential habitat in the project area. Bloom period: February – April.
Hemizonia parryi ssp. *congdonii* Congdon's tarplant	--	FSC	1B	Valley and foothill grasslands with alkaline soils.	Annual herb. Species is believed to be extirpated from Santa Clara County. Not likely to occur in the project area. Bloom period: June – November.
Hesperolinon congestum Marin western flax	ST	FT	1B	Chaparral and valley and foothill grasslands with serpentine.	Annual herb. Known from fewer than 20 occurrences. Suitable habitat does not occur in the project area. Bloom period: May – July.
Lasthenia conjugens Contra Costa goldfields		FE	1B	Mesic valley and foothill grasslands; vernal pools.	Annual herb. Species is believed to be extirpated in Santa Clara County. Not likely to occur in the project area. Bloom period: March – June.

Table D-1

Special-Status Plant Species that Occur in the Vicinity of Stanford University

	Status			Habitat and Occurrence in Project Area	
Species	**State[2]**	**Federal[3]**	**CNPS[4]**	**Habitat[5]**	**Occurrence in Project Area[6]**
Lathyrus jepsonii var. *jepsonii* Delta tule pea	--	FSC	1B	Freshwater and brackish marshes.	Perennial herb. No suitable habitat in the project area. Bloom period: May – June.
Lessingia arachnoidea Crystal Springs lessingia	--	FSC	1B	Oak woodlands and serpentine areas (often roadcuts) of valley and foothill grasslands.	Perennial herb. Known only from Crystal Springs Reservoir. Potential habitat is present in the project area, but species is not likely to occur there due to its restricted distribution. Bloom period: July – October.
Lessingia hololeuca Wolly-headed lessingia	--	--	3	Valley and foothill grasslands; often in clay/serpentine areas.	Annual herb. Potential habitat in the project area. Bloom period: June – October.
Lilium maritimum Coast lily	--	FSC	1B	Broad-leafed upland forests, coastal prairie, coastal scrub; north coast coniferous forests.	Perennial herb. Marginal habitat in the project area. However, no records of the species from Santa Clara County. Not likely to occur in the project area. Bloom period: May – July.
Limnanthes douglassii ssp. *sulphurea* Point Reyes meadowfoam	SE	FSC	1B	Coastal prairie; mesic meadows, freshwater marshes; vernal pools.	Annual herb. Marginal habitat in the project area. However, no records of the species from Santa Clara County. Not likely to occur in the project area. Bloom period: March - May.
Monardella villosa ssp. *globosa* Robust monardella	--	--	1B	Oak woodland.	Annual herb. Potential habitat in the project area. Bloom period: June – July.

Table D-1

Special-Status Plant Species that Occur in the Vicinity of Stanford University

Species	Status			Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	CNPS[4]	Habitat[5]	Occurrence in Project Area[6]
Pedicularis dudleyi Dudley's lousewort	SR	FSC	1B	Coniferous forest, maritime chaparral.	Perrenial herb. Endemic to the Santa Cruz mountains. Known from only a few locations in the redwoods: Pescadero Creek, San Lorenzo River, Aptos, and Old Page Mill. No suitable habitat in the project area. Bloom period: April – June.
Pentachaeta bellidiflora White-rayed pentachaeta	SE	FE	1B	Valley and foothill grasslands with serpentine.	Annual herb. Potential habitat is present; however, species is known only from one extant population near Edgewood County Park, approx. 5 mi. from Stanford. Not likely to occur in the project area. Bloom period: March – May.
Perideridia gairdneri ssp. *gairdneri* Gairdner's yampah	--	FSC	4	Oak woodlands and valley and foothill grasslands.	Perennial herb. Potential habitat occurs in the project area. Bloom period: June – October.
Potamogeton filiformis Slender-leaved pondweed	--	--	2	Marshes and swamps; assorted shallow freshwater.	Perennial herb. Marginal habitat is present; however, species is believed to be extirpated in Santa Clara County. Not likely to occur in the project area. Bloom period: May – July.
Potentilla hickmanii Hickman's potentilla	SE	FE	1B	Coastal scrub, mesic meadows, and freshwater marshes.	Perrenial herb. No records for Santa Clara County. Known locally only from the vicinity of Moss Beach in San Mateo County. Not likely to occur in the project area. Bloom period: April – August.
Silene verecunda ssp. *verecunda* San Francisco campion	--	FSC	1B	Sand hills and rocky soils in coastal strand, coastal prairie, and coastal scrub.	Perrenial herb. No suitable habitat in the project area. Bloom period: March – June.

Table D-1

Special-Status Plant Species that Occur in the Vicinity of Stanford University

Species	Status			Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	CNPS[4]	Habitat[5]	Occurrence in Project Area[6]
Trifolium ammoenum Showy Indian clover	--	FE	1B	Valley and foothill grassland; often serpentine.	Annual herb. Potential habitat in the project area, but species is not likely to occur there due to its restricted distribution. Bloom period: April – June.
Tropidocarpum capparideum Caper-fruited tripidocarpum	--	FSC	1A	Alkaline areas in valley and foothill grasslands.	Annual herb. Marginal habitat present; however, species is believed to be extirpated in Santa Clara County. Not likely to occur in the project area. Bloom period: March – April.

Source: Parsons Harland Bartholomew & Associates, Inc., 2000

Notes: See next page.

[1] Shading denotes species that are known to occur or that have suitable habitat within the project area.

[2] State status data from Special Plants List, California Natural Diversity Data Base (CDFG 2000).

SE = State listed as Endangered.

ST = State listed as Threatened.

SR = State-listed as Rare.

[3] Federal status data from USFWS letter dated >15 November 1999 and Special Plants List, California Natural Diversity Data Base (CDFG 2000).

FE = Federally listed as Endangered.

FT = Federally listed as Threatened.

FSC = Federal Species of Special Concern.

[4] California Native Plant Society (CNPS) Listing Categories (Skinner and Pavlik 1994).

List 1A Presumed extinct in California

List 1B Plants Rare, Threatened, or Endangered in California and elsewhere.

List 2 Plants Rare or Endangered in California; more common elsewhere.

List 3 Need more information.

List 4 Plants of limited distribution.

[5] Habitat Sources:

-California Natural Diversity Data Base (CDFG 1999)

-Skinner and Pavlik (1994)

-Hickman (1993)

[6] Bloom period information from Skinner and Pavlik (1994).

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

Species	Status		Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	Habitat[4]	Occurrence
INVERTEBRATES				
Adela oplerella Opler's longhorn moth	--	FSC	Valley and foothill grasslands with serpentine soils.	Nearest occurrence is at Santa Theresa Hills, 30 miles south of the project area. Surveys conducted at Stanford University resulted in no sightings of this species.
Branchinecta lynchi Vernal pool fairy shrimp		FT	Valley-foothill grasslands in vernal pools.	Nearest known locality is 50 miles east of the project area. Surveys at Stanford University resulted in no observations of this species.
Branchinecta longantenna Longhorn fairy shrimp		FE	Valley-foothill grasslands in vernal pools.	Nearest known locality is 50 miles east of the project area. Surveys at Stanford University resulted in no observations of this species.
Calicina minor Edgewood blind harvestman	--	FSC	Open grassland; under rocks in serpentine soil areas.	Nearest known record at Edgewood County Park approx. 8miles north of the project area. Potential occurrence at Jasper Ridge. No suitable habitat in the project area.
Danaus plexippus Monarch butterfly	--	--	Winter roosts located in wind-protected eucalyptus, monterey pine, and cypress groves.	No over-wintering areas are known to occur in the project area.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

Species	Status		Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	Habitat[4]	Occurrence
Euphydras editha bayensis Bay checkerspot butterfly	--	FT	Native grasslands on serpentine soils.	An extensively studied population of this species occurs at Jasper Ridge. Monitored annually since 1960. All three known populations at Jasper Ridge presumed extinct. Species still persists at Edgewood County Park approx. 8 miles to the north and in Santa Clara County in the foothills of the Diablo and Coast Ranges adjoining the Santa Clara and Coyote Valleys. Not likely to occur in the project area due to lack of suitable habitat.
*Hydrochara ricksecker*i Ricksecker's water scavenger beetle	--	FSC	Larvae are aquatic; adults occur in marshy areas and weedy shallow ponds.	Potential habitat in the project area; however, nearest occurrence is at Pulgas Water Temple, 10 miles to the north. Not likely to occur in the project area.
Hydroporus leechi Leech's skyline diving beetle	--	FSC	Freshwater habitat.	Potential habitat in the project area at Lagunita.
Ischnura gemina San Francisco fork-tailed damselfly	--	--	Freshwater habitat; marshy areas and weedy shallow ponds.	Scattered in the S.F. Bay area; possibly in San Francisquito drainage, especially the lower portions.
Lepidurus packardi Vernal pool tadpole shrimp	--	FE	Valley-foothill grasslands and in vernal pools.	Nearest known locality is 50 miles east of the project area. Surveys at Stanford University resulted in no observations of this species.
Linderiella occidentalis California linderiella	--	--	Valley-foothill grasslands in vernal pools.	Suitable habitat is present in the project area; type locality is Stanford University, probably Lagunita.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

Species	Status		Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	Habitat[4]	Occurrence
Microcina edgewoodensis Edgewood micro-blind harvestman	--	FSC	Under rocks in serpentine soil areas.	Closest known occurrence is Edgewood County Park, approx. 8 miles north of the project area. Possibly at Jasper Ridge. No suitable habitat in the project area.
Microcina homi Hom's micro-blind harvestman	--	FSC	Under rocks in serpentine soil areas.	Closest known occurrence is at Silver Creek Hills, 25 miles southeast of the project area. Possibly occurs at Jasper Ridge. No suitable habitat in the project area.
Microcina jungi Jung's micro-blind harvestman	--	FSC	Under rocks in serpentine soil grasslands.	Closest known occurrence is at Silver Creek Hills, 25 miles southeast of the project area. Possibly occurs at Jasper Ridge. No suitable habitat in the project area.
Neonemobius eurynotus Ground cricket	--	--	Ground litter in variety of habitats.	Suitable habitat present in the project area. Known from three localities: corner of Campus and Palm Drives (within the project area), Jasper Ridge (out of project area), and Dish near Stanford Avenue (within project area).
Speyeria adiaste adiaste Unsilvered silverspot butterfly	--	FSC	Open early to mid-successional grasslands and seeps to oak woodlands.	Potential habitat present; however, nearest occurrences are at the intersection of Page Mill and Skyline (8 miles southwest) and in La Honda (8 miles northwest). Formerly found at Searsville Lake. None have been found in the project area.
FISH				
Lampetra ayresi River lamprey	CSC	FSC	Freshwater, rocks and gravel.	Potential habitat present; however, there are no recent records from the project area.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

	Status		Habitat and Occurrence in Project Area	
Species	**State[2]**	**Federal[3]**	**Habitat[4]**	**Occurrence**
Oncorhynchus mykiss Steelhead – Central California Coast ESU	CSC	FT	Unobstructed creeks and streams with shade, permanent pools, gravel riffles and clean/cool water.	Abundant in San Francisquito Creek watershed. Unknown status in Matadero Creek; not observed in Matadero system during recent field work.
AMPHIBIANS				
Ambystoma californiense California tiger salamander	CSC	FC	Annual grasslands and grassy understory of valley foothill habitats. Uses underground refuges including ground squirrel burrows. Breeds in vernal pools.	Many documented occurrences in project area and vicinity. Lagunita and surrounding area up to 2 km distant; infrequent sightings across built portions of campus.
Rana aurora draytonii California red-legged frog	CSC	FT	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation.	San Francisquito Creek from below Searsville Dam to mid-Webb Ranch; common along Matadero and Deer Creeks (within the project area). Old records from a seasonal creek in the faculty/staff housing area, pond in Kingscote Gardens, and Lagunita. No CRLFs have been observed in these historic locations during recent (1996-present) surveys. A road-killed CRLF was collected along Junipero Serra Blvd. near the faculty/staff housing area last winter. The large Matadero concentration is only ~1 mile away, but it could have also come from one of the drainage ditches (="disturbed riparian") in the area.
Rana boylii Foothill yellow-legged frog	CSC	FSC	Small, sometimes seasonal pools and slow-moving creeks, with regions of rocky cover. Most commonly found in streams with rocky beds.	Formerly in upper San Francisquito watershed; old records indicate possible historic presence at Jasper Ridge. No known occurrences in the project area.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

	Status		Habitat and Occurrence in Project Area	
Species	**State[2]**	**Federal[3]**	**Habitat[4]**	**Occurrence**
Scaphiopus hammondii Western spadefoot toad	CSC	FSC	Valley and foothill grasslands and valley-foothill woodlands.	Potential habitat present; however, species is not known to occur in the project area.
REPTILES				
Clemmys marmorata Western pond turtle	CSC	FSC	Calm waters of streams or pools with vegetated banks and basking sites such as logs or rocks.	Scattered throughout San Francisquito system, some in the project area; possibly present in Matedero Creek system.
Masticophis lateralis euryxanthus Alameda whipsnake	ST	FT	Mixed chaparral and valley-foothill riparian habitats.	Suitable habitat is present; however, all specimens collected from the area are *M. l. lateralis.* Subspecies not believed to occur in the project area.
Phrynosoma coronatum frontale California horned lizard	CSC	FSC	Chaparral, open and broadleaf woodlands, coniferous forests. Most common in lowlands with scattered low bushes.	Suitable habitat present. Historic records of a population on Jasper Ridge. No recent sightings from the project area or vicinity. Persists in local foothills at Hidden Villa/Coal Mine Ridge approximately 5 miles south.
Thamnophis sirtalis tetrataenia San Francisco garter snake	SE, CFP	FE	Ponds, marshes, roadside ditches, streams, damp meadows, woodlands, farms and city lots.	Suitable habitat present. However, the subspecies *tetrataenia* is restricted to San Mateo County. Garter snakes found in the vicinity Palo Alto, including those occasionally seen at Lagunita (within the project area) are considered to be an intergrade between *T.s. infernalis* (common garter snake) and *T. s. tetrataenia,* and are not protected.
BIRDS				
Accipiter cooperi (nesting) Cooper's hawk	CSC	--	Forages and nests in oak woodland and riparian habitats.	Suitable habitat in the project area. Breeds on the main Stanford campus, Dish, and Jasper Ridge.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

	Status		Habitat and Occurrence in Project Area	
Species	**State[2]**	**Federal[3]**	**Habitat[4]**	**Occurrence**
Accipiter striatus (nesting) Sharp-shinned hawk	CSC	--	Breeds and forages in dense forest and riparian areas.	Suitable habitat in the project area. Frequent at Jasper Ridge.
Agelaius tricolor (nesting colony) Tricolored blackbird	--	FSC	Breeds in freshwater marshes, croplands and blackberry brambles. Forages in croplands.	Marginal habitat in the project area. Infrequently sighted at Jasper Ridge.
Ammadramus savannarum (nesting) Grashopper sparrow	--	FSC	Dry, dense grasslands having tall forbs or shrubs for singing perches.	Marginal habitat in the project area. No breeding records for the project area or vicinity. Not likely to occur in the project area..
Aquila chrysaetos Golden eagle	CSC	--	Breeds in open habitats in mountains and hills, nestsin tall trees or cliffs.	Suitable foraging habitat in the project area. Has been sighted at Webb Ranch and the Dish. One pair possibly nests at Jasper Ridge. No breeding records for the project area.
Athene cunicularia hypugea Western burrowing owl	CSC	FSC	Grasslands, deserts and scrub lands with low growing vegetation; dependent on burrowing mammals, especially ground squirrels.	Suitable habitat in the project area. However, no recent nesting records on Stanford lands. Species not likely to occur in the project area.
Botaurus lentiginosus American bittern	--	FSC	Vegetated freshwater and brackish marshes.	Rarely sighted at Jasper Ridge. Not likely to occur in the project area due to lack of suitable habitat.
Buteo jamaicensis Red-tailed hawk	--	--	Breeds in woodlands and open country with scattered trees.	Suitable habitat in the project area. Several nesting pairs in the project area and vicinity.
Buteo lineatus Red-shouldered hawk	--	--	Riparian forests and wooded marshlands, suburban areas.	Suitable habitat in the project area. Several nesting pairs in the project area and vicinity.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

Species	Status		Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	Habitat[4]	Occurrence
Buteo regalis Ferruginous hawk	CSC	FSC	Common winter resident of grasslands and agricultural areas. Frequents open grasslands and low foothill areas.	Marginal wintering habitat in the project area. May occasionally occur at Jasper Ridge, the Dish, Webb Ranch and vicinity while foraging or during migration. Does not breed in California.
Bubo virginianus Great horned owl	--	--	Breeds in conifeous and decidous forests from valley foothill hardwood to mixed conifer habitats.	Suitable habitat in the project area. Several nesting pairs occur in the project area and vicinity; common throughout Jasper Ridge.
Carduelis lawrencei Lawrence's goldfinch	--	FSC	Valley foothill hardwood, valley foothill hardwood-conifer.	Potential habitat in the project area. However, no nesting records from the area. May infrequently occur at Jasper Ridge.
Chondestes grammacus Lark sparrow	--	FSC	Grassland, savannah, fields with scattered trees.	Suitable habitat in the project area. Nests on Stanford lands. Occasionally seen at Jasper Ridge and Dish.
Circus cyaneus (nesting) Northern harrier	CSC	--	Open grasslands, marshes, sloughs.	Marginal habitat in the project area. Observed at Jasper Ridge, Webb Ranch, and Dish. No breeding records for the project area.
Elanus leucurus White-tailed kite	CFP	--	Grasslands, agricultural lands, meadows, and marshes for foraging. Nests and perches in dense topped trees.	Suitable habitat in the project area. Known breeder on Stanford lands. Occasionally sighted at Jasper Ridge, Dish, and Webb Ranch.
Empidonax traillii brewsteri (nesting) Willow flycatcher	SE	FSC	Riparian, willow-dominated habitat; typically associated with moist meadows and perennial streams.	Rare migrant in project area. Project area is outside of breeding range.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

	Status		Habitat and Occurrence in Project Area	
Species	**State[2]**	**Federal[3]**	**Habitat[4]**	**Occurrence**
Eremophila alpestris actia California horned lark	CSC	--	Grasslands.	Suitable habitat in the project area. Common in south-central Santa Clara County. Nests in small numbers in Santa Cruz mountains. May breed at Dish (within project area) or Piers Ranch.
Falco columbarius Merlin	CSC		Open grasslands, savannahs, woodlands, lakes, wetlands, edges, and early successional stages.	Suitable wintering habitat in the project area. Non-breeder in California.
Falco peregrinus anatum American peregrine falcon	SE	FE	Cliffs for nesting; large open areas usually near water for foraging.	Marginal foraging habitat in the project area. No nesting habitat present.
Falco sparvarius American kestrel	--	--	Nests and roosts in riparian corridors; forages in nearby grassland; breeds in open or partially open areas with scattered trees.	Suitable habitat in the project area. Nesting occurs throughout Stanford lands.
Icteria virens Yellow-breasted chat	CSC	--	Mixed woodland, forest edge, second growth areas.	Marginal habitat in the project area. Rare at Jasper Ridge.
Lanius ludoviciannus Loggerhead shrike	CSC	FSC	Grasslands with adjacent trees or shrubs.	Suitable habitat in the project area. Breeds in grasslands near the Dish, at Jasper Ridge and Webb Ranch.
Pandion haliaetus Osprey	CSC	--	Nests in tree tops near freshwater lakes, larger streams, bays, and estuaries.	Marginal habitat in the project area. Non-breeder in the area. Rarely sighted at Searsville Reservoir (on Stanford lands) and Felt Lake (within the project area).
Thryomanes bewickii Bewick's wren	--	FSC	Open woodland and shrubland, farms, suburbs.	Suitable habitat in the project area. Breeds throughout Jasper Ridge and on main campus.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

Species	Status		Habitat and Occurrence in Project Area	
	State[2]	Federal[3]	Habitat[4]	Occurrence
Toxostoma redivivum California Thrasher	--	FSC	Chaparral, woodland with dense groundcover, brush along streams.	Suitable habitat in the project area. Common breeder throughout Jasper Ridge and on main campus.
Tyto alba Barn owl	--	--	Breeds in open or partially open habitat such as grassland and farmland; nests in crevices and cavities often found in snags and in buildings.	Suitable habitat in the project area. Several nesting pairs on main campus; occasionally seen at Jasper Ridge.
MAMMALS				
Corynorhinus townsendii townsendii Pacific western big-eared bat	CSC	FSC	Inhabits oak and conifer woodlands, conifer and broadleaved forests, arid grasslands, deserts, and high mountain meadows; requires caves, mines, tunnels, or buildings for roosting.	Suitable foraging habitat in the project area. Found to inhabit old drill holes at Searsville Dam. No suitable roost sites in the project area.
Eumops perotis californicus Greater western mastiff-bat	CSC	FSC	Open forests to grasslands, rocky canyons and cliffs. Can adapt to man-made shelters.	Suitable habitat in the project area. Widespread south of Bay area.
Myotis evotis Long-eared myotis bat	--	FSC	Ranges over entire state, often in montane forest; roosts in buildings, trees, and crevices in cliffs.	Suitable habitat in the project area.
Myotis thysanodes Fringed myotis bat	--	FSC	Throughout California most frequently in coastal and montane forest and mountain meadows; roosts in caves and old buildings.	No specimens positively identified from the project area, but suitable habitat is present.

Table D-2

Special-Status Animal Species that Occur in the Vicinity of the Stanford University Property

	Status		Habitat and Occurrence in Project Area	
Species	**State[2]**	**Federal[3]**	**Habitat[4]**	**Occurrence**
Myotis volans Long-legged myotis bat	--	FSC	Found in both forested regions and brushy areas; roots in buildings, trees, and crevices in cliffs.	Suitable habitat in the project area.
Antrozous pallidus Pallid bat	CSC	--	Arid locations, open woods, sensitive to human intrusion; night roosts in crevices or chambers in rock shelters or human constructions.	Suitable habitat in the project area. Widespread across U.S. Old records from Stanford University (1951). Possible sighting at Jasper Ridge in 1998.
Myotis yumanensis Yuma myotis bat	CSC	FSC	Common along wooded canyon bottoms throughout California; roosts in buildings, large trees with hollows, and crevices in cliffs.	Potential habitat at Jasper Ridge, Searsville, and Felt Lakes.
Neotoma fuscipes annectens San Francisco dusky-footed woodrat		FSC	Chaparral, streamside thickets, woodland.	Suitable habitat at Jasper Ridge. Subspecific determination required for resident population.
Felis concolor browni Yuma mountain lion		FSC	Varied, open space, mountains, forest.	Suitable habitat on Jasper Ridge. Scattered in Santa Cruz mountains; occasional Jasper Ridge sightings.

Source: Parsons Harland Bartholomew & Associates, Inc., 2000

Notes: See next page.

[1] Shading denotes species that are known to occur or that have suitable habitat within the project area.

[2] State status data from California Natural Diversity Data Base (CDFG 1999).

SE = State listed as Endangered.

ST = State listed as Threatened.

CSC = State Species of Special Concern.

CFP = Listed as Fully Protected by the CDFG.

[3] Federal status data from USFWS letter dated >15 November 1999 and California Natural Diversity Data Base (CDFG 1999).

FE = Federally listed as Endangered.

FT =Federally listed as Threatened.

FC = Federal Candidate for listing as Threatened or Endangered.

FSC = Federal Species of Special Concern.

[4] Habitat Sources:

California Natural Diversity Data Base (CDFG 2000)

Zeiner, et al. (1988)

Zeiner, et al. (1990a)

Zeiner, et al. (1990b)

APPENDIX E

AIR QUALITY DATA

APPENDIX E1

CARBON MONOXIDE CONCENTRATION MODELING

APPENDIX E1

CARBON MONOXIDE CONCENTRATION MODELING FOR THE STANFORD UNIVERSITY COMMUNITY PLAN/ GENERAL USE PERMIT EIR

Stanford University, California

June 23, 2000

Prepared By

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1 BACKGROUND AND PURPOSE

Santa Clara County and Stanford University are preparing a Community Plan (CP) and a revision to the 1989 General Use Permit (GUP) addressing future development for the Stanford University land located in unincorporated areas of Santa Clara County. The CP and GUP will define permitted land use activities and create a policy framework to guide land use decision making. The Environmental Impact Report (EIR) discusses in more detail the new land use activities proposed for the next ten years. However some of these activities include:

- constructing approximately 2,035,000 gross square feet of new academic facilities.
- building more than 3000 new housing units for undergraduate students, graduate students, medical residents, postgraduates, faculty, and staff.
- increasing University population by over 2000 students, faculty, and staff.
- adding more than 2,500 new parking spaces.

An air quality study was conducted to determine if the CP/GUP (referred to as the "Project" in this report) is anticipated to have a significant impact on air quality. Section 4.11.B of the Environmental Impact Report (EIR) defines six significance criteria used to determine if the Project is expected to have a significant impact. This report deals with the second criteria, "Will the Project produce local Carbon Monoxide (CO) concentrations that exceed federal and state standards?" Since CO is generated in the largest quantity by motor vehicles, local CO concentrations were examined at intersections impacted by the Project. If the predicted CO concentrations for the year 2010 exceeded the state and federal CO standards listed on Table E1-1, the project would be considered to have a significant impact on air quality.

The section below discusses the methodology used to estimate the local CO concentrations at intersections impacted by the Project. This is followed by a presentation of the results based on these methods. The last section discusses the implications of these results.

Table E1-1

State and Federal Ambient CO Concentration Standards

Pollutant	Averaging Time	California Standards	Federal Standards
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)

2 METHODOLOGY

The Bay Area Air Quality Management District (BAAQMD) has guidelines for determining which intersections should be analyzed for localized carbon monoxide concentrations and how these concentrations are to be calculated. The following subsections describe the criteria used to determine the potential "worst" intersections were to be analyzed and the tools used to estimate the impact from those intersections.

2.1 Intersections Studied

One BAAQMD guideline relevant to the Project was the requirement that detailed CO concentration analysis (or CO Hot Spot analysis) be performed on intersections where traffic would impact intersections or roadway links operating at a Level of Service (LOS) D, E, or F. For the Stanford Community Plan Project, the estimated worst six intersections effected by the project and having a LOS of F were selected for detailed analyses. These intersections are listed on Table E1-2 and were selected based on traffic data for the Project with arena. KORVE Engineering provided the traffic data and also provided projected lane configurations as shown in Figure E1-1. If any of these intersections were found to contribute to carbon monoxide concentrations exceeding the state ambient air quality standard of 20 parts per million (ppm) averaged over 1-hour period and 9 ppm for any 8-hour period, the project would be considered to have a significant impact.

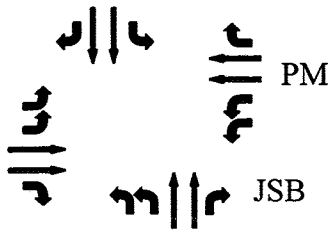
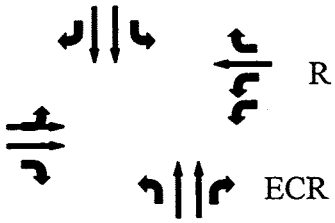
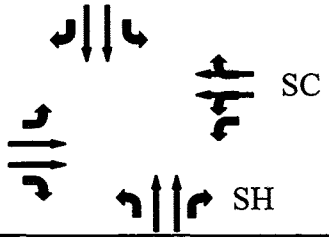
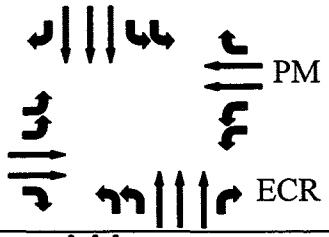
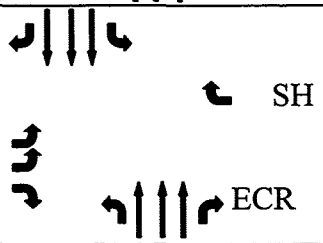
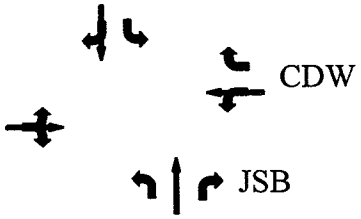
Table E1-2

"Worse" Intersections Selected for Analysis

	Intersection	Hour	LOS	V/C	Delay (s)	Total Traffic Volume (Veh/hr)
1	Junipero Serra /Page Mill	AM	F	1.096	92.1	6351
		PM	F	1.306	214.3	6968
2	El Camino Real / Ravenswood	AM	F	1.14	102.4	5422
		PM	F	1.269	187	6679
3	Sand Hill / Santa Cruz	AM	F	1.077	76.7	6955
		PM	F	1.19	138	6875
4	El Camino Real / Page Mill	AM	F	1.078	78.4	8441
		PM	E	1.002	50.9	8459
5	El Camino Real / Sand Hill / Alma	AM	D	0.815	26.9	5500
		PM	F	1.086	75.5	6781
6	Junipero Serra / Campus Drive West	AM	F	0.974	75.4	3407
		PM	F	1.268	234	3509

Notes: LOS = Level of Service V/C = Ration of Volume to Capacity

Figure E1-1 Year 2010 Lane Configurations for Selected Intersections

	Intersection	Year 2010 Lane Configurations
1	Junipero Serra (JSB) / Page Mill (PM)	
2	El Camino Real (ECR) / Ravenswood (R)	
3	Sand Hill (SH)/ Santa Cruz (SC)	
4	El Camino Real (ECR) / Page Mill (PM)	
5	El Camino Real (ECR) / Sand Hill (SH) / Alma	
6	Junipero Serra (JSB)/ Campus Drive West (CDW)	

Source: Korve Engineering

2.2 Dispersion Model

For the six intersections above, EPA's CAL3QHC dispersion model was used to estimate the 1-hour CO concentrations during the peak AM and PM hours for the year 2010. CAL3QHC is a microprocessor-based model designed to predict CO or other inert pollutant concentrations from motor vehicles at roadway intersections. The model includes the CALINE-3 line-source dispersion model and a traffic algorithm for estimating vehicular queue lengths at signalized intersections. CALINE-3 is designed to predict air pollutant concentrations near highways and arterial streets due to emissions from motor vehicles operating under free flow conditions. However, it does not permit the direct estimation of the contribution of emissions from idling vehicles. CAL3QHC enhances CALINE-3 by incorporating methods for estimating queue lengths and the contribution of emissions from idling vehicles. It is considered a reliable tool for predicting concentrations of inert air pollutants near signalized intersections. Because idle emissions account for a substantial portion of the total emissions at an intersection, the model is relatively insensitive to traffic speed, a parameter difficult to predict with a high degree of accuracy on congested urban roadways without a substantial data collection effort. In general, CAL3QHC requires all the inputs required for CALINE-3 including roadway geometries, receptor locations, meteorological conditions and vehicular emission rates. In addition, signal timing data and information describing the configuration of the intersections being modeled are needed.

For this study, the inputs were based on projected worse case conditions for the year 2010. The CAL3QHC model was run with worst case meteorological data as specified by the "Guideline For Modeling Carbon Monoxide From Roadway Intersections" (EPA Document 454/R-92-005). These meteorological conditions are listed on Table E1-3. Specific data such as year 2010 peak hour vehicle volumes and speeds and projected stop sign/signal configurations and timings were also provided by KORVE. Parsons Engineering Science (Parsons ES) also visited the current sites to collect specific roadway dimensions. The projected roadway characteristics for the year 2010 were based on a combination of current roadway dimensions and projected future roadway configurations. Table E1-3 lists some of the other general parameters assumed for the CAL3QHC modeling.

Table E1-3

General Parameters Selected for CAL3QHC Modeling Runs

Variable	Assumed Value
Wind Speed	1 m/s
Wind Direction	0 to 360 Degrees at 10 Degree Intervals
Atmospheric Stability Class	D (Urban)
Surface Roughness	108 cm (areas with 1-2 story buildings)
Settling Velocity	0 cm/s
Deposition Velocity	0 cm/s
Dispersion Mode	Urban
Highway Type	At Grade
Signal Type	Actuated
Arrival Rate	Below Average

CAL3QHC also requires emission rates for idling (grams/hour) and free flow traffic (grams / mile) These emissions rates were calculated using California Air Resources Board's (CARB) MVEI7g emissions inventory model. MVEI7g consists of three separate models of which one is called EMFAC7g. EMFAC7g generates the emission factors specific to California vehicles based on calendar year, seasons, vehicle class, vehicle technology, speeds, temperatures, and type of inspection and maintenance (I/M) program. Table E1-4 lists the parameters assumed for the MVEI7g model run.

Table E1-4

General Parameters Selected for the MVEI7g Model Run

Variable	Assumed Value
Calendar Year	2010
Season	Winter
Vehicle Class	Light Duty Automobile
Vehicle Technology	3-way Catalyst
Speeds	Posted Speed Limits
Temperature	50 °F
Type of I/M Program	Basic

The estimated 1 hour CO concentrations calculated through CAL3QHC were added to the background concentrations to generate a total 1-hour CO concentration level at the intersections. The background concentration was taken from the 1999 highest measurement made at the Redwood City, California ambient CO monitoring site. Once the total 1-hour CO concentration was calculated, the 8-hour CO concentrations was derived by applying a persistence factor to the 1-hour results. In general, the persistence factor is based on ambient concentration monitoring data. The "Guideline For Modeling Carbon Monoxide From Roadway Intersections" recommends applying a persistence factor of 0.7 as a conservative estimate.

2.4 Receptor Locations

CAL3QHC predicts CO concentrations at "receptors" defined by the user. For this study, receptors were selected representing the nearest possible human exposure to roadway generated emissions. The nearest possible human exposure were determined during on a field visit to the six intersections. Based on this field visit, receptors were located at 50 feet intervals along adjacent sidewalks and walk paths up to at least 200 feet from each corner. These receptors were defined to be at an elevation of 6 feet to take into account the point of inhalation.

3 RESULTS

Based on the above methodology, the year 2010 1-hour and 8-hour CO concentrations were estimated and are shown on Table E1-5. The predicted 1-hour CO concentrations are well below the 35 ppm federal standard and 20 ppm California standard. Applying a worst case persistence factor of 0.7, the predicted 8-hour CO concentrations also falls within the federal and state 8-hour standard of 9 ppm. As stated previously, the six intersections analyzed were selected based on the LOS, delay time, and traffic volumes. Even using these three parameters, other intersections may potentially produce slightly higher CO concentrations. However, the level of CO concentrations would not likely exceed federal and state 1-hour and 8-hour standards considering the large margin between the predictions for these six major intersections and the air quality standards.

Table E1-5

Maximum Predicted 1-Hour and 8-Hour Carbon Monoxide Concentration for Year 2010

Intersection		Background Concentration (ppm) (a)	Maximum 1-Hr Concentration (ppm)	Total 1-Hr Concentration (ppm)	Total 8-Hr Concentration (ppm) (b)
Junipero Serra/ Page Mill	AM	7.1	1.8	8.9	6.2
	PM	7.1	2.0	9.1	6.4
El Camino Real/ Ravenswood	AM	7.1	1.5	8.6	6.0
	PM	7.1	1.6	8.7	6.1
Sand Hill/ Santa Cruz	AM	7.1	1.9	9.0	6.3
	PM	7.1	2.4	9.5	6.7
El Camino Real/ Page Mill	AM	7.1	2.4	9.5	6.7
	PM	7.1	2.2	9.3	6.5
El Camino Real/ Sand Hill / Alma	AM	7.1	1.8	8.9	6.2
	PM	7.1	1.9	9.0	6.3
Junipero Serra / Campus Drive West	AM	7.1	0.7	7.8	5.5
	PM	7.1	0.7	7.8	5.5

Notes:

(a) Background based on maximum 1-hour average CO reading at a Redwood City, CA monitoring site in 1999 (EPA AIRSData).

(b) 8-hour CO concentration based on applying a 0.7 persistence factor to the 1-hour average as recommended by the "Guideline for Modeling Carbon Monoxide From Roadway Intersections" (EPA Document # 454/R-92-005).

4 CONCLUSION

The above analysis demonstrates that in the year 2010, the Project is not expected to produce CO concentrations that will not exceed state and federal 1-hour and 8-hour air quality standards. The proposed alternatives to the Project would be expected to have lower traffic volumes and therefore lower CO concentrations. Thus, the Project and its alternatives will not require mitigation measures to reduce CO concentrations.

APPENDIX E2

OVC, NOX, AND PM10 EMISSIONS CALCULATIONS

APPENDIX E2

VOC, NO_X, AND PM_{10} EMISSIONS CALCULATIONS FOR THE STANFORD UNIVERSITY COMMUNITY PLAN/ GENERAL USE PERMIT EIR

Stanford University, California

June 23, 2000

Prepared By

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DESIGN • RESEARCH • PLANNING
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1 BACKGROUND AND PURPOSE

Santa Clara County and Stanford University are preparing a Community Plan (CP) and a revision to the 1989 General Use Permit (GUP) addressing future development for the Stanford University land located in unincorporated areas of Santa Clara County. The CP and GUP will define permitted land use activities and create a policy framework to guide land use decision making. The Environmental Impact Report (EIR) discusses in more detail the new land use activities proposed for the next ten years.

An air quality study was conducted to determine if the CP/GUP (referred to as the "Project" in this report) is anticipated to have a significant impact on air quality. Section 4.11.B of the Environmental Impact Report (EIR) defines six significance criteria used to determine if the Project is expected to have a significant impact. This report deals with the third criteria which states that emissions of VOC, NOx, and PM_{10} must be less than 80 lbs/day or 15 tons/yr for the Project to have a less than significant impact. An analysis was therefore conducted to estimate the amount of VOC, NOx, and PM_{10} emissions the project would be anticipated to emit in the year 2010.

The section below discusses the methodology used to estimate the VOC, NOx, and PM_{10} emissions as a result of the Project. This is followed by a presentation of the results based on these methods. The last section discusses the implications of these results.

2 METHODOLOGY

The VOC, NOx, and PM_{10} emissions from the project were estimated using the California Air Resources Board (CARB) URBEMIS7g model. URBEMIS7g estimates emissions from land use development projects. This model incorporates CARB's EMFAC7g emission factors and the Institute of Transportation Engineers' (ITE) trip generation rates to calculate stationary and mobile source emissions based on land use development information. The required information includes, among other items, the number and type of new residential units, the number of new students, and the vehicle fleet mix. URBEMIS7g can also take credit for programs encouraging pedestrian paths, bike usage, carpooling, and usage of public transit which reduce the number of vehicle trips.

The analysis must only take into account the emissions increase of the Project relative to the "No Project". The proposed number and type of new residential units to be added were provided in the Draft General Use Permit Application dated 11/15/1999 and are listed in the second column of Table E2-1. However, some of these new units will be occupied by University students, faculty, and staff that would live elsewhere but still within the region if the Project is not implemented. The emissions from these units would occur even without the Project and thus are not attributable to the Project. The Project is expected to increase the University population by approximately 1261 over the "No Project" scenario. By assuming the new residential units will occupy on average 2 residents/ unit, or a total of 6168 residents, the analysis assumed that only approximately 20% of the units (1261 divided by 6168) will be occupied by the 1261 additional people. The third column of Table E2-1 lists the number of units that would result in emissions

attributable only to the Project. It was assumed that the graduate, undergraduate, medical residents, and postgraduates would live in housing equivalent to "low rise apartments" as defined by URBEMIS7g. The faculty and staff housing units defined as occupying 8-15 units / acre were considered equivalent to "condo /townhouse" and units occupying 1-8 units / acre were assumed equivalent to "single family housing".

Table E2-1

CP/GUP's Proposed Additional Residential Units

Occupants of Housing Units	Additional Housing Units Proposed in the CP/GUP	Housing Units Attributable to the Project	Equivalent URBEMIS Housing Unit Type
Undergraduates and Graduates	2,000	408	Low Rise Apartments
Medical Residents and Postgraduates	400	82	Low Rise Apartments
Faculty and Staff	572 occupying 8-15 units/acre	117 occupying 8-15 units/acre	Condos/Townhouses
	112 occupying 1-8 units/acre	23 occupying 1-8 units/acre	Single Family Housing

The number of residential units are used by the model to estimate stationary source emissions. The model also takes into account mobile source emissions generated as a result of these new units and the new students, faculty, and staff attending the University. By using ITE's trip generation rates, the total number of additional vehicle trips generated as a result of the Project are estimated by the model. These vehicle trips are multiplied with the emissions per vehicle starts to produce one component of the mobile emissions (start emissions). The other component of the mobile emissions (running emissions) are generated by multiplying the vehicle trips with the regional average miles traveled per trip and the emissions per mile. For the emissions calculations, the 1261 increase in population was reduced to account for a large number of students who do not drive to the Stanford University. Also, considering the typical vehicle use by students, faculty, and staff, the vehicle fleet mix was assumed to consist of 80% light duty automobiles, 10% light duty trucks, and 10% motorcycles.

3 RESULTS

Based on the number of new residential units and new students, the model predicts increases of VOC, NOx, and PM_{10} emissions that are under the 80 lb/day and 15 tons/year significance thresholds as shown on Table E2-2. The daily emissions occur during winter when lower temperatures result in higher cold start emissions from vehicles. The mobile source emissions are expected to be lower than shown on Table E2-2 since the model default miles traveled per

trip were used in the analysis. The default miles per trip is an average for the whole region. However, people associated with the University tend to drive shorter distances than the regional average since they live closer to "work". They are also closer to shopping areas including stores located on campus and a large mall located near the campus. The shorter distances traveled per trip would result in lower VOC, NOx, and PM_{10} vehicle emissions than estimated in the analysis.

Table E2-2

Predicted Increase of Emissions for the Year 2010 Due to the Project

	VOC		NOx		PM_{10}	
	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr
Stationary Source Emissions	22.2	4.1	8.1	1.5	0.2	0.0
Mobile Source Emissions	53.8	8.9	25.3	3.8	21.8	4.0
Total Emissions	76.0	13.0	33.4	5.3	22.0	4.0

4 CONCLUSIONS

The above analysis demonstrates that in the year 2010, the Project is not expected to produce VOC, NOx, and PM_{10} emissions that exceed the 80 lbs/day and 15 tons/yr limits. The alternatives to the Project would have fewer new students, faculty, and staff and fewer new residential units. Therefore, the alternative scenarios would generate even fewer vehicle trips which would result in lower emissions than estimated for the Project. Based on these results, mitigation measures are not required to reduce VOC, NOx, and PM_{10} emissions for the Project or its alternatives.

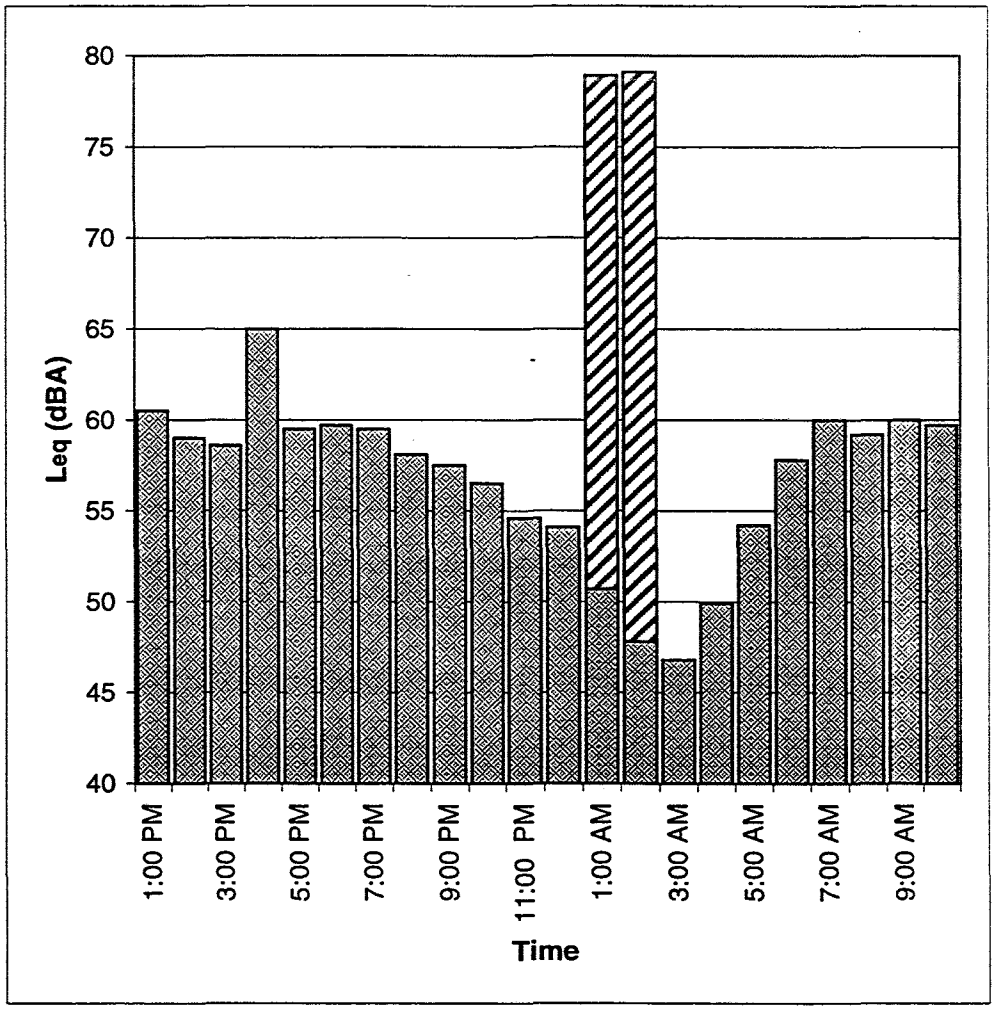
APPENDIX F

NOISE MEASUREMENT DATA

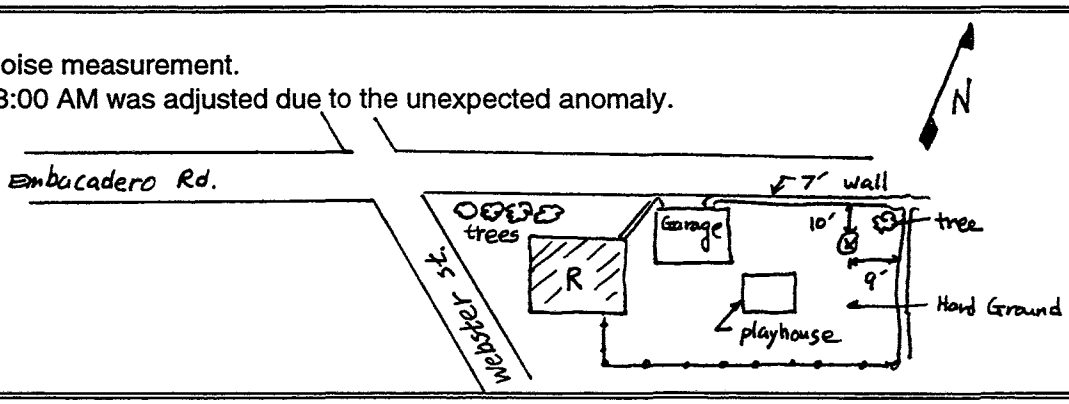
Site #1. Hourly Noise Levels, Leq.

Location: 1525 Webster Street, Palo Alto, CA
Position: Residential Back Yard
Sources: Traffic on Embarcadero Road
Date: November 18 - 19, 1999

TIME	Leq dBA
12:00 - 01:00 PM	60.5
01:00 - 02:00 PM	59.0
02:00 - 03:00 PM	58.6
03:00 - 04:00 PM	65.0
04:00 - 05:00 PM	59.5
05:00 - 06:00 PM	59.7
06:00 - 07:00 PM	59.5
07:00 - 08:00 PM	58.1
08:00 - 09:00 PM	57.5
09:00 - 10:00 PM	56.5
10:00 - 11:00 PM	54.6
11:00 - 12:00 PM	54.1
12:00 - 01:00 AM	50.7
01:00 - 02:00 AM	47.8
02:00 - 03:00 AM	46.8
03:00 - 04:00 AM	49.9
04:00 - 05:00 AM	54.2
05:00 - 06:00 AM	57.8
06:00 - 07:00 AM	60.0
07:00 - 08:00 AM	59.2
08:00 - 09:00 AM	60.0
09:00 - 10:00 AM	59.7
Ldn	62.1



NOTES:
22-hour ambient noise measurement.
Leq of 1:00 AM to 3:00 AM was adjusted due to the unexpected anomaly.

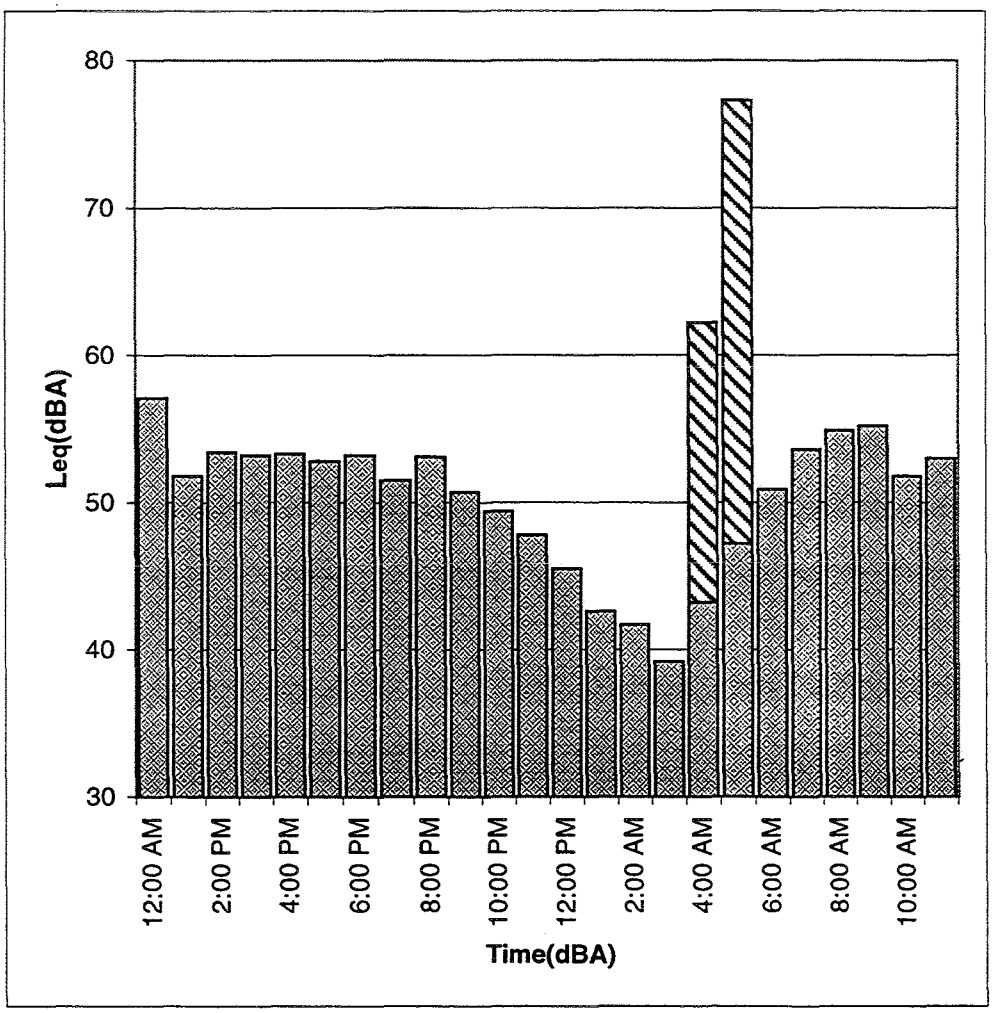


NOT TO SCALE

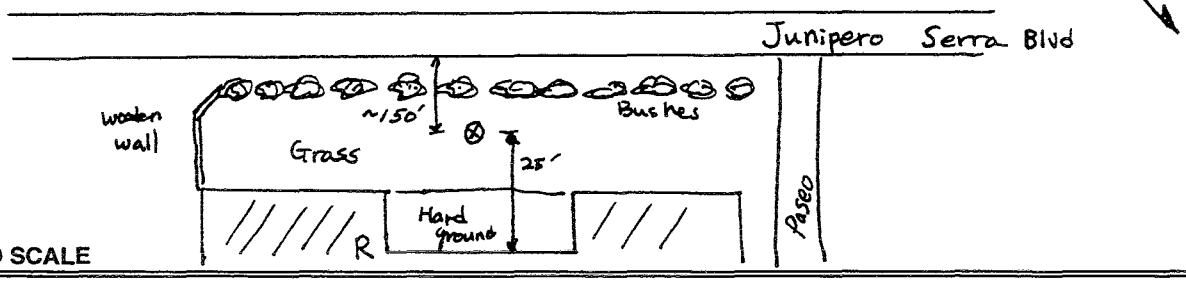
Site. #2 Hourly Noise Levels, Leq.

Location: 950 Lathrop Drive, Stanford, CA
Position: Residential Back Yard
Sources: Traffic on Junipero Serra Boulevard
Date: November 17 - 18, 1999

TIME	Leq, dBA
12:00 - 01:00 PM	57.1
01:00 - 02:00 PM	51.8
02:00 - 03:00 PM	53.4
03:00 - 04:00 PM	53.2
04:00 - 05:00 PM	53.3
05:00 - 06:00 PM	52.8
06:00 - 07:00 PM	53.2
07:00 - 08:00 PM	51.5
08:00 - 09:00 PM	53.1
09:00 - 10:00 PM	50.7
10:00 - 11:00 PM	49.4
11:00 - 12:00 PM	47.8
12:00 - 01:00 AM	45.5
01:00 - 02:00 AM	42.6
02:00 - 03:00 AM	41.7
03:00 - 04:00 AM	39.2
04:00 - 05:00 AM	43.2
05:00 - 06:00 AM	47.2
06:00 - 07:00 AM	50.9
07:00 - 08:00 AM	53.6
08:00 - 09:00 AM	54.9
09:00 - 10:00 AM	55.2
10:00 - 11:00 AM	51.8
11:00 - 12:00 AM	53.0
Ldn	**55.0**



NOTES:
24-hour ambient noise measurement.
Leq of 4:00 AM and 6:00 AM was adjusted due to the unexpected anomaly.

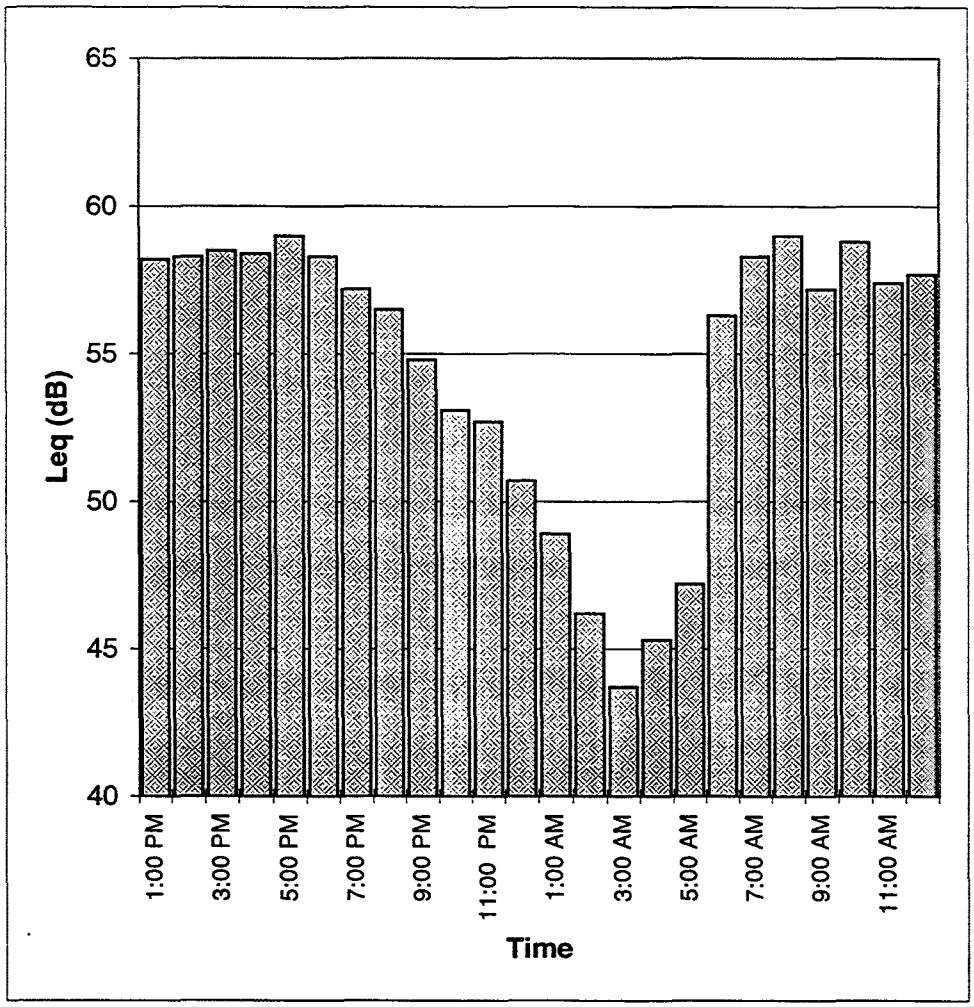


NOT TO SCALE

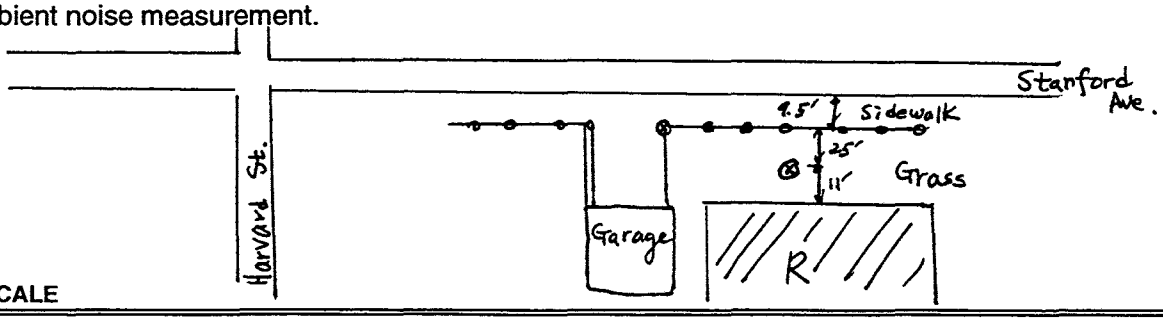
Site #3. Hourly Noise Levels, Leq.

Location: 1153 Stanford Avenue, Palo Alto, CA
Position: Residential Front Yard
Sources: Traffic on Stanford Avenue
Date: November 17 - 18, 1999

TIME	Leq, dBA
01:00 - 02:00 PM	58.2
02:00 - 03:00 PM	58.3
03:00 - 04:00 PM	58.5
04:00 - 05:00 PM	58.4
05:00 - 06:00 PM	59.0
06:00 - 07:00 PM	58.3
07:00 - 08:00 PM	57.2
08:00 - 09:00 PM	56.5
09:00 - 10:00 PM	54.8
10:00 - 11:00 PM	53.1
11:00 - 12:00 PM	52.7
12:00 - 01:00 AM	50.7
01:00 - 02:00 AM	48.9
02:00 - 03:00 AM	46.2
03:00 - 04:00 AM	43.7
04:00 - 05:00 AM	45.3
05:00 - 06:00 AM	47.2
06:00 - 07:00 AM	56.3
07:00 - 08:00 AM	58.3
08:00 - 09:00 AM	59.0
09:00 - 10:00 AM	57.2
10:00 - 11:00 AM	58.8
11:00 - 12:00 AM	57.4
12:00 - 01:00 PM	57.7
Ldn	**59.4**



NOTES:
24-hour ambient noise measurement.



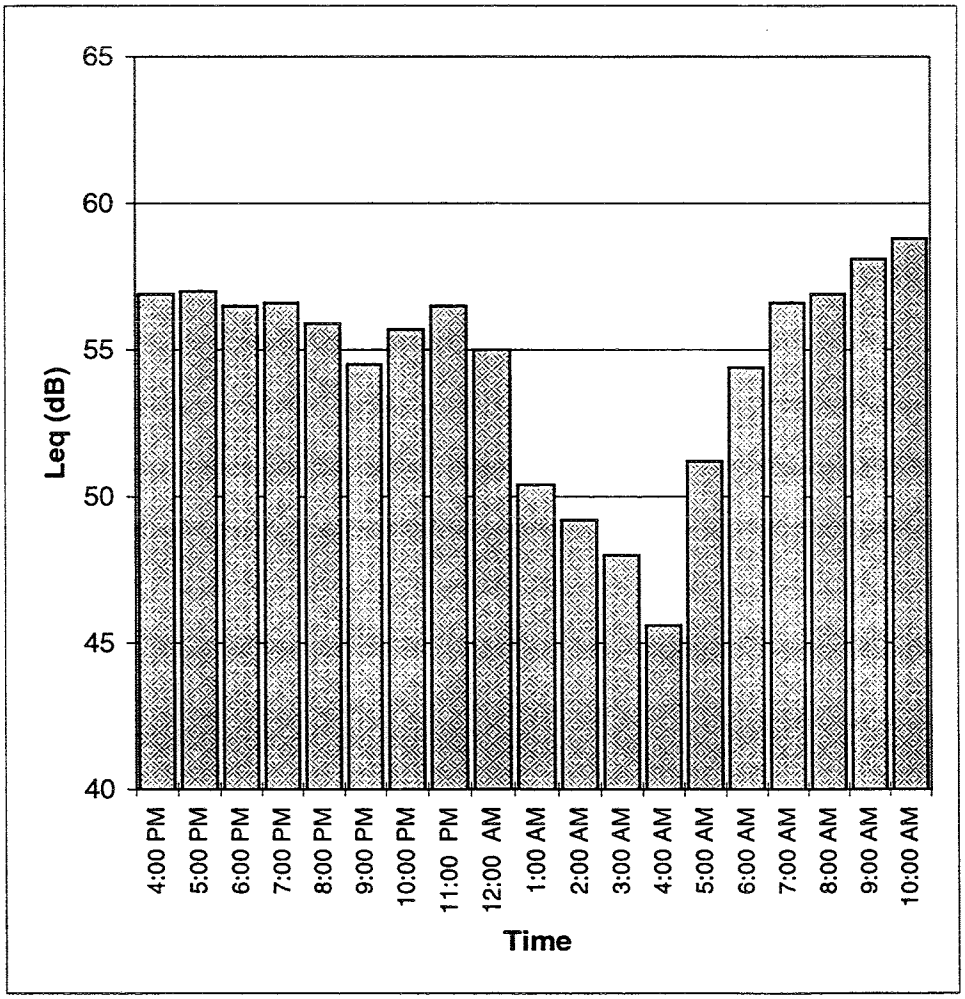
NOT TO SCALE

M101T1A.WK4

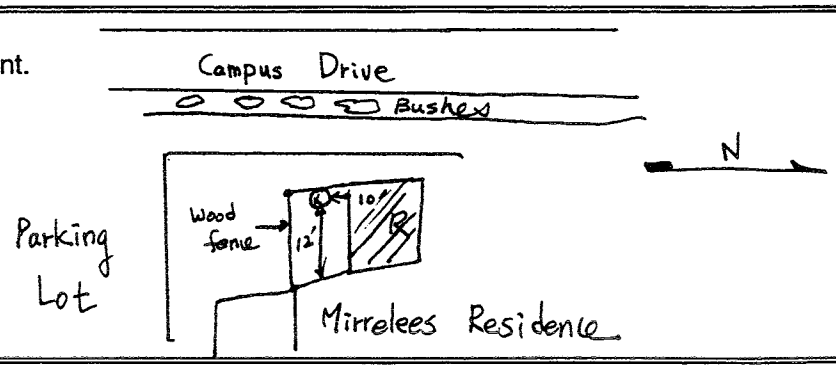
Site #4. Hourly Noise Levels, Leq.

Location: Mirrelees Residence Hall #130, Stanford, CA
Position: Dormitory Front Yard
Sources: Traffic on Campus Loop Drive
Date: November 18 - 19, 1999

TIME	Leq, dBA
04:00 - 05:00 PM	56.9
05:00 - 06:00 PM	57.0
06:00 - 07:00 PM	56.5
07:00 - 08:00 PM	56.6
08:00 - 09:00 PM	55.9
09:00 - 10:00 PM	54.5
10:00 - 11:00 PM	55.7
11:00 - 12:00 PM	56.5
12:00 - 01:00 AM	55.0
01:00 - 02:00 AM	50.4
02:00 - 03:00 AM	49.2
03:00 - 04:00 AM	48.0
04:00 - 05:00 AM	45.6
05:00 - 06:00 AM	51.2
06:00 - 07:00 AM	54.4
07:00 - 08:00 AM	56.6
08:00 - 09:00 AM	56.9
09:00 - 10:00 AM	58.1
10:00 - 11:00 AM	58.8
Ldn	**60.9**



NOTES:
19-hour ambient noise measurement.

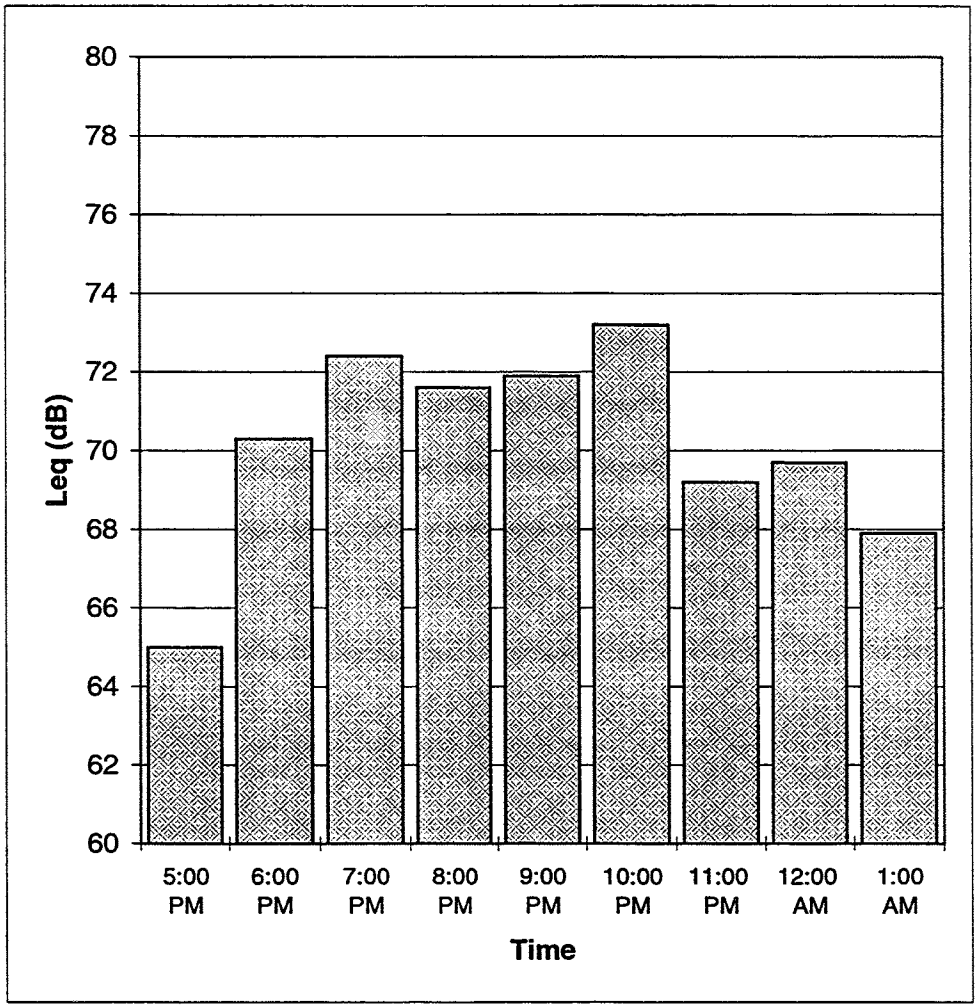


NOT TO SCALE

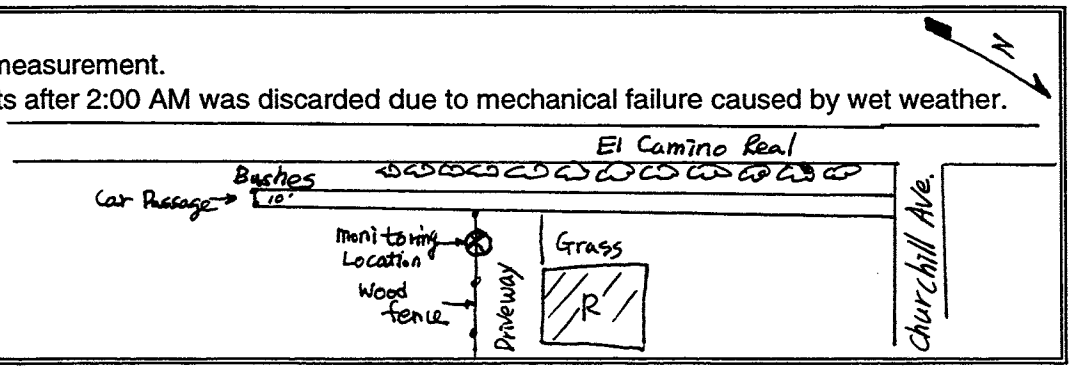
Site #5. Hourly Noise Levels, Leq.

Location: 1525 El Camino Real, Palo Alto, CA
Position: Residential Front Yard
Sources: Traffic on El Camino Real
Date: November 18 - 19, 1999

TIME	Leq, dBA
04:00 - 05:00 PM	65.0
05:00 - 06:00 PM	70.3
06:00 - 07:00 PM	72.4
07:00 - 08:00 PM	71.6
08:00 - 09:00 PM	71.9
09:00 - 10:00 PM	73.2
10:00 - 11:00 PM	69.2
11:00 - 12:00 PM	69.7
12:00 - 01:00 AM	67.9
Ldn	77.5



NOTES:
9-hour ambient noise measurement.
Noise monitoring results after 2:00 AM was discarded due to mechanical failure caused by wet weather.



NOT TO SCALE

PROJECT	ENGINEER	DATE
Stanford Community Plan	Philip Jo	11/17/99/11/18/99

LOCATION	SITE NO.
Oak Apartment (1600 Sand hill Rd.), Palo Alto	6

SOUND LEVEL METER	MICROPHONE
Rion NL-15	

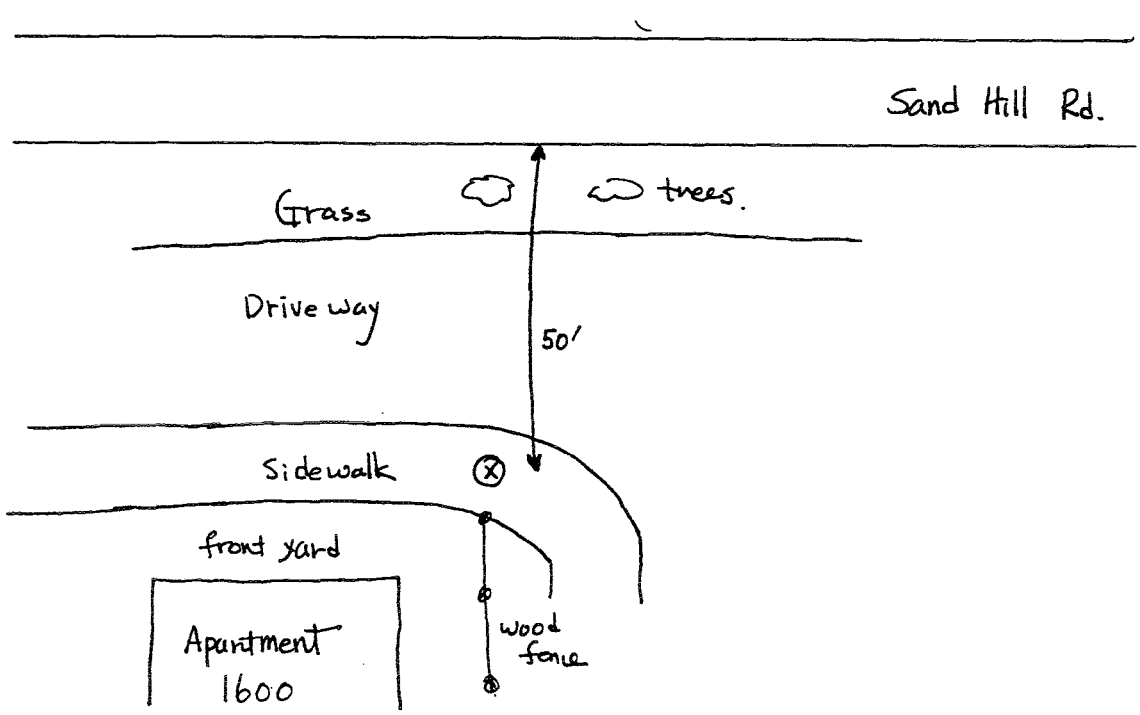
CALIBRATOR	CAL, dB	TIME
LD CA250	114	14:48 07:15 AM

METER SETTING: Slow, A-weighted

NOTE
- Traffic is relatively fast, compared to PM.
- Majority of buildings are 3-story.
- Very slow traffic during PM hour. (<25~30 mph)

TIME START	TIME END	L1	L10	L25	L50	L90	L99	LMIN	LMAX	Leq	NOTES
07:20	07:40								71.9	62.2	10 min traffic count (AM)
1450	1510								73.7	61.4	HT: 0 MT: 0 CAR: 264
											HT: 3, MT=1 (PM) CAR: 306

SKETCH



PARSONS ENGINEERING SCIENCE, INC.

PROJECT	ENGINEER	DATE
Stanford Community Plan	Philip Jo	11/19/99

LOCATION	SITE NO.
909 University Avenue, Palo Alto	7

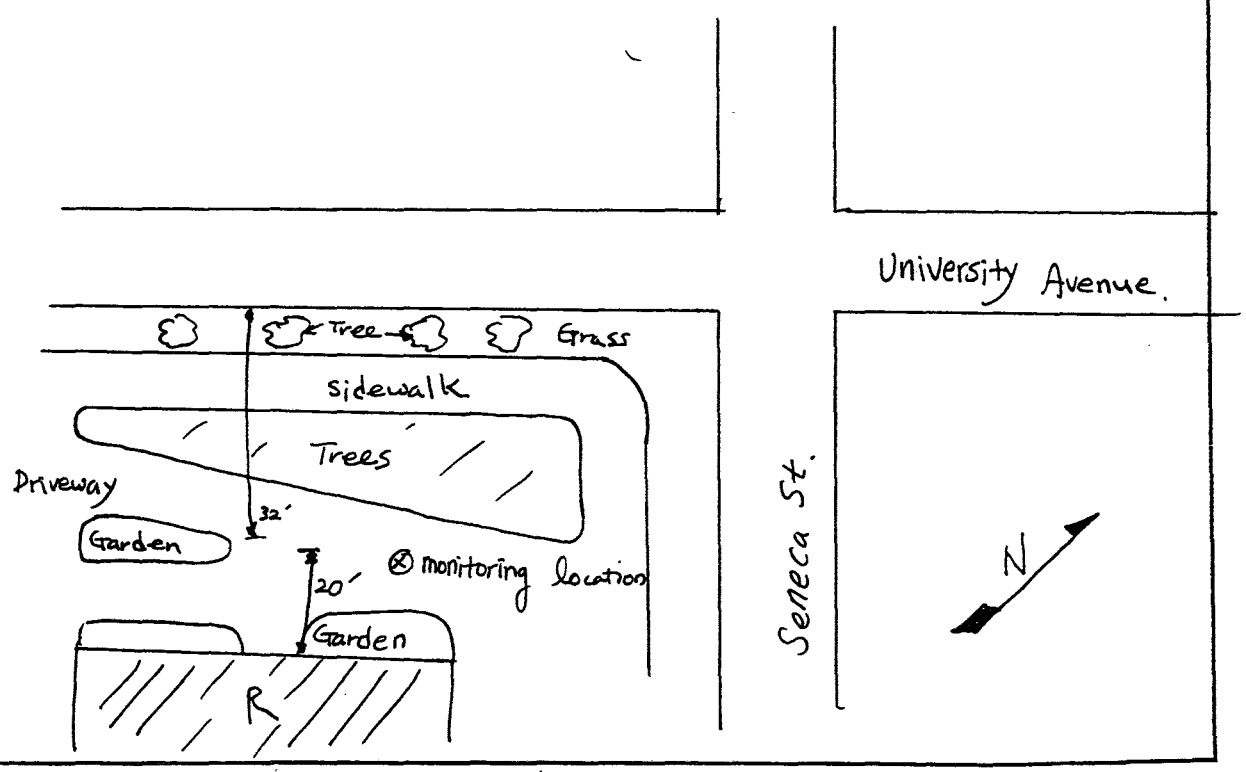
SOUND LEVEL METER	MICROPHONE	NOTE
Rion NL-15		Light Rain

CALIBRATOR	CAL. dB	TIME
LD CA250	114	0809

METER SETTING: slow, A-weighted

TIME START	TIME END	L1	L10	L25	L50	L90	L99	LMIN	LMAX	Leq	NOTES
0810	0830								76.5	64.1	

SKETCH



PARSONS ENGINEERING SCIENCE, INC.

PROJECT	ENGINEER	DATE
Stanford Community Plan	Philip Jo	11/18/99

LOCATION	SITE NO.
Schwab Residential Center, Stanford	8

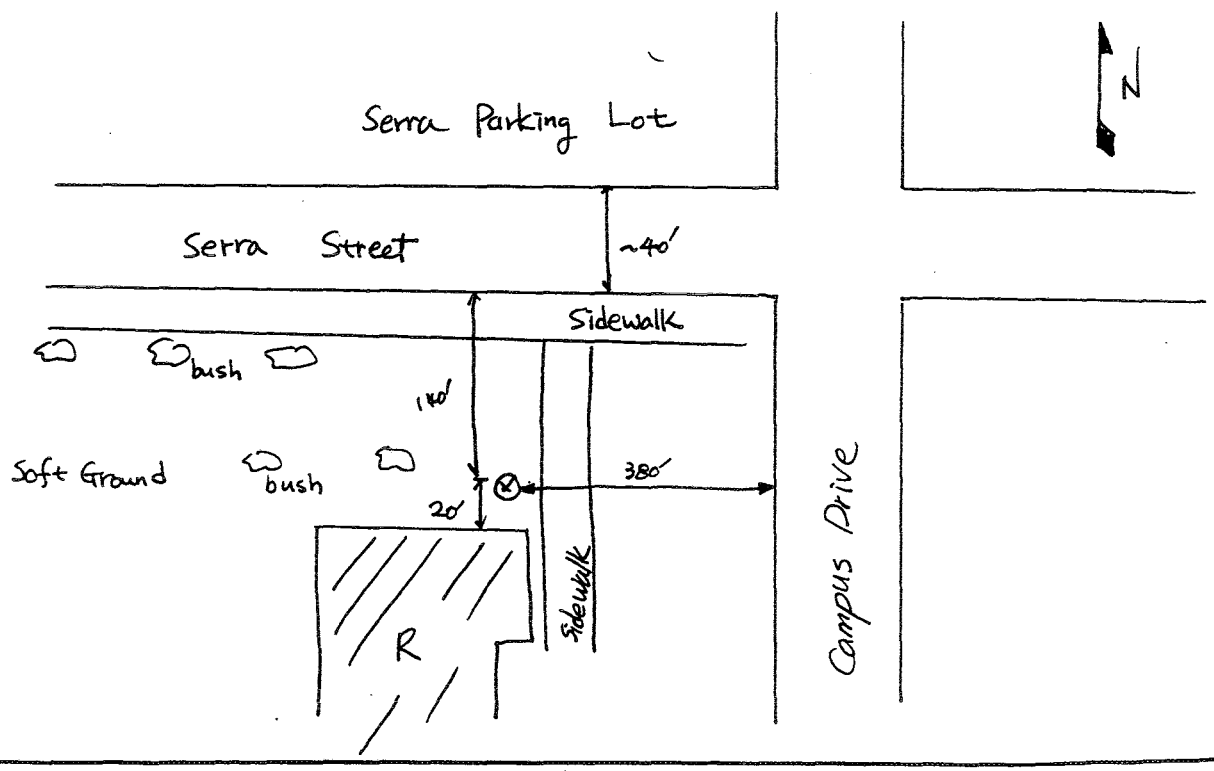
SOUND LEVEL METER	MICROPHONE	NOTE
Rion NL-15		* Vehicle moving in and out of parking Lot

CALIBRATOR	CAL, dB	TIME
LD CA250	114	0809

METER SETTING: Slow, A-weighted

TIME START	TIME END	L1	L10	L25	L50	L90	L99	LMIN	LMAX	Leq	NOTES
0812	0833								67.4	56.1	

SKETCH



PARSONS ENGINEERING SCIENCE, INC.

PROJECT	ENGINEER	DATE
Stanford Community Plan	Philip Jo	11/18/99

LOCATION	SITE NO.
466 Lomita Mall, Stanford	9

SOUND LEVEL METER	MICROPHONE
Rion NL-15	

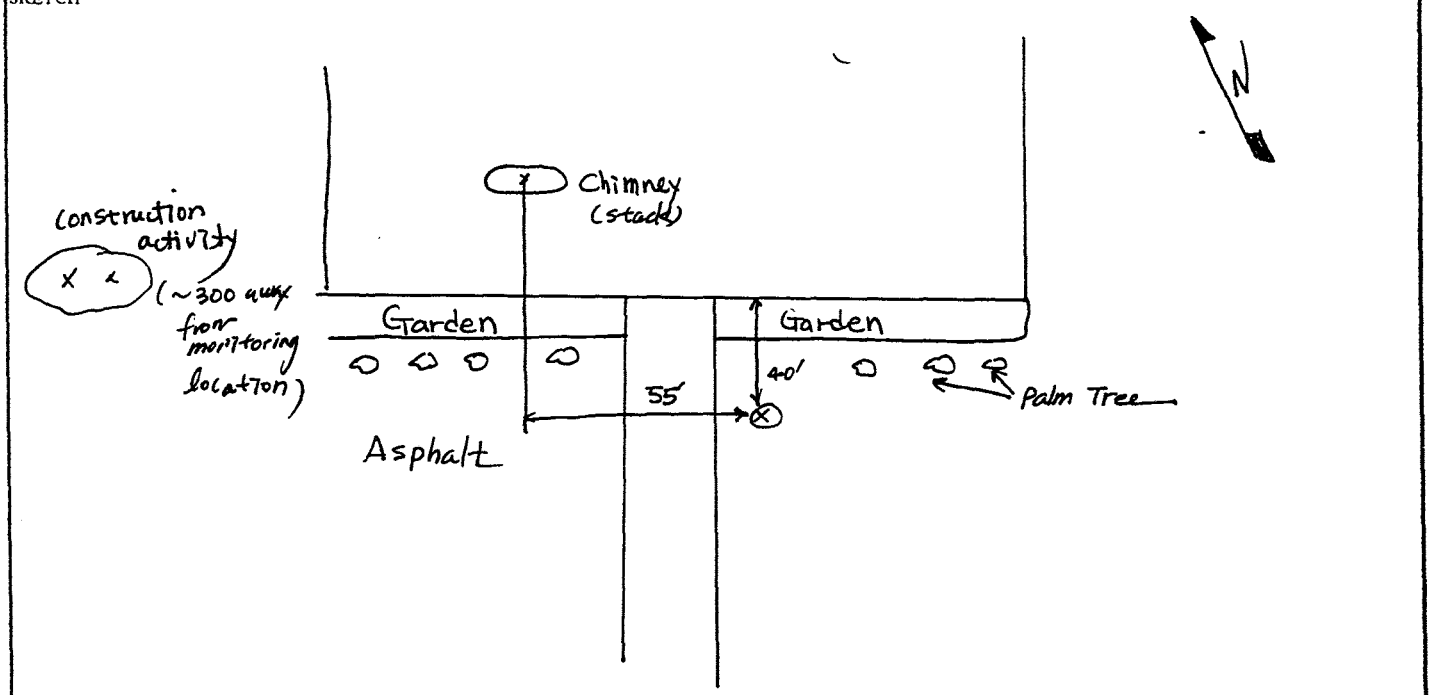
CALIBRATOR	CAL, dB	TIME
LD CA250	114	10:00

METER SETTING: Slow, Aweighted

NOTE
* 61.4 : airplane
* Construction activity (85 dBA @ ~50')
* 57 dBA or higher from emission stack
* 64.3 dB bicycle squeak

TIME START	TIME END	L1	L10	L25	L50	L90	L99	LMIN	LMAX	Leq	NOTES
10:03	10:23								64.3	57.6	

SKETCH



PARSONS ENGINEERING SCIENCE, INC.

PROJECT	ENGINEER	DATE
Stanford Community Plan	Philip Jo	11/19/99

LOCATION	SITE NO.
Stanford Medical Center	10

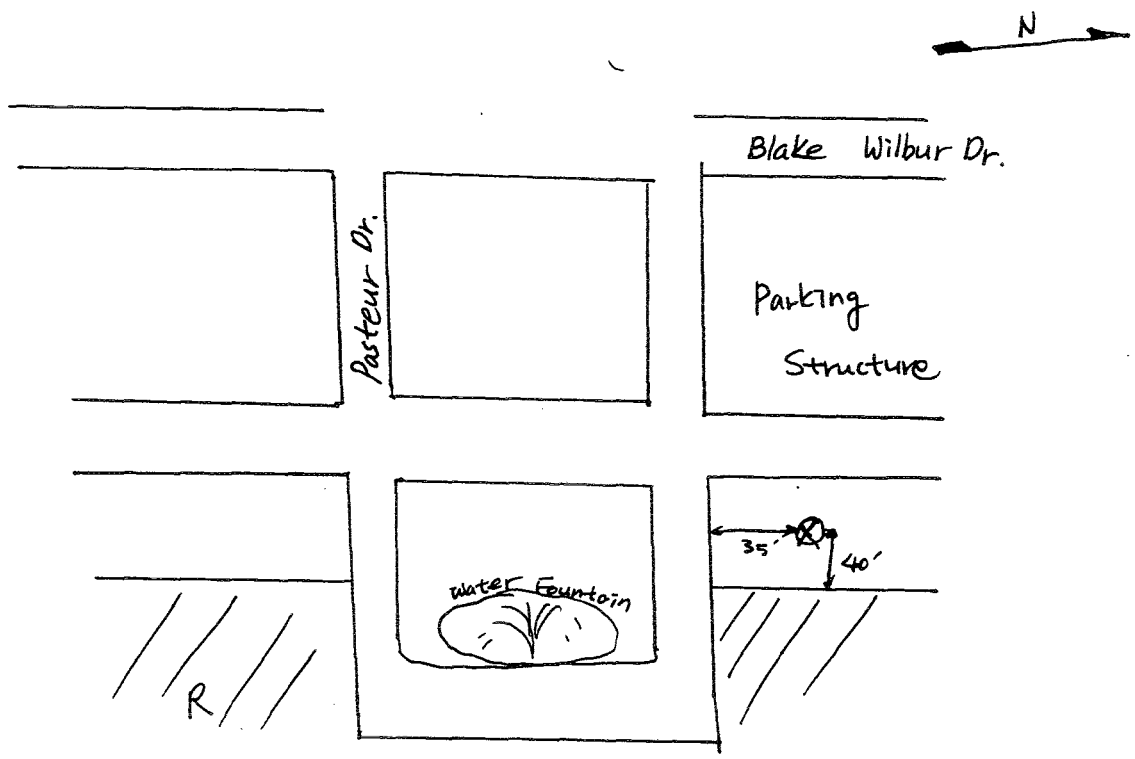
SOUND LEVEL METER	MICROPHONE	NOTE
Rion NL-15		Light Rain

CALIBRATOR	CAL, dB	TIME
LD CA250	114	1457

METER SETTING: slow, A-weighted

TIME START	TIME END	L1	L10	L25	L50	L90	L99	LMIN	LMAX	Leq	NOTES
1500	1520								66.4	56.8	

SKETCH



PARSONS ENGINEERING SCIENCE, INC.

PROJECT	ENGINEER	DATE
Stanford Community Plan	Philip Jo	11/18/99

LOCATION	SITE NO.
Richard Lyman Graduate Housing, Stanford	

SOUND LEVEL METER	MICROPHONE	NOTE
Rion, NL-15		75.3 dB : HT 82.5 dB : Rattling Truck

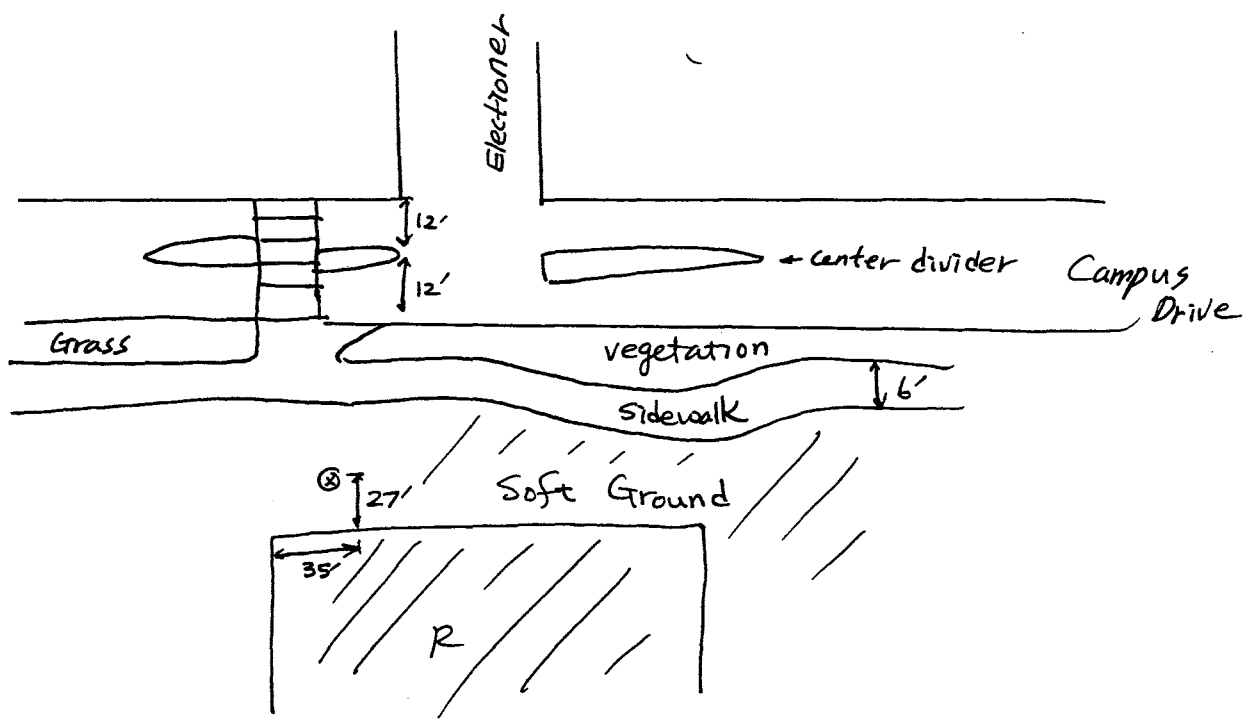
CALIBRATOR	CAL, dB	TIME
LD CA250	+114	10:52

METER SETTING

Slow, A-weighted.

TIME START	TIME END	L1	L10	L25	L50	L90	L99	LMIN	LMAX	Leq	NOTES
10:54	11:14								82.5	63.0	

SKETCH



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